

Americans with Disabilities Act

Final Transition Plan Related to Curb Ramps

A Schedule For Providing Curb Ramps For Persons With Disabilities

Prepared For:

**City and County of Honolulu
Department of Design and Construction**

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**January 7, 1999
(Appendices G & J Revised January 13, 1999)**

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EXECUTIVE SUMMARY

What is the ADA Curb Ramp Transition Plan?

ADA stands for the Americans with Disabilities Act of 1990 and it is a very far reaching federal civil rights law for people with disabilities. This Transition Plan is a schedule for the planned installation of new curb ramps and the modification of existing curb ramps to ensure that “program accessibility” is provided for disabled users of the sidewalks within City and County of Honolulu public rights-of-way.

Why is the City doing this work now, haven’t there been curb ramps around for years?

This work is required as part of the settlement agreement made with plaintiffs who alleged that the City’s efforts to ensure “program accessibility” were insufficient under the ADA. An earlier ADA Transition Plan was prepared in 1993, but it was a request-based process for determining the number and location of curb ramps to be installed. While ADA requires the City to address requests, the regulations also require a more “proactive” or strategic approach to curb ramp installation, which this plan provides. With regard to the existing curb ramps along sidewalks, many do not comply with the ADA Accessibility Guidelines – a newer design standard than those used during the 1970’s – 1980’s. Of these non-compliant curb ramps, many will need to be modified or even replaced. Sidewalk approaches to bus stops were also noted in the complaint against the City and the Department of Transportation Services is currently developing an ADA Transition Plan for bus stops.

When is the City required to have these new curb ramps installed?

The City must adopt the ADA Curb Ramp Transition Plan and its associated document, the ADA Self Evaluation for Streets & Sidewalks by February 5, 1999 to comply with the court’s order. Implementation of the Self Evaluation recommendations should begin immediately thereafter, and the settlement agreement allows for a 6 year implementation period (ending February 5, 2005) for curb ramp work.

Specifically what does the ADA Curb Ramp Transition Plan propose?

A total of 6,780 intersections were surveyed by the ADA consultants (Wilson Okamoto & Associates, Inc. and Hecker Design, Ltd.), and those requiring new curb ramps or modification of existing ramps were ranked in priority based upon a range of factors relating to their use by individuals with disabilities. According to this priority ranking and cost estimate for individual improvements, 2,889 intersections should be modified over the fiscal years 2000 – 2005 at a total projected cost of \$50,586,000.00 (1998 dollars), as shown in the table below.

Fiscal Year	No. Intersections	Estimated Cost
2000	362	\$8,766,500.00
2001	405	\$8,792,000.00
2002	597	\$8,765,000.00
2003	621	\$8,760,000.00
2004	443	\$8,795,500.00
2005	461	\$6,707,000.00
TOTALS	2,889	\$50,586,000.00
Note: Estimated costs are expressed in 1998 dollars		

The implementation schedule for the curb ramp modifications are summarized in Appendix G. The costs are tabulated by fiscal year and are grouped into districts or communities of the City and County of Honolulu. The tables indicate the range of the overall priority rating of intersections in each district, as well as the quantity of intersections scheduled for modification and their associated cost estimate. In addition, each table includes a contingency cost which is intended to cover unexpected site conditions or concerns that may require additional engineering analyses, as well as curb ramp modifications based on individual requests that are not scheduled for modification in the transition plan.

What is the process by which the Transition Plan may be adopted?

In order to meet the consent decree deadline of February 5, 1999, it is proposed that the Transition Plan be adopted by City Council Resolution. The following schedule provides the milestones for meeting the consent decree deadline.

Table 2 PROPOSED TRANSITION PLAN ADOPTION PROCESS		
	Event	Date
1	Submit resolution to adopt Transition Plan to City Council	Week of November 30, 1998
2	Conduct informational meeting with City Council	December 1, 1998
3	Distribute Draft Transition Plan for Public Review	December 4, 1998
4	Conduct Public Information Meeting	December 14, 1998
5	Deadline for Public Comment	December 24, 1998
6	Complete Pre-Final Transition Plan	December 31, 1998
7	Review by City Council Committee	January 12 – 14, 1999
8	Complete Final Transition Plan	January 15, 1999
9	Adoption by Full Council	January 27, 1999

Who should be contacted to obtain more information about this project?

Mr. Gregory Sue is the Department of Design & Construction ADA Coordinator. He is the appropriate person to contact for information regarding this ADA Curb Ramp Transition Plan, and can be reached at 527-6304 or (808) 527-5166 TTY.

1. BACKGROUND AND PURPOSE

1.1 ADA Compliance Requirements

This report was prepared for the City and County of Honolulu (City) in partial fulfillment of the implementing regulations for Title II of the Americans With Disabilities Act of 1990 (ADA) (28 CFR 35.105(a)), and the Consent Decree and Order filed in McConnell et. al. v. City and County of Honolulu (USDC Civil No. 96-01111 DAE - May 5, 1997). This report addresses one of five responsibilities of the ADA for state and local governments relative to streets and sidewalks, including:

1. A Self Evaluation of policies and practices related to streets and sidewalks;
2. The new construction requirements of ADA related to streets and sidewalks;
3. Alteration requirements for streets and sidewalks;
4. Requests for program accommodations related to streets and sidewalks; and,
5. A Curb Ramp Transition Plan.

With the exception of Items 2 and 3 regarding the new construction and alteration requirements of the ADA, which deal strictly with design and construction, the other responsibilities address specific non-discrimination prohibitions and “program accessibility” as discussed below.

1.2 Program Accessibility Concept

The concept of program accessibility originated with the requirements of Section 504 of the Rehabilitation Act of 1973 and, along with the Civil Rights Act of 1964, is at the core of the non-discrimination provisions of ADA.

Program accessibility is also the primary consideration for curb ramp modifications addressed in this Transition Plan. The intent of program accessibility is stated in the following excerpt from the implementing regulations of the ADA:

“Except as otherwise provided in 35.150, no qualified individual with a disability shall, because a public entity’s facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs or activities of a public entity, or be subjected to discrimination by any public entity.” 28 CFR 35.149 Program Accessibility

Curb ramps and sidewalks fall under the very broad definition of “facilities” mentioned in the excerpt above and, therefore, are covered as part of the program accessibility requirement of ADA. The reference to section 35.150 ties this requirement to additional compliance concepts that are critical to the planning and implementation of curb ramp modifications.

1.3 Program Access

The concept of “viewed in its entirety” provides the context for evaluating the need for modifications of the purposes of program accessibility. Section 35.150 of the ADA regulations requires that the City’s services, programs, and activities be accessible to individuals with disabilities “when viewed in its entirety”. With respect to the City’s streets and sidewalks, the program is the network of “improved pedestrian circulation routes”. Item 1 of the regulations excerpt below indicates that not every street corner with a sidewalk requires a curb ramp as long as program accessibility is provided “when viewed in its entirety” or when the entire network of sidewalks is considered.

Additionally, the limitations pertaining to historic facilities, fundamental alterations and undue financial and administrative burdens offer some flexibility in determining which intersections need to be modified. The limitation related to “technical infeasibility” will be presented later in this report, since it relates to how a new accessible feature can be installed into an existing sidewalk with specific site characteristics that prevent full compliance with the ADA Accessibility Guidelines (ADAAG).

“A public entity shall operate each service, program or activity so that the service, program or activity, *when viewed in its entirety*, is readily accessible to and usable by individuals with disabilities. This paragraph does not:

1. Necessarily require a public entity to make *each of its existing facilities* accessible to and usable by individuals with disabilities;
2. Require a public entity to take an action that would *threaten or destroy the historic significance* of an historic property; or,
3. Require a public entity to take any action that it can demonstrate would result in a *fundamental alteration* in the nature of a service, program, or activity or in *undue financial and administrative burdens*...If an action would result in an alteration or such burdens, a public entity shall take any other action that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive the benefits or services provided by the public entity.”

Section 35.150 Existing Facilities [*emphasis added*]

1.4 Transition Plan Requirements

The regulations require that the Transition Plan report include at least the following elements:

1. A list of physical barriers in the public entity's facilities (improved pedestrian circulation route system) that limit the accessibility of its programs or activities to individuals with disabilities;
2. A description of the methods that will be used to make the facilities accessible;
3. A specific schedule identifying steps that will be taken each year of the transition plan period (6 years as stipulated in the Consent Decree); and,
4. Which official will be responsible for the implementation of the plan.

Toward meeting these requirements (particularly for Item 1) it was necessary to collect supporting data. Among these were: Physical characteristics of existing curb ramps and sidewalks; Location of the intersection relative to key governmental or commercial facilities; Bus route information; Pedestrian use patterns; Density of population around the intersection; and, Potential safety concerns to disabled users.

Public participation is also required inasmuch as interested parties, including individuals with disabilities and/or organizations that represent individuals with disabilities, must be given an opportunity to participate in the development of the plan by offering comments. A public information meeting was conducted on January 24, 1998 at the Ala Wai Community Park to present to the public the survey methodology and scope of the Transition Plan. A comment letter was received after the meeting and, together with sign-in sheets and summary minutes, is included as Appendix A. No objections were otherwise received regarding the methodology. In addition, the methodology was also presented at the "Tools for Life Expo" held at the Neal Blaisdell Center in March 1998. The expo was sponsored by the State Commission on Persons With Disabilities and featured many workshops on disability issues. One of the workshops was conducted by the consultants and presented design issues related to sidewalk accessibility. Two public information sessions about the curb ramp survey process were also presented by the consultants. Further, a

public information meeting was held on December 14, 1998 at the Honolulu Municipal Building to allow interested parties, including those with disabilities, an opportunity to comment on this Draft Transition Plan. A comment letter was received after the meeting and, together with summary minutes from the meeting, are attached as Appendix B.

2. PROJECT METHODOLOGY

The project methodology was organized into four phases including:

1. Orientation Phase;
2. Survey Phase;
3. Implementation Analysis Phase; and,
4. Report Preparation Phase.

2.1 Orientation Phase

The orientation phase of the transition plan determined the scope of the survey, the ADA standard to be used, the range of information to be collected, the protocols and instruments needed to collect that information, the computerized database used to process the information and the needs of the disability community based on an independent survey.

2.1.1 Scope of Field Survey

The first task was to determine the scope of the survey. Since pedestrian access on streets and sidewalks under the City's jurisdiction has been defined as an ADA program by the Department of Justice, those streets and sidewalks needed to be identified. A comprehensive review of all streets on Oahu was conducted to identify those under City jurisdiction, as opposed to private, State and Federal jurisdiction. Streets under City jurisdiction were identified on a map that served as the basis for conducting the field survey. Intersections where the City streets intersected State highways were

for conducting the field survey. Intersections where the City streets intersected State highways were excluded from the survey, in most cases, because such intersections were typically within the State right-of-way. Federal roads are not covered by the ADA program access mandate.

2.1.2 ADA Standards

The second task was to select the ADA design standards to be used for the survey from either the ADA Accessibility Guidelines (ADAAG) or the Uniform Federal Accessibility Standards (UFAS). While both are acceptable for compliance with the ADA, and they are similar in most respects, the ADAAG was selected since these proposed modifications would be subject to review by the State Commission on Persons with Disabilities. The Commission's Architectural Access Committee has patterned their design standard after the ADAAG (see Appendix C – ACC "Technical Infeasibility" Statement Form).

2.1.3 Information Needs

The third task was to determine the range of information to be collected in the field surveys. In general, information was collected at all potential pedestrian crossing, predominantly at intersections with marked and unmarked crosswalks, as well as at mid-block crossings. Three classifications of pedestrian conditions at street crossings were identified as requiring different levels of information:

1. Crossing locations with no sidewalks – Labeled "Blue" for surveying purposes, these are intersections not served by sidewalks. The absence of sidewalks is interpreted as an absence of a program for pedestrians and, therefore, would not be subject to the ADA requirements for program accessibility. No information would be required except to note their locations for future reference.
2. Crossing locations with no curb ramps – Labeled "Red" for surveying purposes, these crossings are served by sidewalks but have no curb ramps. These crossings are subject to the requirements of ADA program accessibility and could require the installation of

Two general priority categories were established, including one pertaining to the demand for program accessibility at all “Red and “Green” crossings, and the other pertaining to the severity of conditions posing obstacles or safety hazards at existing curb ramps at “Green” crossings.

With respect to the demand for program accessibility at both “Red” and “Green” crossings, several categories of information were included in the field survey forms. The broadest of these concerned destinations and included two priority categories:

- P1 Areas – High Priority Areas (governmental, schools, hospitals/health services, retail services, commercial services, recreation, religious institutions, visitor attractions, museums, and high density residential); and,
- P2 Areas – Secondary Priority Areas (low-density residential/single family residential, parks, rural areas and agricultural areas).

Within these categories, additional information was collected in the field as to the specific type of destinations were located in the block served by these crossings.

Related to the destination categories is information characterizing the general location of a particular crossing, with respect to the magnitude of the population being served. For example, a retail area within Waikiki would be a higher priority destination than one in Kaimuki, based upon the volume of customers served. Five categories of location information were collected in the field, including: Central Business District (i.e.: downtown Honolulu), Metropolitan Areas (i.e.: urban areas outside the CBD, such as Kaimuki, Kalihi, Pearl City, etc.), Small Town Areas (i.e.: Wahiawa, Ewa Beach, Kailua, etc.) and Other Areas (i.e.: Laie, Waimanalo, Haleiwa, etc.).

To account for the level of pedestrian activity at a particular location that may not be reflected by the type of destination or general location, a final characterization based on the observed level of

pedestrian activity was included. Four descriptors ranging from “light” to “very heavy” were provided.

Another category of priorities was access to public transit. In the field survey forms, the presence of nearby bus stops were noted. Subsequent to the field surveys, additional bus route information from the City’s Department of Transportation Services was added, including the level of service provided along the various routes.

For the “Green” street crossings that have existing curb ramps, an additional priority category was developed relating to the degree of inconvenience, impediment or potential safety hazard a disabled user might encounter. Referred to as the “severity code” this priority allows for flexibility in the program accessibility concept of the ADA by dividing the barriers into minor, significant and potentially hazardous categories. The conditions at existing curb ramps were thus characterized in the field reports as one of the following:

- **MI** – Major Inconvenience to disabled users of this element;
- **BA** – Blocks Access for disabled users of this element; or,
- **PSH** – Potential Safety Hazard for disabled users of this element.

With regard to information collected on existing conditions at a crossing, the difference between the “Red” crossings where there were no curb ramps and the “Green” crossings with existing curb ramps was significant. At “Red” crossings, the basic recommendation would be to install a new curb ramp. To identify potential limitations on installing the new ramp, conditions such as utility poles, utility “pull boxes”, drainage facilities, and fire hydrants were noted in a sketch. For future reference, digital photographs were taken according to a protocol assuring the pertinent conditions were recorded. At “Green” crossings, an extensive checklist of 74 attributes was used to identify specific

deficiencies, including those that determine the “severity rating” discussed earlier (See Appendix D).

Recommendations for modifications at “Red” crossings were fairly straightforward in that a new curb ramp was typically recommended. In some cases, however, existing conditions indicated that the installation of a curb ramp may be “technically infeasible” as defined by the ADA. For field survey purposes, potentially infeasible conditions were noted for further investigation. For the “Green” crossings, modifications to existing curb ramps were recommended based upon correcting specific non-complying elements, where appropriate. If potentially infeasible issues were identified, a notation was made for further investigation.

Order-of-magnitude cost estimates were developed for categories of modifications ranging from the installation of a new curb ramp to making corrections to non-complying features, as determined from the field recommendations. These cost estimates were derived primarily from the most recent City curb ramp projects.

The fifth task was to develop a computerized database in which to store, process and recall the various information collected. The computer program selected for this task was Microsoft’s ACCESS database. This program offered the flexibility to sort the extensive data in a variety of ways to facilitate development of alternative implementation strategies, to call up information on specific crossings during the implementation phase and to adapt the program to track the progress of required modifications. This program is also compatible with the City’s Geographic Information System (GIS) computer database allowing map based searching to facilitate project management. Further data input would be required to link the ADA curb ramp information and digital photographs to the GIS system.

2.1.5 Survey of Disability Community

The sixth and final task was to obtain information from the disabled community regarding their view on critical destinations, including information on current sidewalk use patterns and issues important to this affected community. The information was needed to help determine priorities for implementation. The assistance of the Hawaii Centers for Independent Living (HCIL) was enlisted in the development of a polling tool or survey, which was distributed by the HCIL through their extensive mailing list. The survey was also distributed at the "Tools for Life Expo" held in March 1998. The findings of the survey were presented at the January 24, 1998 public information meeting held to describe the curb ramp survey methodology (See Appendix E- HCIL Report).

2.2 Survey Phase

The survey phase involved the allocation of manpower to collect the required information as determined in the orientation phase. To maximize the efficiency of the available survey crews, manpower was allocated based on the technical skill level of the surveyors. The crews without formal engineering training conducted the reconnaissance survey which identified "Blue" intersections with no sidewalks and classified the other crossings as either "Red", without existing curb ramps or "Green", with existing curb ramps. The same surveyors were then assigned to conduct the surveys of many of the "Red" crossings for which the basic recommendation was to provide a new curb ramp and to identify site conditions that may affect the installation of those ramps. The crews with engineering training were assigned to the "Green" intersections which required the technical skills necessary to determine compliance, make recommendations for modifications and to identify physical constraints that may limit those modifications (See Appendix F - Samples of Survey Forms). In addition, when an apparent "technically infeasible" feature was identified, these were reserved for further review by the lead ADA consultant. Most of these elements will require special design attention during the implementation phase.

It should be noted that while conditions indicating potential technical infeasibility were identified in the field, final determination of infeasibility will need to be made during a more thorough engineering analysis when far more specific site data are available. This means that some of the recommendations made in this report may be found impossible to implement, regardless of those findings, accessible modifications should be made to extent that they are feasible. Hence, it is recommended that a design protocol be developed by the consultants for use during the implementation phase when more specific site data are available. This design protocol would be developed with the participation of the Commission of Persons with Disabilities, since they will have design review responsibilities during the construction. The goal of the design protocol would be to confirm and expand upon the surveyors' field observations and to determine which factors may be cited when site feasibility is in question. Numerous examples of various acceptable design alternatives should be documented to ensure consistency among the many engineering firms that will be responsible for curb ramp designs.

At the peak of the survey process, which lasted from November 1997 to October 1998, there were nine surveyors in the field. They surveyed:

- A. 6,780 Intersections with sidewalks;
- B. 18,961 Individual elements (i.e.: curb ramps, island cuts, etc.);
- C. 8,984 Corners with sidewalks but no curb ramps;
- D. 1,937 Intersections noted as P1 on the coding sheets;
- E. 4,843 Intersections noted as P2 on the coding sheets;
- F. 1,831 Individual elements with infeasible approach slopes >5%;
- G. 798 Individual elements with infeasible and potentially unsafe approach slopes >12%;
- H. 347 Very unique P1 intersections with special design considerations;
- I. 227 Very unique P2 intersections with special design considerations;

In addition the surveyors:

- J. Took over 25,000 digital photographs;
- K. Made over 225,000 individual measurements;
- L. Covered 594 square miles of Oahu to survey all these intersections.

2.3 Implementation Analysis Phase

Following the collection and inputting of field data into the computer database, the data was analyzed. This included sorting the data by established criteria to determine the schedule for implementation. Criteria used in sorting included those shown in Table 2 below, which were weighted to reflect the most critical factors for pedestrians with disabilities:

Table 3 WEIGHTED RANKING BY PRIORITY FACTOR		
Category	Description	Weighted Value
Pedestrian Traffic	Very Heavy	6
	Heavy	5
	Moderate	2
	Light	1
Bus Route Traffic	Heavy	5
	Moderate	3
	Light	1
	No Bus Service	0
Destination Priority	Governmental	6
	Retail/Hospital/Health	5
	Recreation/Churches/Museums/Tourist	4
	Condos/Multi-family Residential	4
	Commercial Services/Industrial	3
	One & Two Family Residential	2
Severity Priority	Potential Safety Hazard	7
	Blocks Access	0
	Major Inconvenience	0
Location	Central Business District	6
	Metropolitan Area	5
	Small Town	3
	Other Areas	1

The determination of these weighted priority elements was made by evaluating the HCIL poll results, the criteria in the Title II regulations (28 CFR 35.150(d)(2)), and the Consent Decree. Based on this weighted scale, a single score between 3–30 was derived for each intersection. This score

was then used to sort the data and rank the intersections for the installation of curb ramps. The higher the score, the higher the priority for implementation within the 6-year schedule.

After the total priority list for all intersections was made, two additional sorts were conducted to arrive at the final list of projects for the Transition Plan. The first of these two sorts was made to cull certain elements that could not feasibly be constructed to comply with the ADAAG requirements for slopes. Basically, it is “technically infeasible” to install a 1:12 ramp into an existing sidewalk that has an approach slope of 5% or greater (See Appendix G). To do so would require an overly long (greater than 12 feet) ramp run. As guidance for this determination, the published Interim Final Rule – ADAAG Chapter 14 (38 CFR 1191) stipulates at 14.2.4(5) that curb ramps running in the direction of the existing sidewalk should be designed to slope no more than 1:12, but need not exceed eight feet in length regardless of the slope of the ramp. To provide a more conservative interpretation of “technical infeasibility”, the maximum ramp length to 12 feet was used and given existing limitations, designers will be allowed up to a 1:10 slope for ramps that rise only 6 inches in height or 1:8 for ramps rising only 3 inches in height per ADAAG 4.1.6(3). This interpretation does not preclude individuals with disabilities from making requests to the City for curb ramps at these “technically infeasible” locations if reasonable need can be demonstrated.

The second sort was made to minimize the exceedingly high cost of installing curb ramps at every intersection in residential areas, regardless of whether a person with disabilities lives in these areas. This position is based on the technical assistance letters of the US Department of Justice (DOJ) that are available for review on the World Wide Web site <http://www.usdoj.gov/crt/foia/ta1049.txt> (See Appendix H). In the Technical Assistance letter #0149, the DOJ states the following in response to an inquiry of the Association of City Employees with Disabilities – Los Angeles:

“In residential areas, as opposed to commercial areas, it may be appropriate to establish a procedure for installing curb ramps upon request when an individual with

disabilities moves into a neighborhood. Moreover, the fundamental alteration and undue burden defenses will limit the number of curb ramps required in many cases. In developing a transition plan to provide curb ramps, a public entity should consider all of these factors.”

This DOJ position statement does not mean, however, that none of the intersections in residential areas will be modified to have curb ramps. If an intersection in a residential area is on a bus route, has a feature that was cited as a potential safety hazard, or serves a school or park it was identified as needing new curb ramps in the Transition Plan. Additionally, there are two other ways that an individual intersection may be modified through the ADA compliance process:

1. Needs based requests by an individual with disabilities who would benefit from program accessibility accommodations; and,
2. When residential streets are resurfaced or otherwise altered as defined by ADA, curb ramps will be installed along with other accessibility modifications as required, up to the apparent regulatory maximum of 20% of the value of the alteration costs.

pavement structure (crosswalk)

It is important to note that the alteration provisions of ADA have no regard for the prioritization of existing barrier removal under the program access concept. In fact, this is where the shift in ADA takes place from the flexible “program accessibility” model to the rigid alteration requirements. It is interesting to note that as regularly scheduled street resurfacing projects are completed between fiscal years 2000 – 2005, some curb ramps scheduled for modification under the Transition Plan will actually be enveloped into the scope of work of those resurfacing projects. Reductions in cost for these curb ramps has not been deducted from the Transition Plan estimate since there is no way of knowing how much money will be spent on resurfacing each year and where that money will be spent. Any surplus might wisely be considered as contingency funding for modifications requested by individuals with disabilities as needed.

2.4 Report Preparation Phase

This phase of the Transition Plan process documents the data collected and the analysis made of that data. The Transition Plan report has been developed to describe the project background, methodology, and schedule for the implementation of curb ramp modifications. It includes a schedule for modifications to curb ramps to ensure program access to the pedestrian circulation route, when viewed in its entirety.

In essence, the actual working Transition Plan is the computer database. The database is a document, to be used by the City to track the progress of the work and document the modifications made. It will serve as a tool to manage the implementation process, as well as, all the construction and design work associated with the implementation. During the review and comment period, printed copies of the database were available for viewing at selected public libraries. Other formats of were available upon request.

3. SCHEDULE FOR IMPLEMENTATION

The implementation schedule for curb ramp transition plan modifications is summarized and tabulated in Appendix I. The tables are divided into six fiscal years and are segregated by individual districts or communities of the City. The intersections in each fiscal year are ranked by the weighted priority ranking system with the overall priority rating shown. Also presented in the tables is the range of the overall priority rating of intersections in each district, as well as the quantity of intersections scheduled for modifications and associated cost estimates. The total estimated cost for implementation and contingency amounts are summarized for each proposed fiscal year. The proposed contingency amount is intended to include unforeseen site conditions or concerns that may require additional engineering analyses, as well as curb ramp modifications based on individual requests that are not scheduled for modification in the transition plan.

3.1 Detailed Schedule Of Intersections and Priorities

A detailed listing of specific intersections that include curb ramp modifications is presented in Appendix J. The list includes the following information:

- General area or district number;
- Highest priority building type served;
- Assigned intersection number for identification;
- Intersection street names;
- Priority factors;
- Priority rating; and
- Estimated cost.

The list was prepared by dividing the total estimated cost associated with curb ramp modifications in the transition plan into six implementation fiscal years. The first year list (Fiscal Year 2000), includes intersections with the greatest priority ranking as determined by the individual priority factors assigned to each intersection. Within each list or fiscal year block, intersections are further subcategorized by individual districts.

Appendix A

Summary Minutes, Sign-In Sheets, and Comment Letter from the
January 24, 1998 Public Information Meeting

Summary Meeting Minutes

**City and County of Honolulu
SELF EVALUATION AND TRANSITION PLAN FOR
ACCESSIBLE STREETS AND SIDEWALKS**

Public Information Meeting

Saturday, January 24, 1998
Ala Wai Community Park

Attendance: See Attachment 1, Sign In Sheet

Agenda/Handouts: See Attachment 2

1. The public information meeting on the City and County of Honolulu's (City) Americans with Disabilities Act (ADA) Transition Plan for Accessible Streets and Sidewalks was convened by Mr. Marvin Fukagawa of the City and County of Honolulu, Department of Public Works (DPW), Division of Engineering. Mr. Fukagawa introduced Mr. Earl Matsukawa of Wilson Okamoto and Associates (WOA). WOA has been contracted by DPW to prepare the Self Evaluation and Transition Plan.
2. Mr. Matsukawa thanked everyone for attending and explained the purpose of the meeting was to present the methodology for the transition plan portion of the project. After encouraging everyone to sign-in and pick up an agenda, Mr. Matsukawa briefly went over the agenda, explaining that although there would be a question and answer session at the end of the presentation, questions would be welcomed at any time. Mr. Matsukawa also announced that listening devices and the agenda in Braille format were available.
3. Mr. Matsukawa introduced:
 - a. Sign language interpreters;
 - b. Staff from WOA who were supporting the meeting;
 - c. Mr. Bill Hecker, a nationally recognized expert on ADA accessibility issues, who has been retained to oversee and participate in the project;
 - d. Kristine Takemoto of Hawaii Centers for Independent Living (HCIL) who is conducting the site and facilities prioritization survey for the project;
 - e. Mr. Marvin Fukagawa of DPW;
 - f. Mr. Garrett Goo, ADA Coordinator for the City's Department of Transportation Services (DTS);

- g. Ms. Francine Wai of the State Commission on Persons with Disabilities;
 - h. Ms. Patricia Nielsen, Vice President of the Oahu Transit Services, Paratransit Services; and,
 - i. Mr. Nick Kakaroukas of the City's Managing Director's Office who is the City's overall ADA Coordinator.
4. Mr. Matsukawa presented a graphic showing the overall schedule for the project and identified the current public information meeting in the process. He explained that the schedule is divided into two sections: one for the self evaluation; and, the other for the transition plan. He identified that as part of the transition plan the methodology had been completed, the database had been identified and prepared, and that this public meeting was the third item in the transition plan schedule. The fourth item, field surveys commenced in November, 1997 and will continue through the middle part of this year. During the latter part of summer the draft transition plan will be prepared and another public information meeting will be held. After a review process the final plan ultimately will be approved by the City Council.
 5. Mr. Matsukawa presented another graphic showing the percentage of completed and remaining field surveys. Of the 6,000 intersections under the jurisdiction of the City, approximately 17%, or 1,000 intersections have been surveyed.
 6. In addition to providing comments during the public information meeting, comments can be provided in writing by February 14, 1998. Although a deadline has been set, comments will be received beyond that date. Attached to the agenda was a self addressed form for the convenience of anyone wishing to send in written comments.
 7. Mr. Nick Kakaroukas explained that as part of the self evaluation, and in response to several comments regarding the need for customer service training for City employees, the City has contracted with Sheryl Nelson of Open Access to provide an accessibility brochure and employee training. Beginning next month, City employees who deal directly with the public; at City Hall and satellite city halls, managing the counters, issuing permits for camping and disabled parking stickers, will begin customer service training. Other training programs are also being investigated.
 8. Mr. Bill Hecker presented an overview of the methodology developed for surveying and developing the transition plan, divided into three phases; the orientation phase, the field survey phase and the implementation analysis.

9. Mr. Hecker reviewed the orientation phase:

a. Project Scope

- How many curb ramps do we have?
- How many survey teams will we need?
- What are the roles of the survey teams?
- How to address the specific requirements of the settlement agreement?
- How long will the process take?

b. Team Training

- Reconnaissance team
- Detail survey teams

c. Checklist Development

- Once the data is collected, it will be reviewed based on a standard. Determined the standard for accessible design to be the ADA Accessibility Guidelines.
- To determine the level of detail the project was divided into three large tasks:

1) Reconnaissance Team Survey

A team made up of city staff evaluated the approximate 6,300 intersections under City jurisdiction answering three questions; is there a sidewalk, if there is a sidewalk is there a curb ramp, if there is a curb ramp on which corner is it located. This task was completed last Wednesday, January 15, 1998.

At this point Mr. James McConnell asked, what was considered a sidewalk?

Mr. Hecker responded that in this particular case sidewalks can be broken down into two categories: developed; paved over a finished, graded sub-base, and unimproved; sidewalks paved over an ungraded, unfinished mudpath.

2) Red Team Survey Requirements

Existing sidewalk at a corner of an intersection but no curb ramp.

3) Green Team Survey Requirements

Existing sidewalk at a corner of an intersection and an existing curb ramp. In these cases further investigation is necessary to determine if the curb ramps are compliant, or at least usable and safe under the current ADA standards.

At this point Mr. McConnell noted that there is another category, places where there are curb ramps, but no sidewalks.

Mr. Hecker responded that those situations will be identified as a curb ramp with no sidewalk. He further clarified that this represents the information gathered by the reconnaissance team to determine which survey team will be sent to gather additional information. Detail survey teams will later be sent to photograph and gather key measurements associated with accessibility from every curb ramp.

d. Computer Database Design

- Determined the type of report needed to facilitate implementation.
- Determined data will be sorted based on destination priority. The critical nature of the destination will help establish the schedule for funding and modification of sidewalks and curb ramps.

At this point Ms. Patricia Nielsen's guest asked if mid-block crosswalks would be addressed?

Mr. Hecker responded that existing mid-block crosswalks would be addressed later in the presentation, and are definitely part of the transition plan. The schedule for their correction is also determined by the type of facilities or locations that are served by a pedestrian using that mid-block crosswalk.

Mr. McConnell asked if this was the appropriate time to ask about priorities?

Mr. Hecker responded that priorities will be discussed in great detail during the implementation analysis phase. This is just the orientation phase. The three phases to be presented include; the orientation phase, the field survey phase, and then the implementation analysis phase.

- Ensure the database would be compatible with the City' existing Geographical Information System database.

10. Mr. Hecker introduced Kristine Takemoto of HCIL to discuss the preliminary results of the survey developed to determine the destinations which are critical to pedestrians with disabilities.
11. Ms. Takemoto presented the purpose of the survey and the preliminary results:
 - a. The survey was designed to establish a priority list identifying both individual intersections in the City as well as important destination locations where curb cuts and curb ramps are need to be installed first.
 - b. The survey uses a Likert ranking scale with values ranging from 1 to 7, with 7 representing very important destinations needing a curb ramp, and 1 representing not very important destinations. Although the survey is ongoing, the following preliminary Likert values identify the top five destinations where curb ramps should be installed, in order of importance as:
 - 1) Health centers receiving a value of 6.41;
 - 2) Bus stops receiving a value of 6.32;
 - 3) Shopping facilities receiving a value of 6.14;
 - 4) Educational institutions such as schools receiving a value of 6.13; and
 - 5) Social service agencies receiving a value of 6.05.
 - c. The survey also identified specific intersections where curb ramps are needed. Some of the intersections identified involve state highways and would therefore not fall under City jurisdiction. The top six intersections identified were:
 - 1) Punchbowl and King
 - 2) Beretania and Bishop
 - 3) Kapiolani and Keeaumoku
 - 4) Kamehameha Hwy and Palimomi
 - 5) Kamehameha Hwy and Kaonohi
 - 6) Punchbowl and Beretania
 - d. Surveys were distributed to approximately 1,500 people identified using the HCIL consumer database. Of the surveys that were returned, a total of 80 surveys had been filled out completely and correctly from which data could be extracted.
 - The mean age of the respondents was 47.92 years old
 - There were slightly more female than male respondents

- Most of the respondents used some form of mobility assistance device
- Of those that did use a mobility device, most people were wheelchair users, either manual or powered
- Most of the respondents were not currently working
(As a sidenote, most of HCIL's consumers are in the not employed.)

At this point Ms. Nelson inquired if the 1,500 people surveyed were only people who had previously used HCIL's services. She was unsure if she had received a survey and maybe it was because it was not in an alternative format.

Ms. Takemoto responded that the 1,500 people included all the residents of the island of Oahu who have received services from HCIL in the past. This information comes from HCIL's comprehensive database, however that database does not identify whether alternative formats are necessary. It can be arranged for the survey tool and the results to be produced in large print and Braille for those who are interested or would like to participate.

Ms. Nelson commented that 80 respondents out of a total of 1,500 surveys seems like a low response percentage. She suggested that phone contact may be necessary to follow-up with the other 1,420. Ms. Nelson also inquired as to where the majority of those surveyed lived. She was concerned that the population dispersment of HCIL's consumers may not accurately represent the dispersment of people on the island. If most of those surveyed were residents of Honolulu, people from Haleiwa would not have the intersections that are important to them accurately represented.

Ms. Takemoto responded that HCIL does not have access to that type of data for islandwide populations. Currently, HCIL only has access to individuals that have requested their services at some time.

Ms. Nelson requested a Braille copy of the survey tool, and suggested that in order to get a more accurate representation of the island population, the survey tool should be distributed in cooperation with other agencies.

Ms. Takemoto agreed.

Mr. Matsukawa responded that other mailing lists and ways to distribute the survey are currently being investigated.

Mr. Larry Hitchcock suggested that the Social Security Department be contacted since they keep a comprehensive list of persons receiving disability checks.

Mr. McConnell commented that 80 respondents out of 1,500 surveyed does not surprise him due to the apathy common in Hawaii. He suggested using the City's HandiVan list to reach more people. Mr. McConnell also noted that the Mayor, City Council Chair, or City Council members might be able to encourage more community involvement by making an announcement at a press conference or through the City's access channel television program.

Mr. Hecker noted that the upcoming "Tools for Life Expo" in March would be another opportunity to encourage involvement by word of mouth through the disability community.

At this point Ms. Patricia Nielsen's guest asked if the list of disabled individuals and their addresses was accessible to any "predators" that might want a copy of it?

Ms. Takemoto responded that the information in the database and on the list is confidential. Once again she encouraged everyone to participate in the survey. The survey tool and preliminary results were available, and orders for Braille copies would be available the following Monday.

12. Mr. Hecker continued with a presentation of the survey phase which is divided into three phases:
 - a. The reconnaissance surveys
 - The reconnaissance portion of this phase included a complete inventory of City intersections. All of this information has not been completely inputted into the database, so an accurate account of how many intersections have been documented is unavailable. It is believed that there are about 6,300 road intersections under the jurisdiction of the City. Federal and state roads and highways were not included in the reconnaissance surveys. There is a separate survey and transition plan ongoing related to state highways.

As Mr. Hecker mentioned previously, this reconnaissance phase categorized City intersections into three types; blue, green, and red. Intersection corners identified with blue indicate an improved corner with no sidewalk. Intersection corners identified with green indicate an existing sidewalk and curb ramp. Intersection corners identified with red indicate an existing sidewalk with out a curb ramp. This information was used to identify specific teams of surveyors and specific tasks.

Before elaborating on the green and red team surveys, Mr. Hecker identified and explained the enlarged visual displays of data collected for the sample intersection of Kapiolani and McCully:

- A map of the orientation teams findings for this area;
- A copy of field notes;
- A copy of the master solution list that is a first attempt at what can be done to fix problems at a particular intersection;
- A field recommendation form that is filled out by the field personnel or the survey crew;
- A computerized printout of the transition plan data base survey data. This survey data will help to determine the problems associated with existing conditions;
- The second page of that computer data base printout;
- A map of the entire island to which reconnaissance teams have been sent. The roads circled that are circled with assigned numbers correspond to managerial assignment zones; and
- Photographs of the sample intersection at Kapiolani and McCully taken from different views to show each of the different elements, which in this case are five curb ramps around the four corners.

Using the example intersection of Kapiolani and McCully, Mr. Hecker presented visual overhead displays to elaborate on the survey process for each team.

- b. The green team surveys
 - Surveyors gathering information at intersections identified as green are required to have engineering backgrounds in order to obtain and document the technical information needed to develop the transition plan.
- c. The red team surveys

- Information gathered will include location concerns, but since there are no curb ramps at these intersections specific measurements of curb ramp data will not be collected.
13. At this time, Mr. Hecker explained in detail the master coding list for the curb ramp survey which is broken down into the key concerns associated with accessibility for curb ramps. This coding list is used by the survey teams to identify issues and conditions, and recommendations. Some examples that were presented included:
- 01 Location issues
 - 0101 There is no curb ramp serving the corner, i.e., no path of accessible route. This translates as a red dot corner on the reconnaissance map, and the 0101 number is put down in the field notes recommendation form and then inputted into the data base.
 - 0102 The existing curb ramp at this corner serves only pedestrian traffic in one direction. That means that for what ever reason, for instance, the configuration of the corner, or the lack of a curb ramp in two directions, safe pedestrian travel is possible in only one of the two directions that are typically available to people crossing streets at a four corner intersection.
 - 0103 The existing diagonal curb ramp has less than 48 inches landing out in traffic. This condition is marked with severity as a potential safety hazard. Rather than having two curb ramps at a corner that connect a crosswalk, a single diagonal curb ramp is installed at the apex of the curve or each corner. The diagonal curb ramp implies that a crosswalk exists, but the pedestrian must turn 45 degree angles, hopefully, protected by a crosswalk and out of traffic. This is of particular concern if there is not at least 48 inches of clear landing at the bottom of the curb ramp.

At this point Ms. Nelson requested clarification if diagonal curb ramps are intersection corners where the whole corner is a ramp.

Mr. Hecker responded that it could be either the whole corner, or it can be as little as a three foot wide piece with a flared side. He explained that it is located on the middle of the corner rather than at either edge of the corner.

Ms. Nelson mentioned that people who are blind don't have a clue how to line up with diagonal curb ramps and the crosswalk. If they are not aware that it is a diagonal curb ramp, they are going kitty-corner right out into traffic.

Mr. Hecker agreed and stated that concerns regarding accessibility must be balanced with concerns for people that are using canes or dogs or in some way have a visual impairment. The ideal situation is to have a curb directly in line with the pedestrian traffic along the sidewalk. The curb ramp is set off to the side, so blind users are cued into the fact that there is a curb and a crosswalk, and the direction of the crosswalk. There should be a hard edge, a line to follow, so that blind users can go straight across rather than having to go into the middle of the street and judge the direction of traffic using environmental cues. This concern is one that the transition plan is addressing, and it is also a location barrier issue.

Returning to the issue of the master coding list, Mr. Hecker identified the major categories of the curb ramp survey checklist:

- 02 Running slope and cross slope issues. On the curb ramp itself, this relates to the path, the main portion of the ramp, not the flared sides. It is required to be within a certain parameter of slope and cross slope.
- 03 Side conditions. These include the flared sides and if there is a return curb condition in a pedestrian path.
- 04 Bottom landing and cross walk markings. This addresses issues relating to asphalt lips which occur when the city paves over the street in a way that creates a level change between the concrete gutter and the asphalt street that could trip a pedestrian, possibly stop the front wheels of a wheelchair, or turn the chair sideways and actually flip the occupant into the street. Those are issues that are related to the bottom landing barriers that are found. Also addressed are issues related to crosswalk alignment. Is the curb ramp, and the pedestrian protected by the safety of a cross walk.
- 05 Top landing of the curb ramp. This addresses issues of whether the pedestrian can proceed up the curb ramp and then turn on a level platform to get on to the sidewalk. Typically in Honolulu, due to the limited rights-of-way, there is a wall or the sidewalk terminates at the top of the curb ramp. A gentler side flare is necessary to proceed up the curb ramp to the sidewalk.

- 06 Width of the curb ramp. In the urban area of Honolulu curb ramps as narrow as 24 inches were found where the standard calls for 36 inches. If it is an existing curb ramp and the only thing wrong with it is that it is 35 inches wide, it probably won't be fixed right away. It will probably be addressed later on, if at all.
 - 07 Surface conditions of the curb ramps. This addresses conditions where tree roots that have lifted the sidewalk at the top or the middle of the curb ramp in such a way that it creates a lip. This may be resolved by grinding down the lifted areas, or the curb ramp may need to be modified.
 - 08 Wayfinding issues for people with visual impairments. Three specific issues are addressed. The first is for diagonal curb ramps, there is no 24 inch wide portion of the curb within the crosswalk. Next, objects on the approach route that project 4 inches to 6 inches into the path between 27 inches and 80 inches high. In the surveys many examples of this problem have been found including signage or tree limbs or some other element that is in the sidewalk as you approach the curb ramp. Using the ADA standard and that is where we are at identifying barriers. there are a host of these, and we need to screen these off, and we've got solutions that include how to screen these off.
 - 09 Island or median crossings. This category addresses crossings that may have curb ramps on the corners at either side, but there is an island or median dividing the street with no curb cuts. These types of crossings are marked with a red dot and addressed by the red survey team.
 - 10 Sidewalk approaches from bus stops. This category addresses concerns relating to the accessible route along the sidewalk that approaches the bus stop from the curb ramp. As in the example case of Kapiolani and McCully, a bus stop is located right at the corner. The surveyors would look at the sidewalk issues, cross slope, slope, cracked surfaces, tree roots, and protruding hazards that may be a safety issue for people that are visually impaired. DTS and Garrett Goo are also performing an evaluation and developing a transition plan relating to all bus stops. The DTS data and the data from the surveys will be pooled.
14. Once barriers and concerns have been identified the ADA Curb Ramp Survey Solutions - Mater List provides corrective solution recommendations for each of the ten categories listed above. The solutions are listed as Elements A through A. The list includes tearing out the existing curb ramp and installing a new curb ramp, or putting in a curb ramp

where no curb ramp existed before, or modifying the existing curb ramp to have less slope on the side flares, or screening off visual impairment impediments.

15. Next the green team identifies location priority. Priority destinations are identified into one of two main categories. These main categories are taken directly from the DOJ regulations implementing Title II of the ADA.

In addressing curb ramp modification, Priority 1 areas are of a higher priority concern. These include governmental buildings, health care or hospital facilities, commercial facilities, shopping centers, places of public accommodation as they are identified under the law, hotels and tourist-related areas that may be critical, as in Waikiki. The surveyor identifies all the critical elements that are served by that corner.

Priority 2 primarily corresponds to residential areas. These priority areas are related to individuals with disabilities have raised concerns regarding their personal access near their homes.

16. Barrier severity is also identified. Severity issues fall into the following three categories:

Inconvenience issues - usable, but not compliant;

Inaccessibility issues - the barrier blocks access to people with certain disabilities;
and,

Potential safety hazard issues - conditions which may be hazardous to a large percentage of people with disabilities.

17. Infeasibility concerns identified by the field surveyors will be referred to Mr. Hecker for evaluation.
18. Mr. Hecker called a recess and subsequently reconvened the meeting to elaborate on the survey tasks using the Kapiolani and McCully intersection as the example.

Using a copy of the actual field notes taken by the surveyor, Mr. Hecker went step-by-step through the identification of each element of the intersection and the coding of these elements using the master code list. Based on the barriers identified for each element, the ADA Curb Ramp Survey Solutions Master List provides the opportunity to select an appropriate solution. All of this information becomes part of the computer data base to produce the Intersection Summary which includes all the data collected for a particular intersection.

19. Mr. Hecker continued with a discussion of his role in quality control analysis including:
 - Comparing and reviewing field notes and data collected;
 - Conducting field visits to verify data;
 - Investigating solutions for unique barrier situations; and,
 - Confirming and justifying site infeasibility issues.

20. Following the survey phase the implementation analysis phase will prioritize implementation of the recommended solutions. Development of an implementation priority schedule will be based on various considerations including:
 - Results of the HCIL priorities survey;
 - Individual requests previously reported to the City or received through public comments;
 - The specific requirements as outlined in the settlement agreement;
 - Accessibility to bus stops and the bus route;

Ms. Nelson added that sidewalk and curb ramp accessibility regarding bus stops is not the only factor. Unless she is familiar with the location of a particular bus stop, she is unable to find the bus stops. In addition when riding the bus, she doesn't know where the bus has stopped.

Mr. Hecker clarified that while it is important for bus drivers to identify the bus stops, or that a system providing the needed data be developed; the focus of the transition plan is on the accessibility of streets and sidewalks.

- Priority I and II areas or destinations as determined by ADA regulations;

In situations where City and State streets intersect, there is the possibility that the City and the State have different priority rankings for those streets. Ms. Charlotte Townsend asked how those situations would be resolved, or if an overlay of State findings would be used.

Mr. Hecker commented that it is currently a weakness of the transition plan although there have been periodic meetings with both City and State representatives.

Mr. Matsukawa clarified that generally as a City street approaches a State highway, that intersection falls under State jurisdiction. There may however be some exceptions.

Mr. McConnell identified the intersection of Pali Highway and Beretania Street as one exception. The City has installed curb ramps on the makai side of the intersection and the State has not installed curb ramps to the mauka side.

Mr. Hecker added that the periodic coordination meetings between the City and the State, required under the settlement agreement, help to keep the City up-to-date with the State's progress and to ensure that both parties are proceeding in the same direction.

Ms. Townsend asked if the data base numbered how many state and county intersections exist.

Mr. Hecker responded that state intersections are not part of the City data base. The State is developing their own data base.

Mr. McConnell asked about intersections on private property.

Mr. Hecker responded that unless the roadway has been deeded to the City for maintenance, jurisdiction remains with the private developer and the developer is responsible for maintenance and compliance with the ADA.

Mr. McConnell stated that although it may be the exception, it was his understanding that private roads maintained by the City exist.

Mr. Hecker stated that during the survey phase, private roads were not included. However, he asked Mr. McConnell to inform him of specific situations where private roads fell under City jurisdiction.

- Zoning designations from City Zoning maps;
- Potential safety hazards at existing curb ramps; and,
- ADA path-of-travel modification requirements for proposed street resurfacing and alterations.

21. Mr. Hecker clarified that resurfacing and alteration projects completed after January 1992 may be addressed under the path-of-travel requirements, rather than under Title II and the Transition Plan.

Considering that curb ramp projects and resurfacing projects may be handled by two different departments, Mr. McConnell asked if funding for future curb ramp and resurfacing projects would be kept separate, and if those projects would be done at the same.

Mr. Hecker responded that he sees the benefit of a single contractor and funding source, however, his recommendation would be to keep the funding source and the work separate.

Mr. McConnell mentioned that he was aware of a recent decision where the judge ruled that funding can not be separated. By separating funding it calls attention to the expense to society for disability compliance and causes "hard feelings."

22. Mr. Hecker discussed that there would be several determining factors for the construction timetable:
- Whether contracts would be awarded on a design/build basis, or through separate design and construction contracts;
 - Permitting and administrative review needs;
 - Coordinating modifications with utility companies;
 - Fiscal year budgeting projects; and,
 - Effects of removing curb ramps that are associated with alteration projects from separate design/build street resurfacing projects.
23. Finally, Mr. Hecker summarized the final steps of the implementation and analysis phase.
- Development of the Draft Transition Plan
 - Final public informational meeting to review and comment on the draft
 - Revisions as required
 - Final approval by City Council
 - Request for proposals and implementation contracts
 - Continued project oversight by WOA and Bill Hecker

At this point Mr. McConnell noted that curb ramps built on public sidewalks by private property owners was not addressed.

Mr. Hecker commented that it was his understanding that the City continues to have jurisdiction over the public right-of-way, and those improvements are absorbed into the City inventory. He then asked Ms. Wai if the Commission on Persons with Disabilities would review curb ramps built by private property owners on behalf of the City.

Ms. Wai responded that the Commission should review projects done on behalf of the City.

Mr. McConnell clarified that his comment was directed to the fact that the City should take more control to decide if a curb ramp is needed in a particular situation or not. He used the example of the sidewalk along the King Kalakaua Plaza between Kalakaua and Kuhio Avenues. Recently the sidewalk was rebuilt and a curb ramp was installed at the crosswalk on one corner of Kuhio Avenue. However, there is no curb ramp on the other side of the intersection, creating a dangerous situation. It is his opinion that the curb ramp should never have been built.

Mr. Hecker commented that another solution would be that prior to accepting a curb ramp on one corner of an intersection, the City should ensure that a curb ramp exists on the other side. Barring any infeasibility issues, a curb ramp should be installed on the other side of the intersection.

Mr. Kakaroukas added that better cross-departmental communication is needed between the Building Department and DPW. When the Building Department approves plans, the DPW should be notified if a curb ramp is needed.

24. Mr. Hecker closed his formal presentation and asked if there were additional questions or comments.
25. Ms. Wai asked if the surveys were identifying mid-block curb ramps with no crosswalks, and/or mid-block crosswalks with no curb ramps.

Mr. Hecker responded that mid-block crosswalks and curb ramps are included in the survey. In regards to mid-block he gave an example of a situation along King Street where utility fixtures have been placed where a curb ramp should be located. Relating to curb ramps without crosswalk markings, Mr. Hecker asked Mr. Kakaroukas to elaborate on a situation along Ala Wai Boulevard.

Mr. Kakaroukas confirmed that a number of crosswalks along Ala Wai Boulevard have been eliminated to allow for more on-street parking. He also stated that the DPW is aware of the situation and has included it on the department's priority list.

Ms. Wai asked if this situation has been found elsewhere?

Mr. McConnell stated that he was aware of a curb ramp that was not protected by a crosswalk on Kalakaua Avenue.

Mr. Hecker confirmed that he encountered the intersection and noticed a "no walking" or "no pedestrian crossing" sign. However, for someone that is blind and can't see the sign they will proceed into the intersection. In fact, the curb ramp should be removed if it is not a pedestrian crossing area.

Ms. Townsend asked if the recommendation in these situations will be to remove the curb ramp and flares, and reinstall the curb.

Mr. Hecker confirmed that he would recommend to eliminate the curb ramp and reinstall the curb.

26. At this point Ms. Nielsen's guest commented that implementation of the ADA would cost the taxpayer three times as much because of overlap between the City and County, State and Federal governments.

Mr. Hecker stated that the City has jurisdiction over the majority of streets and sidewalks. It is also his hope that through coordination: 1) any overlap or situation where the same improvement is paid for twice is eliminated; or, 2) a necessary improvement is not overlooked.

27. Ms. Nelson commented that she does not assume every curb ramp is protected by a crosswalk. It is her practice to cross only at intersections with light signals. She also complimented Mr. Hecker on his presentation, stating that it was well organized and detailed. Although she can not see the visual presentations, she is still able to follow the discussion fairly accurately. Finally, she recognized Mr. Hecker's sincerity and expressed her hopes that through his actions and his position he may be able to educate the powers that be.

Mr. Hecker thanked her for her comments.

28. Mr. Robert Townsend asked how to obtain information about curb ramps on the DPW priority list, and how long it would take to implement the proposed action. Specifically, he is interested in a curb ramp along Ala Wai Boulevard.

Mr. Hecker responded that unless the modification has been funded and the project scheduled, the current policy is to shift all curb ramp issues from the priority list to the transition plan.

Mr. Kakaroukas added that curb ramp issues along Ala Wai Boulevard would be included in the transition plan.

Mr. Townsend was concerned that actual implementation would be years down the road.

Mr. Hecker clarified that modifications that deal with safety issues and other high priority areas will be at the top of the priority list.

29. Mr. Hecker thanked those in attendance and closed the meeting.

CITY AND COUNTY OF HONOLULU
ADA TRANSITION PLAN PROCESS
PUBLIC INFORMATION MEETING
 Ala Wai Community Park
 January 24, 1998, 9:00 a.m. to 12:00 p.m.

PLEASE PRINT LEGIBLY

First Name	Last Name	Home Phone	Work Phone	Fax No.	Organizational Affiliation	Mailing Address	Town	Zip Code
LARRY	HITCHCOCK				SELF		KAILUA	96734
Marvin	Fukagawa				City & County		Hon	96813
HAROLD	SATO				"		"	"
Norman	Nagamine				Nagamine Eng		Hon	96813
KIL	KOKI				H50B		Hon	96817
Robert	Sarae				DPW		Hon	96813
Robert	Turner						HON	96815
A-m	"						"	"
GABRIEL	GOB						HON	96813
ALBERT	TERPINDO				DRB		HON	96813
NICK	KAKARONSAK						HON	96813
Francine	Wai						HON	96813
James	McConnell				CPD		HON	96814
JUANITA	SCHILTZ						HON	96815
MARILYN	NIELSEN				KAILUA NS #31		KAILUA	96734
MR. PATRICIA	"				OTS for a grant		Peel City	96782
							Honolulu	96818

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Wilson Okamoto & Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

WILSON OKAMOTO & ASSOCIATES

Attention: Earl Matsukawa, AICP, Project Manager

Subject: American's with Disabilities Act
Transition Plan Process
Related to Streets and Sidewalks
City and County of Honolulu

I offer the following comments with respect to the project:

- ① NEED CURB RAMP AT KANEKAPOLEI AND ALAWAI BLVD (CANAL SIDE)
- ② " " " " MONTSERRAT AND PAKE AVE (MAUKA-EWA CORN FOR ACCESS TO QUEEN KAPIOLANI GARDEN.
- ③ REPAIR SIDEWALK ON CLEGHORN ST, MAKAU SIDE (BACK SIDE OF PARK HTS. HOTEL) HOLE IN SIDEWALK 3" DEEP, 12" WIDE
- ④ NEED CURB RAMP AT KING ST. AND PENSACOLA (MAUKA-DH CORNER)
- ⑤ " " " AT KUHIO AVE AND KAIULANI AVE (MAKAU-EWA COR (TO CROSS KUHIO DIRECTLY)

(include additional sheets as necessary)

(Please submit your comments to Wilson Okamoto & Associates, Inc. postmarked by Saturday, February 14, 1998, or via facsimile or e-Mail sent by the same date to 946-2253 or woa@aloha.net, respectively.)

Appendix B

Summary Minutes, Sign-In Sheets, and Comment Letter from the
December 14, 1998 Public Information Meeting

Summary Meeting Minutes

City And County Of Honolulu
**SELF EVALUATION AND TRANSITION PLAN FOR
ACCESSIBLE STREETS AND SIDEWALKS**

Public Informational Hearing

Monday, December 14, 1998
Honolulu Municipal Building, 6TH Floor Conference Room
650 South King Street
Honolulu, Hawaii 96813

Attendance: See Attached Sheet

1. The meeting was convened at 2:00 PM by Earl Matsukawa of Wilson Okamoto & Associates Inc. He explained the purpose of the meeting was for the presentation of the ADA Curb Ramp Transition Plan for the City and County of Honolulu.
2. Mr. Randy Fujiki, Director of the Department of Design and Construction for the City, welcomed everyone to the meeting. He explained the importance of the curb ramp project, and presented a brief overview of the purpose and scope of today's meeting.
3. Mr. Earl Matsukawa of Wilson Okamoto & Associates Inc. presented a brief overview of the project up to this date, what has been done (curb ramp evaluation, creation of a database, identifying costs and priorities) and what needs to be done. He also presented an overview of the self-evaluation plan and the transition plan. He asked for comments on the Draft Transition Plan. He also presented a brief time schedule for the project.
4. Mr. Bill Hecker, the sub-consultant for the ADA project, presented a brief overview of the process and methodology of the transition plan survey, including findings and summary proposals.
 - a) ADA Transition Requirements:
 - i) Required of all State and Local governments in the country to evaluate whether buildings and other facilities (including curb ramps) are accessible to the degree that they allow for program accessibility. This means essentially that people with disabilities have the same opportunities, benefits, or services everyone else has. There are some limitations to this idea.

- ii) How the streets and sidewalks can be made more accessible to people with disabilities, and addressing the issues that were brought forth in the lawsuit, and compliance with ADA regulations.
 - iii) This is only applicable to public entities with 50 or more employees, of which the City and County of Honolulu falls under, so they must document their transition plan.
- b) Implementation schedule is based on ADA regulations, which requires identifying those problems that limit program accessibility and have modifications made before the end of January 1995. We are behind schedule but the court order agreement allowed for a 6-year implementation plan for installation of curb ramps and sidewalk modifications. This date is now targeted for February 5, 2005.
- c) The Plan must be adopted by the City Council by February 5, 1999.
- d) 3 phases in developing the process and the documents created (Draft Transition Plan Report for Curb Ramps). The idea was to break down large task into smaller, manageable pieces.
 - i) The first piece was the orientation phase, which allowed us to determine how many curb ramps will be surveyed, and how many teams would need to be trained. This was somewhat of a joint effort between Wilson Okamoto & Associates Inc. (WOA) and the City. We worked to ensure that we met the requirements that were stipulated in the court order, as well as ADA requirements. Lastly there needed to be a determination as to whether this project could be finished in the minimal amount of time allowed.
 - ii) A method of training was required for the WOA and City teams. WOA did the majority of the surveying of the existing curb ramps; their responsibility was higher than the City team. We relied on the engineering background of WOA.
 - iii) Developed a checklist based on the ADA Accessibility Guidelines. A choice was offered under ADA, either Uniform Federal Accessibility Standards (UFAS) or the ADA Accessibility Guidelines. We chose the ADA Accessibility Guidelines because it would be difficult to have consistent implementation during the engineering phase. The State of Hawaii Commission on Persons

with Disabilities, who would have to evaluate and review all the curb ramp modification plans, does not use UFAS.

- iv) Level of detail needed to be determined, in regards to different types of surveys being done. Survey process was broken down into 2 areas. The first was the reconnaissance survey, which was an evaluation of every intersection under the jurisdiction of the City and County of Honolulu to determine one of three things.
 - a) Whether there were sidewalks.
 - b) If the sidewalk had curb ramps.
 - c) If the sidewalks did not have curb ramps.
 - v) The different survey parameters were broken down into three parts, red, green and blue.
 - a) The red team was for crossings that had sidewalks but no curb ramps.
 - b) The green team was for crossings that had existing curb ramps but would need to be evaluated to see if modifications were necessary to meet compliance.
 - c) The blue team was for those intersections under the City's jurisdiction that did not have sidewalks.
 - e) A map was presented by Mr. Hecker showing the type of map used during the reconnaissance phase of the process.
5. Mr. Wendell Lum made a comment on how sidewalks that are blacktop (like those in Kaneohe) are irregular and should be improved for accessibility reasons. *Mr. Heckers response is that where there are asphalt sidewalks, we determined whether there was a curb or lip between the street and the sidewalk, and if there was a curb we identified it in our curb ramp survey. If it was a flush transition and it was within the requirements of the ADA it was not required to modify at the curb ramp intersection. He does agree that asphalt sidewalks are not as safe and not built as sturdy as concrete sidewalks.*
6. Mr. Lum states that the City did not set standards, they are only makeshift requirements and that wheelchair users cannot access the sidewalks. *Mr. Heckers*

answer is that it will be addressed in the self-evaluation, in places that need sidewalks repaired.

7. Mr. James McConnell asks what types of activities were done by the survey team in places where there were sidewalks, whether it was asphalt or concrete. *Mr. Heckers answer was that if there is a sidewalk there, a picture and measurements were done, however, no slopes if there was no curb ramp.*
8. Mr. McConnell states that his concern with the City was that they have put in asphalt sidewalks after the passage of the ADA and not put in curb ramps, and when asked why curb ramps were not put in, the city says that it is not sidewalks it is only asphalt. Can they still be held to the ADA requirements? *Mr. Hecker's response is that it depends on whether it was intended to be a pedestrian route. In certain situations the City does not have to put in curb ramps if they have paved the shoulder to mitigate potential deterioration of the road, or it is paved for vehicular purposes. In Mr. Hecker's opinion is that a shoulder is not a pedestrian route.*
9. Ms. Ellen Hyer would like to know what happened to the original list of requests that were made regarding different curb ramp problems. When it came up, the original list was abolished and it is not fair because there are lot of no-ramps, it is difficult to access the sidewalks when the curbing does not meet the standards. She has a request that is over 2 years old and she does not feel that it is right because she has a hard time with a particular high curb. *Mr. Hecker states that he has the list with over 600 requests.* Ms. Hyer states that she is #85 on the list. She also does not want to see the City make improvements to sidewalks and signal lights unless they go in and make the curb ramp improvements at the same time. The City did this 2 years ago; they did not put in the ramps on both sides of the street, only on one side. Row Street in Wahiawa, the City did all of the repaving of the sidewalks but no ramps were put in. *Mr. Hecker response is that it certainly falls under what would be required to have curb ramps presently, we have a plan to go back and fix these problems. This is not part of the Transition plan, but it is a separate duty under the ADA to modify any new sidewalks or streets that were constructed or remodeled since 1992.* She has a whole list and pictures to show, who can she show and explain it to? *Mr. Hecker says that she can show it to him after the meeting.*
10. Mr. Lum states that he sees curb ramps that are not up to standard, he noticed that priorities are for the year 2000 for these substandard crossings, but what about places that do not have any curb ramps at all? It is his opinion that these places should be worked on first. *Mr. Hecker held off on the answer because it will probably be answered in the remainder of the presentation. It will help everyone understand the prioritization of how curb ramp decisions were made.* He also

states there are sidewalks in the commercial area of Kaneohe, but there are no ramps at mid-sidewalk crosswalks. Will they be on the list? *Yes mid-block crossings are included in the survey.*

11. A detailed checklist has been developed, with 74 specific technical requirements that surveyors had to review to check on compliance. A computer database was required to document all of the information from the field. We had to determine what type of information would be documented and what type of database would be required to make all of the data usable. We picked the computer database, *Microsoft Access*. A local organization called Hawaii Centers for Independent Living was brought in to assist in the polling of disabled individuals living in Honolulu. Questions asked was where are the places most important, in a ranking format.
12. We used this information to sort out the intersections of highest priority, to decide which intersections would be done first.
13. Survey Phase, first job was to identify blue, red and green intersections. We also had to decide which were priority one and two areas. ADA regulations help to define priority areas. The regulations were developed to implement Title II (Provisions for State and Local Governments) by the US Dept. of Justice, who are responsible for enforcing and implementing regulations insuring compliance. In the regulations are a concept to allow City and State governments to prioritize areas; residences are priority two and everything else is one.
14. Worked was separated between City and WOA teams, WOA got the engineering intensive detail and the City got the areas that only required simple tasks.
 - a) Green corners (intersections that had curb ramps) were surveyed and different aspects of the intersection were sketched.
 - b) Explanation of process, drawings, and notes done by the engineers, along with an enlarged copy of an actual intersection sketch was presented.
 - i) A list of recommendations was developed. The recommendations were recorded on a form, that correspond to a master list (coded list) of recommendations that state what type of work should be done at the intersection.
 - ii) Intersections in question were flagged and held for Mr. Hecker for further review.

- iii) Location priority and bus stops, name of intersection and number were inserted, along with a priority number. Priority 1 was a governmental, health, school, condo, etc and Priority 2 was residential and agricultural. There was place to show whether the curb ramp served an existing bus stop because part of the court order was to evaluate intersection that served bus routes, and to give priority to those intersections that serve public transportation routes due to the high usage by disabled people.
 - iv) Digital photos were included. Approximately 25,000 photos were taken. The photos are stored on 19 CD rom disks. The photos help to determine which intersections need to be done first.
 - v) The last issue on the field notes for the green team was site feasibility, if these determinations could be made in the field. There is no way to make all of the determinations while they are in the field. A lot of the determinations will have to wait till the implementation phase.
15. Is there a list that shows which corners are infeasible? *Mr. Hecker states that there is a list of corners. A simple existing grade test, if the grade is over 5 percent (sidewalk slope), it is impossible to insert a compliant curb ramp there, a compliant ramp requires less than a 4.7 percent approach slope. This is not to say that if it proves to be site infeasible it will not be built, there is a second option, that states if a person who lives in the neighborhood, makes a request to have a non-compliant curb ramp put in, it may be put in. Infeasible issues are lumped together, and will be relied on secondary requests basis to pick up those intersections that have a 5 percent or greater slope.*
16. Mr. Lum asked about the corner of Kam Highway, how did these cost figures come about, there are 3 ramps (may or may not be compliant) and one inadequate ramp, but the costs seem high. *Mr. Hecker states that we have a good ballpark system to estimate costs. If you would like closer examination we can go over it together to see where the costs lie. It does cost a lot to do curb ramp modifications, a single curb ramp costs approximately \$4000, and does not include if two ramps need to put in, where there is presently only one. He will rely and be confident on the field surveyors' judgement on barriers to construction.*
17. Mr. Lum asks who bids on these types of projects? Private industry may be able to do it at a lower price through a competitive bidding process if they know about these projects. *It would be Mr. Hecker's sincere hope that our price estimates are*

higher than they should be, but the most recent real dollar values for the City are used.

18. Mr. Lum also states that existing projects will take into account curb ramp modifications in the project area, so these ramps do not need to be included in your cost estimates. *For modifications made during the process of the six-year implementation plan, on any curb ramps done through another project, the dollars will be taken out of the transition plan cost estimates.*
19. Mr. Lum asks about the budget, does this consent decree have to be done during this time frame or will it be extended? *No extensions will be allowed. It is a lawyer question as to what happens if compliance is not met by the deadline. Provisions must be made in the budget for this project.*
20. Mr. Lum states that Wastewater has a consent decree also, so in the end our taxes will go up. *Mr. Hecker cannot comment on this.*
21. Red team (intersections with no curb ramps), it is the same information as the green team except for one item, there wasn't any sketches of crossings that did not have curb ramps, but everything else was included (photos, feasibility, etc.).
22. Mr. McConnell asks about underground junction boxes. *Mr. Hecker states that they have been documented, but not every cover was pulled off to see in-depth problems, there wasn't enough time to do it. Until one designs it, one cannot see whether it is feasible or not.*
23. Mr. McConnell states that underground junction boxes were put in by private entities, so why do taxpayers have to pay to lower them, he would like to see these private entities pay the costs. *Mr. Hecker says that different utility organizations have had to enter into an agreement for the use of the space in a public right-of-way. He proposed that the agreement be reviewed to insure that the City is not being held liable for work done by people outside of the City.*
24. Mr. McConnell asks if it is being reviewed? *Yes it is, it is part of the implementation process of the self-evaluation portion. We also need to evaluate policies and procedures under the self-evaluation report. Certain policies such as public utility use in the public right-of-way can have a dramatic effect on ADA compliance.*
25. Finding from the field work include: surveyed 6,780 intersections that had sidewalks, identified 18,961 elements (most were curb ramps but sometimes included island cuts at corners, etc.), identified 8,984 crossings (some mid-blocks) that did not have curb ramps, identified 1,937 of highest priority intersections

(commercial and institutional), and 4,843 residential or rural areas that need curb ramps. 1,831 elements that had slopes greater than 5 percent, we cut out slopes that were greater than 12 percent and labeled them as safety hazards, 347 unique P-1 intersections, 227 P-2 intersections, 25,000+ digital photographs, more than 250,000 measurements taken, and 101 three-inch wide three-ring binders that hold all of the field notes, measurements, and recommendation forms.

26. While surveys were being done, inputting of data into the database was also being done. This included barrier number and codes, the solutions recommendation, ballpark cost estimates, severity and location priorities, surveyor name, intersection cross-reference and photo by intersection number. Sub-categorized by priority one and two through zoning maps.
27. Local considerations dealt with requirements of the settlement agreement, in terms of documenting the data into the final sorting of what would be done in the transition plan. Analysis of data to formulate a proposed game plan.
28. Mr. McConnell had a specific concern related to street modifications, part of the settlement was the City agreed that when a street is resurfaced, the street is considered a renovation. Whenever there is renovation done there must be curb ramps put in. It is still not happening. *Mr. Hecker says that the City is on notice to insure that curb ramps are put in. Part of the self-evaluation report states that it's not consistent with the ADA requirements and had to be modified, and people at the former DPW were committed to doing it.* A concern is the City will try to use separate funding, one for repaving and another for the curb ramps. This will mean that when it goes before Council the repaving may be approved but the curb ramps may not. It is his belief that resurfacing and curb ramps should be under one project. *Mr. Richard Suzuki from Department of Design and Construction says he does not know where he is getting that information from, however, all of the plans in the present contract are under ISTEA. Mr. Hecker said ISTEA funding has provisions for accessibility modifications since the early '90's. The City will be bound to the requirements stated in the plan. Mr. Suzuki would like to clarify that band-aid type of repaving (infill of potholes) are not bound to have curb ramp repairs tied to it. Simple repairs are not covered, however, any type of activity that is an alteration under the ADA that affects accessibility or usability will be included. Up to a point of the 20 percent rule.*
29. Mr. McConnell asks doesn't the 20 percent rule only apply to Title III? *Mr. Hecker says that its partially true, but, according to people that he has talked to at the Department of Justice (Mr. John Wodatch), the intent is that if you use ADA guidelines as your alteration standard, it is explicit that there is a disproportionate number associated with certain alteration scope of work modifications, and a disproportionate number, in their minds, should be*

consistent with Title III (the 20 percent rule). This provision was parroted from Pennsylvania path of travel requirement and identified 30 percent as the cap on their disproportionate number. The Dept. of Justice did use the 20 percent rule for Title III, there is no disproportionate number stipulated from the Justice Department for Title II. It was his recommendation to the City and the Corporation Council to use that standard in the development of the curb ramp project. He would love to see it in writing, because any time any Title II entity went in to redevelop, reconstruct or modify, they have to spend 20 percent on removing barriers. The City is aware of this requirement.

30. Mr. Todd Boulanger would like to know for everyone's benefit what are Title I, II, and III? *ADA is a federal civil rights law that is made up of 5 titles or parts, sections of the federal legislation. Title I deals with employment discrimination issues with disabilities, Title II deals with nondiscrimination prohibitions for State and local governments, the Federal government is not covered by ADA, Title III deals with discrimination of people with disabilities in private places of public accommodations and commercial facilities, and Title IV is telecommunication provisions, Title V is miscellaneous.*
31. Mr. Donald Throgmorton, he and his wife were in a store in Waikiki, and they were trying to get out, but there wasn't enough room so he backed her out. There was a curb 6 inches high and she fell out. What can be done about this? *It depends wholly on where the step is, is it on the sidewalk area or on the store side of the property line. Did the roof of the store cover it? It would most likely fall under Title III, and they have a high duty to make sure that disabled people have access to their business. They have to make an attempt to modify their entrance to allow accessibility. You would have to talk with the storeowner about this problem. The owner had a postcard rack outside of their store. They need to take into account an accessible route around their merchandise.*
32. Prioritization system, in categorizing which intersection will be modified and when. Because there are so many intersections that need to be done, it needed to be set up in some type of logical way into smaller more manageable pieces.
 - a) The first element is the amount of pedestrian traffic, how many people walk along the sidewalk that is adjacent to any given intersection where there will be a curb ramp. The more people there, the higher on the list that intersection will be placed. However, there is a separate duty to accommodate individuals with disabilities who want the curb ramp in front of their home modified. This process supercedes and is separate from the transition plan.

- b) The City has had a history of making modifications to curb ramps based on requests only, not on a long-range strategic goal. This was a bad process, this transition plan is a result of the policy evaluation, where it was determined that the past process of taking requests only and doing those that there is minimal funding for and postponing the remaining the others, regardless of need. However we still need to take requests and make modifications based on the need of individuals with disabilities.
- c) The transition plan is not the avenue to be used for deciding when each intersection will be done. It is a separate project entirely to decide a timetable on when each intersection will be done. It will not have a direct impact on the strategic plan, because ADA has a separate duty for the City.
 - i) It says develop a strategic plan where you take care of everybody and at the same time deal with citizens that have individual requests.
- d) Bus traffic priorities, the highest, heavy bus route traffic a 5, moderate 3, light 1, and no bus traffic gets a zero
- e) Destination priority-what types of buildings are served by the corner where the curb ramps are? The highest are governmental facilities at a 6, retail, hospitals, and health care a 5, recreation, churches, museums, multi-family housing, and tourist areas a 4, commercial service and industrial facilities a 3, and family residential areas received a 2.
- f) Safety issues received the heaviest weighted value of a 7. This is the most heavily weighted characteristic (potential safety hazard). To give even greater weight, we did not give any values to barriers that caused inconveniences or blocked access.
- g) Community based factor, how much does development around the intersection have an effect on the curb ramp? Central business district, metropolitan areas, small town areas, other areas even smaller than small towns are weighted from a 6 to a 1.
- h) The highest number that could be given for any intersection was a 30. We ranked every intersection that we surveyed. We told the computer to divide it up into 6 equal portions based on dollar values associated with that particular ranking. This is how we got to our findings.

33. Ms. Hyer states that she assumes that the number 6 represents the highest priority, she sees nothing on the list that has to do with safety. *Mr. Hecker requests that she waits just a bit longer and we will get to it.* Right at the corner, near the municipal building the crosswalk goes right to the curbing, they have to go up and around to get onto the curbing, what is being done about these types of problems? *Mr. Hecker says that we have to make breaks where they put in the curb so wheelchair users do not have to go around the island. We have to make sure that there is enough room to cut through.* Wheelchair people have to go into private parking lots to get around and go back down or up to the sidewalks; these should be high priority areas. *He understands and agrees.*
34. Mr. Allen Atkinson asked what is the pedestrian survey based on? Is it based on a strategic community-wide survey or a spot pedestrian survey during the 20 minutes that the surveyors were there? *It was based on the empirical understanding that the field surveyors had, it was not even done while in the field. People who know what the traffic is like, identified how heavy or light traffic is at these intersections.*
35. Mr. Throgmorton stated there is a crosswalk in Pearl City that does not have a ramp at the bus stop, but it has a crosswalk. One has to go all the way down to an intersection with a curb ramp or has to get down by a private driveway to access the crosswalk. *Mr. Hecker stated that access to bus stops is a big issue, DTS is underway in evaluating every bus stop on their route and checking to see if they are all compliant with ADA standards. DTS is in the process of creating a transition plan. Naturally in rural areas where there is only a patch of dirt there will be problems.*
36. Implementation and Analysis phase. Some factors involved with curb ramp installation are how the City will elect to implement the construction of the curb ramps, through design+bid construction process package or a separate design/build process. Recent pilot projects using design/build have not fared well. Thinking is still up in the air as to how implementation will be done. Have to take into account the time associated with permitting and administrative reviews, including review by the commission on persons with disabilities, because they will have to review all of the drawing to insure they comply with State accessibility laws. Time for coordination with utilities. Fiscal year budget projections, we do not know how the City will come up with all of the money. Effect of alteration project modifications (resurfacing), there will be concurrent remediation project to modify curb ramps that are not necessarily called for in the transition plan. The reason is so there will be curb ramp construction going on under the remediation portion of the self-evaluation, at the same time as the transition plan curb ramps being installed. This is because of the separate duty for both the transition plan and alteration provisions under ADA.

- a) Report requirements consist of only the computer database. The report is more of a summary to the transition plan, but it is there to document the methodology and the strategy for the years for implementation for each curb ramp.
 - b) City and County approvals will not be given until the report is finished and revised based on comments from the public and from the City's internal review. Hopefully it will be adopted by resolution by the City Council by January 27, 1999.
 - c) Lastly it will move into the implementation phase proper where there will be contracts for both design and/or construction. At this point we will act as oversight for resources for the City to make sure compliance is smooth.
37. In the end we will modify 2,889 intersection to put in new curb ramps, cost will be approximately \$50,586,000. It will be completed during fiscal years 2000 and 2005 for an average cost of \$19,117 per P-1 intersections and \$11,906 for P-2 intersections. There are 1,606 P-1 intersections and 1,283 P-2 intersections. We have 602 new diagonal curb ramps proposed, 2,801 new flared curb ramps, 121 pairs of flared curb ramps proposed, 1,001 new truncated curb ramps, 11 pairs of truncated curb ramps, 84 return curb style curb ramp, 562 parallel curb ramps, 75 parallel pairs, 797 custom designed curb ramps, and 1,267 modifications to the counter slope of the gutter-often find that because the gutter is so steep, that when the wheelchair gets to the bottom, one gets stuck. 2,109 locations where overlay of asphalt paving are higher than a quarter inch, which can throw people out of their wheelchair. 688 crosswalks will be restriped.
38. Mr. McConnell asks who is responsible for the sidewalk restriping and do they know that they are responsible? Do they know they have to have the crosswalk markings within the curb ramp, not outside of it? *DTS, Mr. Hecker made a note of it in the self-evaluation report that was reviewed by the DTS marking guy. He does not know if the effects are happening now, It must be implemented after the self-evaluation recommendations have been adopted in February.*
39. Mr. Larry Hitchcock is concerned about the lack of landing space at the top of many curb cuts. Do your standard designs recognize a 36-inch level path of travel has to be provided around the curb cut, so one does not have to go down the ramp? *Yes it does take this into account, it is one of the 74-point checklist to look for and document. The 1001 truncated curb ramps allow for continued passage along the sidewalk without a 2 percent cross slope, plus where the 562 parallel curb ramps and its pairs where one approaches the ramp and one angles down without exceeding the 2 percent slope, then you come to a level area, and then you*

go up the other side, never exceeding the 2 percent slope. It was a major difference in design standards between UFAS and ADAG and the new interpretations based on what is supposed to come out in the new document that has not been finalized from chapter 14 of the ADA guidelines. We used the most conservative interpretations, which includes the top landing of at least 3-foot passageway. There are places in Chinatown where there is no room for even a parallel curb ramp, because of the close proximity of stairs to the building. If we tried to slope in down it would create a tripping hazard for people coming down the stairs, so there will still be some standard flare side curb ramps. After this plan is over in 2005 are you confident that the City will have gotten into the habit of doing these accessibility problems correctly. Yes, he is contracted to help with the implementation and oversight and be a resource.

40. Mr. Boulanger asks if at some point can you touch on how the City will improve large pedestrian issues, such as wider sidewalks to accommodate curbs. *Mr. Hecker states that one of the challenging features for a mainland person working on sidewalks in Hawaii, is that there is only so much land, because land is valuable, so one gets by with as little as possible. Land sold by square foot is uncommon on the mainland. Because of this widths of public rights-of-way are very narrow. We still have to provide curb ramps for a 3-foot wide sidewalk. Three-foot sidewalks are legal, as long as you provide one place within 200 feet so that you can make a pass (accommodate two wheelchairs side by side). We have to address the issues of the tight land constraints. One thing you will find is that things are changing in the City, we do have a lot of land, but it is tied into road space. With more traffic calming and more mass transit use, we may be able to free up one lane for pedestrian use. It is already being done in Waikiki, near Kuhio Beach, however this does not include our scope, we are concerned with curb ramps.*
41. Mr. Hitchcock asked curb ramps have in fact are being done. In Enchanted Lake near a medical building, they took out two curb ramps that were working fine. Now there are two muddy lakes in its place. He has talked with private contractors that will do the curb ramps for less than \$4000, maybe even \$1000; they will work on a volume situation. This is an area where small business can step in and do the project. *Mr. Hecker would like to know these peoples name, and we will send them an RFP.* He is concerned that when this proposal comes up before Council the price tag may be too high, even though it is mandated to be done. What happens if the Council says no? *It will go back to the lawyers.*
42. Mr. Hitchcock also expressed concern that if they try to bring the cost down to where it is reasonable, then they may start to cut corners and not build them the way it should be. We will have to come back at some future date and redo it. He is not entirely satisfied with the job that the City and State is doing. *Private*

engineering companies that do the design will have a very large learning curve because the City will hold them to the job that they do. They will not get paid until the job is done properly. Only recently has a guide on curb ramp modification been done that explains the proper design of curb ramps. It will not be out into public dissemination until next year. He wants to get a copy out to every office of the engineers that will be working on the implementation design work. If the curb ramps are not done properly it is a large travesty.

43. Mr. Larry Hurst asks if the best way to find out about a specific corner is by asking you? He knows a specific corner that is weighted a 28, and the Division of Engineering's DPW said that it would be done by the end of the year, but it probably will not be done by then. This curb problem is only a part of a major problem in the Ala Moana/Kakaako area. He has the job number from DPW. *Mr. Hecker said that any way you contact me is fine, and if you want to send in a formal complaint or request for our Transition plan meeting on that intersection, will also put it on our priority list.*
44. Ms. Haizel Throgmorton stated that at one place at the bottom of a steep hill, mud collects at the bottom, are you going to do anything about that? *We have identified in our survey where ponding and mud has piled up. New gutter slopes will be modified to address this problem. He has told the City that he does not mind that you have mud and water collecting, the problem is that it collects at the curb ramp, which you cannot have. A proposal is to build up an area outside the gutter flow line and have the ponding on the right or left side of the curb ramp.*
45. Mr. Lum asked what is the State doing in addressing curb ramp issues? *Mr. Hecker responds that the State has the same responsibility of the City, they have to evaluate every State road and make sure that they have curb ramp access. What about their dates? Mr. Jim McConnell states that the State is a little behind the City.*
46. Ms. Hyer asks if the people from the engineering department are here. *Yes there are some people here. They have been working with me, intimately since the beginning, a year and a half ago. We had a workshop put on by the Commission of Persons with Disabilities, because they did not want to get bad designs. We had a workshop on curb ramp design only for engineers working on this project. On Kam Highway, the bus stop fronting Leeward Community College, if a wheelchair person has to go on the road there is a small curbed area that they have to go up. Most people get off and climb the hill. Will the City or will the State install a sidewalk? Mr. Richard Suzuki responds that it will be the responsibility of the State. The community college has the duty to install the sidewalk if it is on their property, and the State DOT has the duty within the right-of-way. If sidewalk gets over a certain steepness it becomes very hard to put in a sidewalk*

that has a line-of-sight straight-shot sidewalk. Limitations for accessible routes are very low slope (5 percent max), unless its a ramp. If it is a ramp there are some arduous duty associated with railing, landings, lips to prevent people from falling off.

47. Are there any plans to make the sidewalks more accessible? *Mr. Hecker states that it is not part of the Transition Plan, but it was part of the self-evaluation findings, and it dealt with the policy of the City to maintain their sidewalks to make sure that they continue to be accessible. Not having accessible sidewalks because of a lack of maintenance is not allowed under the ADA, unless certain high limitations apply.*
48. Mr. Hitchcock asks if the time lag of the State will affect the compatibility of curb ramps. Will the City be able to work with the State, or will we have to wait for the State. *If the intersection crosses a City and State road, then the responsibility will lie with the State, and improvements will not be done until the State gets around to it. In other words those intersections will have to wait for the State. Yes they will. What if that intersection is found to be essential? We do not have jurisdiction over that area; it falls under the State. So this plan that you have is not a true one at intersections with a State road. Yes, unfortunately this is a weak link. Wherever there is a City and State intersection, it will have to wait until the State gets around to it.*
49. Mr. Hitchcock asked about the asphalt sidewalk, these are dangerous, does the City have to address these also? *Yes and No. If you go in and improve the sub-grade, the ground before the asphalt, if you grade the sub-soil and put in a base and then put on the asphalt, and you had the ability to make it accessible and you did not, that is non-compliance. However if they took an asphalt paver and just laid it down over the ground and essentially following ditch in the road, in his opinion even though you could say it is a sidewalk, its a sidewalk that is not improved to a degree that could be accessible even if you wanted to. It may sound weak, but it is hard to make it accessible unless you go back in and totally regrade the whole side of the road. There is a lot of this in Kailua, and Mr. Hitchcock has to ride on the road, and the roads are narrow. He had to put a light on his wheelchair for safety reasons. He wants to know if there is any recourse to get the asphalt repaired. The bottom line is no, only if the asphalt sidewalk could have been constructed. There is a lot of judgement on that one.*
50. Mr. Milton Ragsdale states that this project only handles sidewalks, and where he is from in Manoa, they do not have sidewalks. Where do we go to get sidewalks put in? We have sporadic lengths of sidewalks here and there, but it is not contiguous. The neighborhood is old and the streets are narrow. We have a large elderly population. Many of the bus stops are not accessible. Who do we go to?

Mr. Suzuki claims that they have tried to put in sidewalks at Manoa, but are always faced with extremely strong opposition to it from the residents. Alternatives to concrete that are good for wheelchairs and walkers. Asphalt would work but you still need to support the side of the path to hold it in place. Dyed concrete would be another option. Power poles in the middle of the walk way area. Unfortunately this is not part of the transition plan.

51. Mr. Hecker will be available for additional questions and for location and information of particular intersections on the computer database after the meeting.

PUBLIC INFORMATIONAL MEETING
 ADA DRAFT TRANSITION PLAN RELATED TO CURB CUTS
 City and County of Honolulu, Department of Design and Construction
 Honolulu Municipal Building, 6th Floor Conference Room
 Monday, December 14, 1998, 2:00 to 5:00 pm

PLEASE PRINT LEGIBLY

First and Last Name	Home Phone	Work Phone	Fax No.	Organizational Affiliation	Mailing Address
EUSANT TAKAKI				COMMON PERS. W/ DIE.	
James McConnell				HCIL	
Kristine Takenoto					
Harold A. THROGMORTON				Am. J. Minnikami's Office	
DONALD W. THROGMORTON				OTS Parentment	
Cindy Miller				Parks & Recreation	
PATRICIA WILSON				DTS	
Allen Atkinson				CITY COUNCIL	
Morris Watanabe				DDC-IDE	
REED MATSUMEA				DDC-IDE	
RICHARD SUZUKI				SELF	
Gregory Sue					
LARRY HITCHCOCK					
WENTZ LEXA					
LARRY HURST				ALA HONOLULU KATAKO	
Ellen B. Huer				WELFARE BOARD	
				SELF	

Return-Path: vladtygr@gte.net
Date: Wed, 16 Dec 1998 19:00:42 -1000
From: Milton Ragsdale <vladtygr@gte.net>
Reply-To: PO@gte.net, Box@gte.net, 10620@gte.net, Honolulu@gte.net, HI@gte.net,
96816@gte.net
To: woa@aloha.net
Subject: ADA Draft Transition Plan, Curb Cuts, etc.

To: Earl Matsukawa, Project Manager

I attended the informational meeting on Monday the 14th. It was one of the best presentations I have attended on any matter and I got a lot out of it. I appreciate all the work that has gone into this project.

I chair the Planning, Transportation and Safety Committee for the Manoa Neighborhood Board (NB#7) and have long been proactive in improvements in access in the Manoa and UH area. As you are aware, Manoa is an older neighborhood where concrete sidewalks only appear in the newer subdivisions and around most of the small commercial zone. I understand that the ADA Transition Plan only addresses curb cuts put in or improved where sidewalks already exist -a significant portion of Manoa does not qualify and may not for a long time because of a strong resident opposition to concrete.

Well, I'm still searching for an alternative that meets ADA standards as well as aesthetic demands. I'd appreciate any ideas you may have. In addition to the concrete dispute there is also a concern for the old quarry stones used throughout Manoa as far out of the valley as around Central Union Church. When curb cuts are put in these quarry stones should be preserved or set aside to be used to restore curbs that may have been altered or damaged in the past. This concern is centered around historical preservation of our older neighborhoods. If you have any questions about cut quarry stones and other curb/sidewalk issues, contact:

Malama O Manoa
PO Box 61961
Honolulu, HI 96839

or

Tom Heinrich, Director & Planning Cmte Chair
2426 Armstrong St.
Honolulu, HI 96822
Ph: 988-3469
Fax: 988-6689
email: jtheinrich@hotmail.com

Thank you very much.
-Milton Ragsdale

Appendix C

Architectural Access Committee
“Technical Infeasibility” Statement Form

**"TECHNICAL INFEASIBILITY" Provisions of the
Americans with Disabilities Act Accessibility Guidelines (ADAAG)**

ADAAG contains a provision relating to "technical infeasibility", applicable only in alterations. This exception does not apply to new construction. The provision is as follows:

4.1.6 Accessible Buildings: Alterations (1) General...

(j) Exception: In alteration work, if compliance with 4.1.6 is technically infeasible, the alteration shall provide accessibility to the maximum extent feasible. Any elements or features of the building or facility that are being altered and can be made accessible shall be made accessible within the scope of the alteration.

Technically Infeasible. Means, with respect to an alteration of a building or a facility, that it has little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member which is an essential part of the structural frame; or because other existing physical or site constraints prohibit modification or addition of elements, spaces, or features which are in full and strict compliance with the minimum requirements for new construction and which are necessary to provide accessibility.

**" TECHNICAL INFEASIBILITY" STATEMENT
Relating to a project under review for §103-50, HRS**

Project Name: _____

Dept. Project Number: _____ CPD Project Number: _____

The following item in the planned alteration project is not in full compliance with 4.1.6 as noted in the review by the Commission on Persons with Disabilities. As determined by the Department overseeing the project and/or the project consultant, this alteration item does provide a level of accessibility to the maximum extent feasible in compliance with ADAAG 4.1.6(j).

Reference to CPD Document Review Dated: _____ Item Number: _____

Explanation of why item is "Technically Infeasible" (attach additional sheets as necessary):

I/We acknowledge that responsibility for determining "technical infeasibility" rests with the Department/Agency overseeing the project and the project consultant.

*Note: If signing for Department Director, please submit memo confirming such authorization.

_____	_____	_____	_____
Department	Name (Print) of Director, Title	Signature	Date
_____	_____	_____	_____
Consultant Firm	Name (Print) of Consultant	Signature	Date

Appendix D

Master Coding and Recommendations Lists

Master Coding List

Curb Ramp Survey Checklist

01 - Location Issues

- 0101 there is no curb ramp serving the corner/no path of accessible route; (Blocks Access)
- 0102 the existing curb ramp at this corner serves only pedestrian traffic in one direction; (BA)
- 0103 existing diagonal curb ramp has less than 48" landing out of traffic; (Major Inconvenience or Potential Safety Hazard)
- 0104 curb ramp projects into the traffic lanes(s); (MI or PSH)
- 0105 existing curb ramp located so it can be blocked by parked vehicles; (BA)

02 - Running Slope & Cross Slope Issues

- 0201 the running slope of the curb ramp is less than 8.3%; (No Barrier)
- 0202 the running slope of the curb ramp is 8.3% x 10%; (MI)
- 0203 the running slope of the curb ramp is 10% x 12%; (MI)
- 0204 the running slope of the curb ramp is 12% x 15%; (PSH)
- 0205 the running slope of the curb ramp is 15% or steeper; (PSH)
- 0206 the cross slope of the curb ramp is less than 2%; (No Barrier)
- 0207 the cross slope of the curb ramp is 2% x 4%; (MI)
- 0208 the cross slope of the curb ramp is 4% x 8.3%; (MI)
- 0209 the cross slope of the curb ramp is greater than 8.3%; (PSH)

03 - Side Conditions

- 0301 flared sides less than 8.3%; (No Barrier)
- 0302 flared sides 8.3% x 10%; (MI)
- 0303 flared sides 10% x 12%; (MI)
- 0304 flared sides 12% x 15%; (PSH)
- 0305 flared sides 15% or steeper; (PSH)
- 0306 return curb condition in pedestrian path; (PSH)

04 - Bottom Landing and Cross Walk Markings

- 0401 curb ramp not located in cross walk markings; (Blocks Access or PSH)
- 0402 less than 48" clear space between diagonal curb ramp and cross walk; (MI or PSH)
- 0403 transition lip between curb ramp and gutter <math><1/4"</math> high; (MI)
- 0404 transition lip between curb ramp and gutter 1/4" x $1/2"$ high; (MI)
- 0405 transition lip between curb ramp and gutter 1/2" x $1"$ high; (PSH)
- 0406 transition lip between curb ramp and gutter is greater than 1"; (PSH)
- 0407 gutter slope less than 5%; (No Barrier)
- 0408 gutter slope 5% x 8.3%; (MI)
- 0409 gutter slope 8.3% x 10%; (PSH)
- 0410 gutter slope 10% x 12%; (PSH)
- 0411 gutter slope 12% x 15%; (PSH)
- 0412 transition lip between street and gutter <math><1/4"</math> high; (No Barrier)
- 0413 transition lip between street and gutter 1/4" x $1/2"$ high; (MI)
- 0414 transition lip between street and gutter 1/2" x $1"$ high; (PSH)
- 0415 transition lip between street and gutter is greater than 1"; (PSH)
- 0416 street slope (w/in 48") less than 5%; (No Barrier)
- 0417 street slope (w/in 48") 5% x 8.3%; (MI)
- 0418 street slope (w/in 48") 8.3% x 10%; (PSH)
- 0419 street slope (w/in 48") 10% x 12%; (PSH)
- 0420 street slope (w/in 48") 12% x 15%; (PSH)
- 0421 street paving has gaps, cracks or irregularities in path that create 1/4"+ level changes; (MI, BA, or PSH)
- 0422 there is evidence of water ponding at the bottom of the curb route; (MI)
- 0423 sharp change in ramp slope at bottom of ramp; (MI)

05 - Top Landing of Curb Ramp

- 0501 there is less than 48" from the top of ramp to wall/property line; (BA)
- 0502 landing is not level at sidewalk (2% x 5%; (MI)
- 0503 landing is not level at sidewalk (5% x 8.3%; (MI)
- 0504 landing is not level at sidewalk (>8.3%); (PSH)
- 0505 transition lip between curb ramp and sidewalk <math><1/4"</math> high; (No Barrier)
- 0506 transition lip between curb ramp and sidewalk 1/4" x $1/2"$ high; (MI)
- 0507 transition lip between curb ramp and sidewalk 1/2" x $1"$ high; (PSH)
- 0508 transition lip between curb ramp and sidewalk is greater than 1"; (PSH)

06 - Width of Curb Ramp

- 0601 the width of the running slope of the ramp 29" x $36"$; (MI)
- 0602 the width of the running slope of the ramp is less than 29"; (BA)

07 - Surface Conditions of Curb Ramp

- 0701 the surface of the curb ramp has cracks (lips) or irregularities 1/4" x $1/2"$ high; (MI)
- 0702 the surface of the curb ramp has cracks (lips) or irregularities higher than 1/2"; (PSH)
- 0703 the surface of the curb ramp (including metal cover plates, grates, etc.) could be slippery when wet; (PSH)
- 0704 grating with slots wider than 1/2" in on approach route; (PSH)

08 - Wayfinding Issues for those with Visual Impairments

- 0801 for diagonal curb ramps, there is no 24" wide portion of curb within cross walks; (MI)
- 0802 object(s) on the approach routes project 4"-6" into the path between 27"-80" high; (MI)
- 0803 object(s) on the approach routes project more than 6" into path between 27"-80" high; (PSH)

09 - Island/Median Crossings

- 0901 there is no curb ramp or level cut at the island/median cross walks; (BA)
- 0902 the running slope of the island cut is less than 2%; (No Barrier)
- 0903 the running slope of the island cut is 2% x 5%; (No Barrier)
- 0904 the running slope of the island cut is 5% x 8.3%; (MI)
- 0905 the running slope of the island cut is greater than 8.3%; (PSH)
- 0906 the cross slope of the island cut is less than 2%; (No Barrier)
- 0907 the cross slope of the island cut is 2% x 5%; (MI)
- 0908 the cross slope of the island cut is 5% x 8.3%; (PSH)
- 0909 the cross slope of the island cut is greater than 8.3%; (PSH)

10 - Sidewalk Approach from Bus Stop

- 1001 the running slope along the sidewalk approach is 5% x 8.3%; (MI)
- 1002 the running slope along the sidewalk approach is 8.3% x 12%; (MI)
- 1003 the running slope along the sidewalk approach is greater than 12%; (PSH)
- 1004 the cross slope along the sidewalk approach is 2% x 4%; (MI)
- 1005 the cross slope along the sidewalk approach is 4% x 8.3%; (MI)
- 1006 the cross slope along the sidewalk approach is greater than 8.3%; (PSH)

Recommendation Coding Master List

- A install a new diagonal curb ramp at apex of corner
- B install a pair of new flare sided curb ramps at corner
- C install a pair of new parallel curb ramps due to lack of walk depth
- D install a single new parallel curb ramp at this location
- E install custom engineered solution (see special field notes for cost)
- F installation of accessible curb ramp appears infeasible (see special field notes)
- G postpone modification of curb ramp until scheduled street alteration project
- H restripe parking area to eliminate space that blocks accessible route
- I obstruct pedestrian route across side flare with bollard, planter, or street furniture
- J restripe cross walk markings so curb ramp is within cross walk
- K restripe cross walk markings so there is a 4' landing at bottom of curb ramp
- L grind down (1:2 max. slope) the concrete lip with a power girder
- M feather out (1:2 max. slope) the transition with a non-shrink grout
- N grind down (1:12 max. slope) the concrete lip with a power grinder
- O feather out at 1:12 max. slope the transition with a non-shrink grout
- P grind down (1:20 max. slope) the concrete lip with a power girder
- Q feather out at 1:20 max. slope the transition with a non-shrink grout
- R sawcut and remove existing gutter, pour new (1:20 max. slope) concrete gutter at curb ramp
- S grind down 4'x4' section of asphalt roadway and repave with feathered flush transition
- T stencil the word "Caution" on the top of the curb at flared sides
- U patch asphalt irregularities as required to ensure smooth accessible route
- V patch concrete paving irregularities as required to ensure smooth accessible route
- W sculpt drainage flow line with grout to eliminate ponding along accessible route
- X if side flares are sloped 8.3% or less, then OK (if flares are 8.3% or greater, then see below)
- Y site conditions prohibit level top landing (technically infeasible)
- Z remove existing sidewalk and replace with landing (3' wide x 4' min.) with 5% max. slopes
- AA paint slippery surface with aggregate non-slip coating
- AB replace the grating with slots perpendicular to direction of travel less than 1/2" wide
- AC screen off existing element as required for cane cue
- AD install a new level cut (3' wide min.) at the island/median crosswalk
- AE install a pair of return curb ramps if adjacent area isn't a pedestrian area
- AF remove existing cut, install a new level cut (3' wide min.) at the island/median crosswalk
- AG install a custom designed engineered solution for island/median cut (see special field notes for cost)
- AH installation of an accessible curb ramp/island cut appears infeasible (see special note)
- AI remove existing sidewalk, regrade and pave new walk (3' min. width) with 2% cross slope
- AJ install a new single flared side curb ramp per ADAAG
- AK install a new single truncated flared side curb ramp per ADAAG
- AL install a new double truncated flared side curb ramp per ADAAG
- AM install a new truncated diagonal curb ramps
- AN install a new single curb return ramp if adjacent area isn't a pedestrian area
- AO remove ramp and replace with sidewalk

Master Recommendations List

City and County of Honolulu, Hawaii

ADA Curb Ramp Transition Plan

December 8, 1997

Bill Hecker, AIA

01 - Location Issues

0101 there is no curb ramp serving the corner/no path of accessible route; (Blocks Access)

- install a new diagonal curb ramp at apex of corner
- install a pair of new flared sided curb ramps at corner
- install a pair of new parallel curb ramps due to lack of walk depth
- install a single new parallel curb ramp at this location
- install a custom designed engineered solution
- installation of an accessible curb ramp appears infeasible
- postpone modification of curb ramp until scheduled street alteration project

0102 the existing curb ramp at this corner serves only pedestrian traffic in one direction; (BA)

- install another flared sided curb ramp at corner.
- remove existing curb ramp and install a new diagonal curb ramp at apex of corner.
- install a single new parallel curb ramp at this location.
- install a custom designed engineered solution.
- installation of an accessible curb ramp appears infeasible
- postpone modification of curb ramp until scheduled street alteration project.

0103 existing diagonal curb ramp has less than 48" landing out of traffic; (MI or PSH)

- remove existing curb ramp and provide a pair of flared side curb ramps.
- install a custom designed engineered solution.
- installation of an accessible curb ramp appears infeasible
- postpone modification of curb ramp until scheduled street alteration project

0104 curb ramp projects into the traffic lane(s); (MI or PSH)

- remove existing and install a new diagonal curb ramp at apex of corner.
- remove existing and install a pair of new flared side curb ramps at corner
- remove existing and install a pair of new parallel curb ramps due to lack of walk depth.
- remove existing and install a single new parallel curb ramp at this location.
- remove existing and install a custom designed engineered solution
- installation of an accessible curb ramp appears infeasible
- postpone modification of curb ramp until scheduled street alteration project

0105 existing curb ramp located so it can be blocked by parked vehicles; (BA)

- DTS to restripe parking area to eliminate space that blocks accessible route

02 - Running Slope & Cross Slope Issues

0201 the running slope of the curb ramp is less than 8.3%; (No Barrier)

- N/A

0202 the running slope of the curb ramp is 8.3% < x < 10%; (MI)

- remove existing and install a new diagonal curb ramp at apex of corner
- remove existing and install a pair of new flared side curb ramps at corner
- remove existing and install a pair of new parallel curb ramps due to lack of walk depth
- remove existing and install a single new parallel curb ramp at this location
- remove existing and install a custom designed engineered solution
- installation of an accessible curb ramp appears infeasible
- postpone modification of curb ramp until scheduled street alteration project

- 0203 the running slope of the curb ramp is $10% < x < 12%$; (MI)
- remove existing and install a new diagonal curb ramp at apex of corner
 - remove existing and install a pair of new flared side curb ramps at corner
 - remove existing and install a pair of new parallel curb ramps due to lack of walk depth
 - remove existing and install a single new parallel curb ramp at this location
 - remove existing and install a custom designed engineered solution
 - installation of an accessible curb ramp appears infeasible
 - postpone modification of curb ramp until scheduled street alteration project
- 0204 the running slope of the curb ramp is $12% < x < 15%$; (PSH)
- remove existing and install a new diagonal curb ramp at apex of corner
 - remove existing and install a pair of new flared side curb ramps at corner
 - remove existing and install a pair of new parallel curb ramps due to lack of walk depth
 - remove existing and install a single new parallel curb ramp at this location
 - remove existing and install a custom designed engineered solution
 - installation of an accessible curb ramp appears infeasible
- 0205 the running slope of the curb ramp is 15% or steeper; (PSH)
- remove existing and install a new diagonal curb ramp at apex of corner
 - remove existing and install a pair of new flared side curb ramps at corner
 - remove existing and install a pair of new parallel curb ramps due to lack of walk depth
 - remove existing and install a single new parallel curb ramp at this location
 - remove existing and install a custom designed engineered solution
 - installation of an accessible curb ramp appears infeasible
- 0206 the cross slope of the curb ramp is less than 2%; (No Barrier)
- 0207 the cross slope of the curb ramp is $2% < x < 4%$; (MI)
- postpone modification of curb ramp until scheduled street alteration project
- 0208 the cross slope of the curb ramp is $4% < x < 8.3%$; (MI)
- remove existing and install a new diagonal curb ramp at apex of corner
 - remove existing and install a pair of new flared side curb ramps at corner
 - remove existing and install a pair of new parallel curb ramps due to lack of walk depth
 - remove existing and install a single new parallel curb ramp at this location
 - remove existing and install a custom designed engineered solution
 - installation of an accessible curb ramp appears infeasible
 - postpone modification of curb ramp until scheduled street alteration project
- 0209 the cross slope of the curb ramp is greater than 8.3%; (PSH)
- remove existing and install a new diagonal curb ramp at apex of corner
 - remove existing and install a pair of new flared side curb ramps at corner
 - remove existing and install a pair of new parallel curb ramps due to lack of walk depth
 - remove existing and install a single new parallel curb ramp at this location
 - remove existing and install a custom designed engineered solution
 - installation of an accessible curb ramp appears infeasible

03 - Side Conditions

- 0301 flared sides less than 8.3%; (No Barrier)
- N/A
- 0302 flared sides $8.3% < x < 10%$; (No Barrier or MI if $< 4'$ at top landing)
- remove existing and install a new diagonal curb ramp at apex of corner
 - remove existing and install a pair of new flared side curb ramps at corner
 - remove existing and install a pair of new parallel curb ramps due to lack of walk depth
 - remove existing and install a single new parallel curb ramp at this location
 - remove existing and install a custom designed engineered solution
 - installation of an accessible curb ramp appears infeasible
 - postpone modification of curb ramp until scheduled street alteration project
 - obstruct pedestrian route across side flare with bollard, planter, or street furniture
- 0303 flared sides $10% < x < 12%$; (MI)

- remove existing and install a new diagonal curb ramp at apex of corner
 - remove existing and install a pair of new flared side curb ramps at corner
 - remove existing and install a pair of new parallel curb ramps due to lack of walk depth
 - remove existing and install a single new parallel curb ramp at this location
 - remove existing and install a custom designed engineered solution
 - installation of an accessible curb ramp appears infeasible
 - postpone modification of curb ramp until scheduled street alteration project
 - obstruct pedestrian route across side flare with bollard, planter, or street furniture
- 0304 flared sides 12% < x < 15%; (PSH)
- remove existing and install a new diagonal curb ramp at apex of corner
 - remove existing and install a pair of new flared side curb ramps at corner
 - remove existing and install a pair of new parallel curb ramps due to lack of walk depth
 - remove existing and install a single new parallel curb ramp at this location
 - remove existing and install a custom designed engineered solution
 - installation of an accessible curb ramp appears infeasible
 - postpone modification of curb ramp until scheduled street alteration project
 - obstruct pedestrian route across side flare with bollard, planter, or street furniture
- 0305 flared sides 15% or steeper; (PSH)
- remove existing and install a new diagonal curb ramp at apex of corner
 - remove existing and install a pair of new flared side curb ramps at corner
 - remove existing and install a pair of new parallel curb ramps due to lack of walk depth
 - remove existing and install a single new parallel curb ramp at this location
 - remove existing and install a custom designed engineered solution
 - installation of an accessible curb ramp appears infeasible
 - postpone modification of curb ramp until scheduled street alteration project
 - obstruct pedestrian route across side flare with bollard, planter, or street furniture
- 0306 return curb condition in pedestrian path; (PSH)
- remove existing and install a new diagonal curb ramp at apex of corner
 - remove existing and install a pair of new flared side curb ramps at corner
 - remove existing and install a pair of new parallel curb ramps due to lack of walk depth
 - remove existing and install a single new parallel curb ramp at this location
 - remove existing and install a custom designed engineered solution
 - installation of an accessible curb ramp appears infeasible
 - postpone modification of curb ramp until scheduled street alteration project
 - obstruct pedestrian route across side flare with bollard, planter, or street furniture

04 - Bottom Landing and Cross Walk Markings

- 0401 curb ramp not located in cross walk markings; (Blocks Access or PSH)
- restripe cross walk markings so curb ramp is within
 - remove existing and install a new diagonal curb ramp at apex of corner
 - remove existing and install a pair of new flared side curb ramps at corner
 - remove existing and install a pair of new parallel curb ramps due to lack of walk depth
 - remove existing and install a single new parallel curb ramp at this location
 - remove existing and install a custom designed engineered solution
 - installation of an accessible curb ramp appears infeasible
 - postpone modification of curb ramp until scheduled street alteration project
- 0402 less than 48" clear space between diagonal curb ramp and cross walk; (MI or PSH)
- restripe cross walk markings so there is a 4' landing at bottom of curb ramp
 - remove existing and install a new diagonal curb ramp at apex of corner
 - remove existing and install a pair of new flared side curb ramps at corner
 - remove existing and install a pair of new parallel curb ramps due to lack of walk depth
- 0403 transition lip between curb ramp and gutter < 1/4" high; (MI)
- grind down (1:2 max. slope) the concrete lip with a power grinder
 - feather out at 1:2 max. slope the transition with a non-shrink grout

- 0404 transition lip between curb ramp and gutter $1/4" < x < 1/2"$ high; (MI)
 - grind down (1:12 max. slope) the concrete lip with a power grinder
 - feather out at 1:12 max. slope the transition with a non-shrink grout
- 0405 transition lip between curb ramp and gutter $1/2" < x < 1"$ high; (PSH)
 - grind down (1:20 max. slope) the concrete lip with a power grinder
 - feather out at 1:20 max. slope the transition with a non-shrink grout
- 0406 transition lip between curb ramp and gutter is greater than 1" high; (PSH)
 - grind down (1:20 max. slope) the concrete lip with a power grinder
 - feather out at 1:20 max. slope the transition with a non-shrink grout
- 0407 gutter slope less than 5%; (No Barrier)
 - N/A
- 0408 gutter slope $5% < x < 8.3%$; (MI)
 - postpone modification of curb ramp until scheduled street alteration project
- 0409 gutter slope $8.3% < x < 10%$; (PSH)
 - sawcut and remove existing gutter, pour new (1:20 max. slope) concrete gutter at curb ramp
- 0410 gutter slope $10% < x < 12%$; (PSH)
 - sawcut and remove existing gutter, pour new (1:20 max. slope) concrete gutter at curb ramp
- 0411 gutter slope $12% < x < 15%$; (PSH)
 - sawcut and remove existing gutter, pour new (1:20 max. slope) concrete gutter at curb ramp
- 0412 transition lip between street and gutter $< 1/4"$ high; (No Barrier)
 - N/A
- 0413 transition lip between street and gutter $1/4" < x < 1/2"$ high; (MI)
 - grind down (1:2 max. slope) the concrete lip with a power grinder
 - feather out at 1:2 max. slope the transition with a non-shrink grout
 - grind down 4' x 4' section of asphalt roadway and repave with feathered flush transition
- 0414 transition lip between street and gutter $1/2" < x < 1"$ high; (PSH)
 - grind down (1:12 max. slope) the concrete lip with a power grinder
 - feather out at 1:20 max. slope the transition with a non-shrink grout
 - grind down 4' x 4' section of asphalt roadway and repave with feathered flush transition
- 0415 transition lip between street and gutter is greater than 1" high; (PSH)
 - grind down (1:20 max. slope) the concrete lip with a power grinder
 - feather out at 1:20 max. slope the transition with a non-shrink grout
 - grind down 4' x 4' section of asphalt roadway and repave with feathered flush transition
- 0416 street slope (w/in 48") less than 5%; (No Barrier)
- 0417 street slope (w/in 48") $5% < x < 8.3%$; (MI)
 - stencil the word "caution" on the top of the curb at flared sides
- 0418 street slope (w/in 48") $8.3% < x < 10%$; (MI)
 - stencil the word "caution" on the top of the curb at flared sides
- 0419 street slope (w/in 48") $10% < x < 12%$; (PSH)
 - stencil the word "caution" on the top of the curb at flared sides
- 0420 street slope (w/in 48") $12% < x < 15%$; (PSH)
 - stencil the word "caution" on the top of the curb at flared sides.
- 0421 street paving has gaps, cracks or irregularities in path that create $1/4"$ + level changes; (MI, BA, or PSH)
 - patch asphalt irregularities as required to ensure smooth accessible route
 - patch concrete paving irregularities as required to ensure smooth accessible route
- 0422 there is evidence of water ponding at the bottom of the curb route; (MI)
 - sculpt drainage flow line with grout to eliminate ponding along accessible route

05 - Top Landing of Curb Ramp

- 0501 there is less than 48" from top of ramp to wall/property line; (Blocks Access)
 - if side flares are sloped 8.3% or less, then OK (if flares are 8.3% or greater, then see below)
 - remove existing and install a pair of new parallel curb ramps due to lack of walk depth
 - remove existing and install a single new parallel curb ramp at this location
 - remove existing and install a custom designed engineered solution

- installation of an accessible curb ramp appears infeasible
- postpone modification of curb ramp until scheduled street alteration project
- 0502 landing is not level at sidewalk ($2% < x < 5%$); (MI)
 - N/A (same criteria as bottom landing at street with 5% crown)
- 0503 landing is not level at sidewalk ($5% < x < 8.3%$); (MI)
 - site conditions prohibit level top landing... (Technically Infeasible)
 - postpone modification of sidewalk until scheduled street alteration project
 - remove existing sidewalk and replace with landing (3'w.x4'l. min.) with 5% max. slopes
- 0504 landing is not level at sidewalk ($x > 8.3%$); (PSH)
 - site conditions prohibit level top landing... (Technically Infeasible)
 - postpone modification of sidewalk until scheduled street alteration project.
 - remove existing sidewalk and replace with landing (3'w.x4'l. min.) with 5% max. slopes
- 0505 transition lip between curb ramp and sidewalk $< 1/4"$ high; (No Barrier)
 - N/A
- 0506 transition lip between curb ramp and sidewalk $1/4" < x < 1/2"$ high; (MI)
 - grind down (1:2 max. slope) the concrete lip with a power grinder
 - feather out at 1:2 max. slope the transition with a non-shrink grout
- 0507 transition lip between curb ramp and sidewalk $1/2" < x < 1"$ high; (PSH)
 - grind down (1:12 max. slope) the concrete lip with a power grinder
 - feather out at 1:12 max. slope the transition with a non-shrink grout
- 0508 transition lip between curb ramp and sidewalk is greater than 1" high; (PSH)
 - grind down (1:12 max. slope) the concrete lip with a power grinder
 - feather out at 1:12 max. slope the transition with a non-shrink grout

06 - Width of Curb Ramp

- 0601 the width of the running slope of the ramp $29" < x < 36"$; (MI)
 - postpone modification of sidewalk until scheduled street alteration project
- 0602 the width of the running slope of the ramp is less than 29"; (BA)
 - remove existing and install a new diagonal curb ramp at apex of corner
 - remove existing and install a pair of new flared side curb ramps at corner
 - remove existing and install a pair of new parallel curb ramps due to lack of walk depth
 - remove existing and install a single new parallel curb ramp at this location
 - remove existing and install a custom designed engineered solution
 - installation of an accessible curb ramp appears infeasible
 - postpone modification of curb ramp until scheduled street alteration project

07 - Surface Conditions of Curb Ramp

- 0701 the surface of the curb ramp has cracks (lips) or irregularities $1/4" < x < 1/2"$ high; (MI)
 - grind down (1:2 max. slope) the concrete lip with a power grinder
 - feather out at 1:2 max. slope the transition with a non-shrink grout
- 0702 the surface of the curb ramp has cracks (lips) or irregularities higher than $1/2"$; (PSH)
 - grind down (1:12 max. slope) the concrete lip with a power grinder
 - feather out at 1:12 max. slope the transition with a non-shrink grout
- 0703 the surface of the curb ramp (including metal cover plates, grates, etc.) could be slippery when wet; (PSH)
 - paint slippery surface with aggregate non-slip coating
- 0704 grating with slots wider than $1/2"$ is on approach route; (PSH)
 - replace the grating with slots perpendicular to direction of travel less than $1/2"$ wide

08 - Wayfinding Issues for those with Visual Impairments

- 0801 for diagonal curb ramps, there is no 24" wide portion of curb within cross walks; (MI)
 - remove existing and install a new diagonal curb ramp at apex of corner
 - remove existing and install a pair of new flared side curb ramps at corner
 - remove existing and install a pair of new parallel curb ramps due to lack of walk depth
 - remove existing and install a single new parallel curb ramp at this location

- remove existing and install a custom designed engineered solution
- installation of an accessible curb ramp appears infeasible
- postpone modification of curb ramp until scheduled street alteration project
- 0802 object(s) on the approach routes project 4"-6" into the path between 27"-80" high; (MI)
 - screen off existing element as required for cane cue
- 0803 object(s) on the approach routes project more than 6" into path between 27"-80" high; (PSH)
 - screen off existing element as required for cane cue

09 - Island/Median Crossings

- 0901 there is no curb ramp or level cut at the island/median cross walks; (BA)
 - install a new level cut (3' wide min.) at the island/median crosswalk
 - install a pair of new flared side curb ramps at corner
 - install a pair of new return curb ramps if area adjacent is not a pedestrian area
 - install a single new return curb ramp at this location
 - install a custom designed engineered solution for island/median cut
 - installation of an accessible curb ramp/island cut appears infeasible
- 0902 the running slope of the island cut is less than 2%; (No Barrier)
 - N/A
- 0202 the running slope of the island cut is $2% < x < 5%$; (No Barrier)
 - N/A
- 0203 the running slope of the island cut is $5% < x < 8.3%$; (MI)
 - remove existing cut, install a new level cut (3' wide min.) at the island/median crosswalk
 - install a custom designed engineered solution for island/median cut
 - installation of an accessible curb ramp/island cut appears infeasible
- 0205 the running slope of the island cut is greater than 8.3%; (PSH)
 - remove existing cut, install a new level cut (3' wide min.) at the island/median crosswalk
 - install a custom designed engineered solution for island/median cut
 - installation of an accessible curb ramp/island cut appears infeasible
- 0206 the cross slope of the island cut is less than 2%; (No Barrier)
 - N/A
- 0207 the cross slope of the island cut is $2% < x < 5%$; (MI)
 - remove existing cut, install a new level cut (3' wide min.) at the island/median crosswalk
 - install a custom designed engineered solution for island/median cut
 - installation of an accessible curb ramp/island cut appears infeasible
- 0208 the cross slope of the island cut is $5% < x < 8.3%$; (PSH)
 - remove existing cut, install a new level cut (3' wide min.) at the island/median crosswalk
 - install a custom designed engineered solution for island/median cut
 - installation of an accessible curb ramp/island cut appears infeasible
- 0209 the cross slope of the island cut is greater than 8.3%; (PSH)
 - remove existing cut, install a new level cut (3' wide min.) at the island/median crosswalk
 - install a custom designed engineered solution for island/median cut
 - installation of an accessible curb ramp/island cut appears infeasible

10 - Sidewalk approach from Bus Stop

- 1101 the running slope along the sidewalk approach is $5% < x < 8.3%$; (MI)
- 1102 the running slope along the sidewalk approach is $8.3% < x < 12%$; (MI)
- 1102 the running slope along the sidewalk approach is greater than 12%; (PSH)
- 1102 the cross slope along the sidewalk approach is $2% < x < 4%$; (MI)
- 1102 the cross slope along the sidewalk approach is $4% < x < 8.3%$; (MI)
- 1102 the cross slope along the sidewalk approach is greater than 8.3%; (PSH)

12 - Miscellaneous Accessibility Issues

1201

Appendix E

HCIL “Curb Cut Installation Priority Study” Findings and
HCIL Flyer for Study Input

***Curb Cut Installation Priority Study
Findings as of January 23, 1998***

***Prepared for:
Public Information Meeting
on the
"Self Evaluation
of
Policies and Practices
Related to
Streets and Sidewalks"***

January 24, 1998

***Kristine K. Takemoto
Research & Training Associate
Hawaii Centers for Independent Living***

***Rehabilitation Research & Training Center of the Pacific
Interwork Institute/San Diego State University***

Curb Cut Installation Priority Study
Findings as of January 23, 1998
(N=80)

I. Intersection Ranking

According to the data collected through January 23, 1998, the top 6 intersections identified for curb cut installation/modification are:

Rank	Intersection Location	Raw Score (position, N)
1	Punchbowl & King Street	1, 2
1	Beretania & Bishop	1, 2
1	Kapiolani Blvd. & Keeaumoku	1, 2
1	Kamehameha Hwy. & Pali Momi	1, 2
2	Kamehameha Hwy. & Kaonohi	4, 2
3	Punchbowl & Beretania	1,1 2,1 5, 2

II. Destination Prioritization

According to respondents surveyed in this study, the top 5 destinations identified by likert scale values for curb cut installation/modification are:

Rank	Destination	Mean Score
1	Health Centers/Hospitals	6.41
2	Bus Stops/Transit Centers	6.32
3	Shopping Centers/Grocery Stores	6.14
4	Educational Institutions/Schools	6.13
5	Social Service Agencies	6.05

These destinations were measured on a scale from 1-7, 1= "Not Important", 7= "Very Important" locations for the installation of curb cuts. Scores reported are the mean value for each destination listed.

III. General Concerns

**** Many respondents replied that due to the inaccessibility of current transportation modalities, they are unable to comment on the wider range of specific barriers involved in transporting themselves from one location to another.**

"All parks parking lots need attention to poor pavement. Surfaces have potholes, broken/cracked surfaces or loose gravel where it is not swept off as it should be to create

a smooth, flat surface. Many broken, cracked city sidewalks need to be repaired especially at city bus stops—they are also filthy, as are the parks bathrooms, shamefully so!”

“(We need curb ramps at) some areas in the old parts of downtown—in fact, (we need curb cuts at) any old building that does not have curb cuts, all over the island, or islands.”

“I believe every intersection and access way to buildings, both public and private, should have ramps or curb cuts installed. I need all the help I can get to gain access with my walker and cane.”

“(I am) unable to get around, however there should be curb cuts at every intersection in the city!—especially hospitals, banks, stores, etc.”

“I think all areas should have curb cuts.”

“Let’s see some action be done!! Don’t just say ‘you’ll try’—Just do it!”

“I feel people in wheelchairs are the same as regular people and should be able to go anywhere and do anything without having difficulty in the process.”

“Some corners do not have cement!”

IV. Information about the Sample

N = 80

**Sex: Male = 38
Female = 41
No Response = 1**

**Age: Range = 20-80 years
Mean = 47.92 years**

**Use Mobility Device?: Yes = 46
No = 33
No Response = 1**

**What Mobility Device?: Powered Wheelchair = 12
Manual Wheelchair = 17
Walker = 1
Crutches = 4
Cane = 11
Other = 1**

Ethnicity: **Caucasian (White) = 30**
 African American (Black) = 1
 Asian = 19
 Hispanic = 2
 Native American Indian = 1
 Pacific Islander = 9
 Other = 17
 No Response = 1

Occupation? **Yes = 20**
 No = 58
 No Response = 2

**We need to hear
from you!**

***Do you have problems getting
around on city sidewalks?***

**The City and County of Honolulu
is presently working on improving the
accessibility of our streets and sidewalks.**

**We need information from you in order to
make our community more accessible.**

**Survey forms are available from the
Hawaii Centers for Independent Living.
Call Kristine K. Takemoto at 522-5413 or
email: ktakemot.DiverseAbilities.org
(Surveys also available in Braille and large print)**

Appendix F

Sample of Surveyors' Field Notes and Sketch

Large-Scale Curb Ramp Model

Recommendation Form

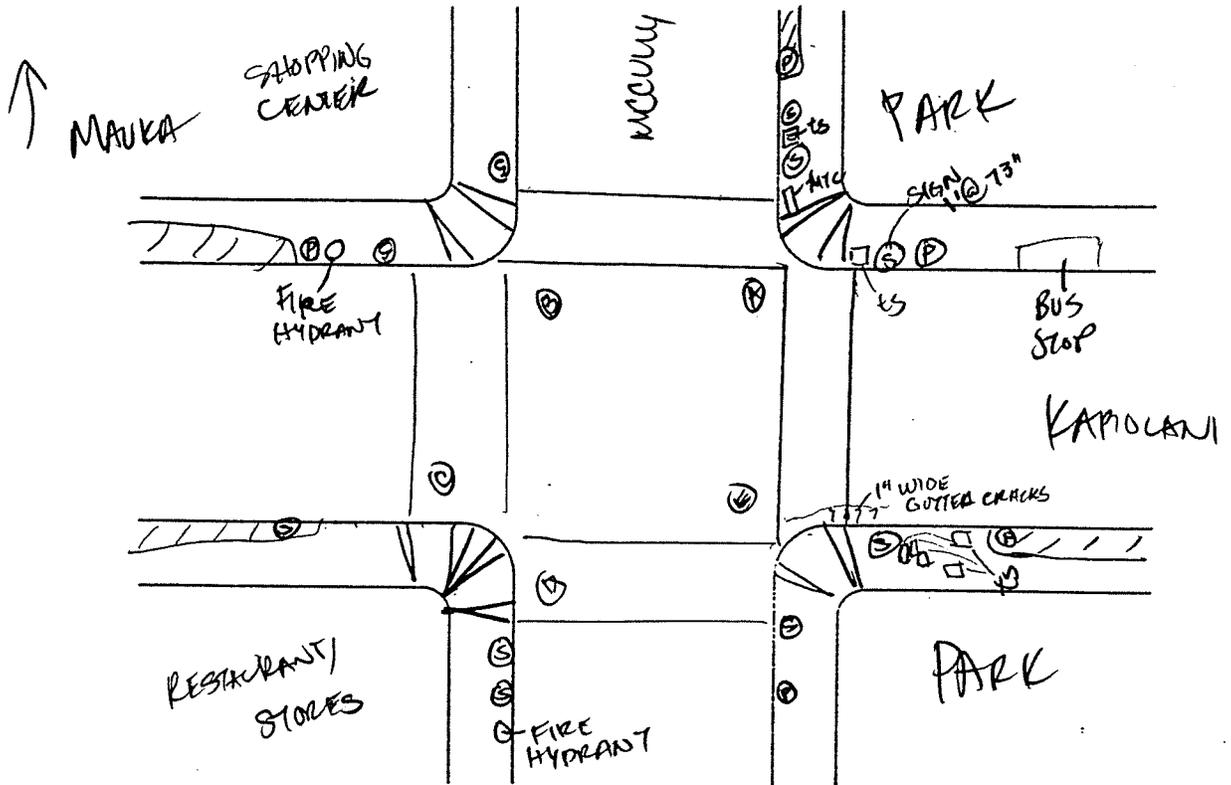
Photo Log Sheet

- STRUCTURAL
- CIVIL
- PLANNING

WILSON OKAMOTO & ASSOCIATES, INC. ENGINEERS • PLANNERS

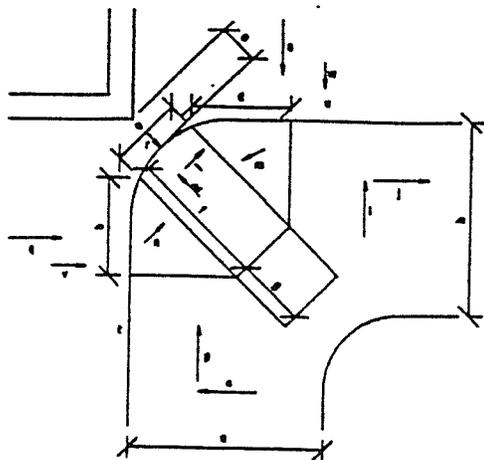
COMPUTED BY _____
 CHECKED BY _____
 DATE Dec 24 1997

PROJECT _____
 SHEET NO. _____ OF _____ SHEETS



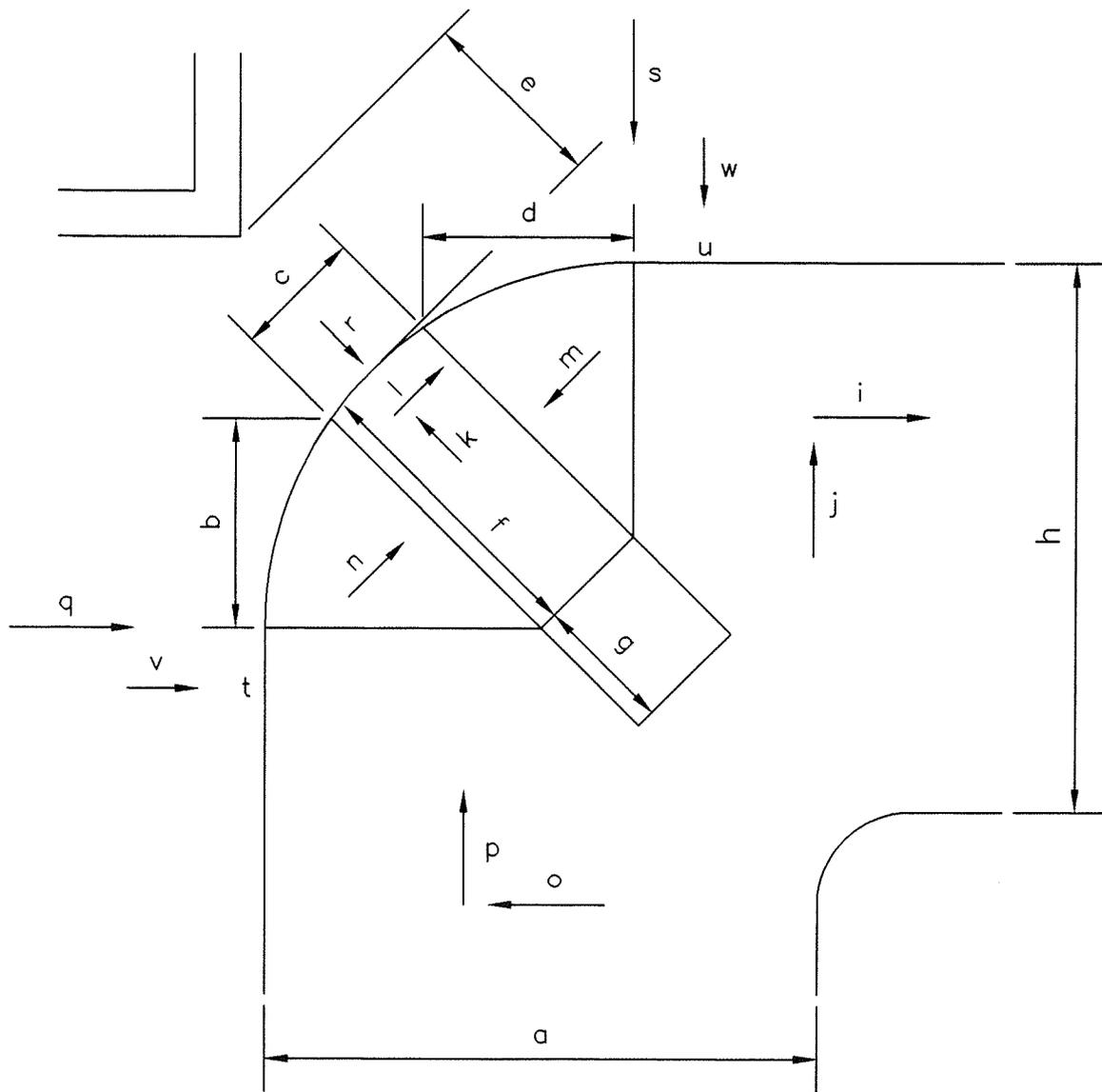
Intersection:

Element	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v
	(ft-in)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(in)	(in)	(in)							
A	2-10	6	3-1	6	4	8-3	1-11	8-9	5-0	-2-8	9-7	0-7	0-7	9-0	2-7	2-0	0-6	7-4	2-7	4 1/2	5	0
B	2-7	3-10	4	4	4	8-8	4+	14+	1-4	-0-4	5-7	0-9	14-3	6-5	0-6	1-0	3-5	7-1	2-2	6	6	0
C	7	5-8	5-3	5-5	-	7-7	-	7	0-4	1-8	9-5	-0-7	9-9	11-1	2-0	1-6	0-3	7-5	-	4 1/2	5	-9-4
D	7	5-9	3	5-9	-	6-10	-	4-8	2-2	2-1	9-6	0-1	7-4	12-5	0-4	1-8	1-5	6-4	-	5	5	1-4
E	7-4	5-10	5-3	5-8	3-9	8-2	-	8-6	2-1	0	10-7	-0-5	14-7	7-9	0-8	-0-9	1-7	2-5	2-8	5 1/2	5	0
F																						
G																						
H																						
I																						
J																						



- (A) 14" R/G
- (B) PONDING
- (E) cl=4ft

Curb Ramp Survey Checklist



- | | | | |
|---|---------------------------------|---|--|
| a | Width of Sidewalk | n | Slope of Flare |
| b | Width of Flare | o | Cross Slope of Sidewalk |
| c | Width of Running Slope of Ramp | p | Running Slope of Sidewalk |
| d | Width of Flare | q | Street Slope (w/in 48") |
| e | Distance of Crosswalk from Ramp | r | Gutter Slope |
| f | Length of Ramp | s | Street Slope (w/in 48") |
| g | Length of Landing | t | Curb Height |
| h | Width of Sidewalk | u | Curb Height |
| i | Cross Slope of Sidewalk | v | Transition Lip Between Gutter and Road |
| j | Running Slope of Sidewalk | w | Transition Lip Between Gutter and Road |
| k | Running Slope of Ramp | | |
| l | Cross Slope of Ramp | | |
| m | Slope of Flare | | |

ADA Curb Ramp Recommendations Form

Cross streets: KAPIOLANI / MCCULLY
 Intersection #: 260071
 Date: 12/24/97

Bus Stop?: Yes No
 Surveyor: CATHY
 Location Priority: I. Gov't. School Health Comm. Condos
 II. Residential Rural Agricultural Parks

Element	Severity	Item #1	Item #2	Item #3	Item #4	Item #5	Item #6	Item #7	Remarks
A	M1	0202G	0303G	0408G	0413G	0501G	0802 AC	1004G	J = 2.8 P = 3.0
B	PSH	0305A	0406G						J = 0.4 P = 1.0
C	M1	0702G	0303G	0408G	0413G				J = 1.8 P = 1.4
D	PSH	0304A	0408G	0413G					J = 2.1 P = 1.8
E	PSH	0304A	0413G	0402K					P = 0.9
F									
G									
H									
I									
J									
K									
L									

Remarks:

Photo Log

Surveyor: Cathy

Date: 12/23-12/24/97

OL 12/24/97

Photo Card #	Cross Streets	Intersection No.	Element	Database Photo No.
1	HARDING / KAPAHULU / KAPIOLANI	2C0055	B	2C0055 B1
2	KAPAHULU / KAPIOLANI / WAIANA	2C0052	B	2C0052 B1
3	DATE / KANOE / KAPIOLANI	2C0064	Q	2C0064 Q1
4			P	2C0064 P1
5			N	2C0064 N1
6			O	2C0064 O1
7			R	2C0064 R1
8			S	2C0064 S1
9			T	2C0064 T1
10			U	2C0064 U1
11	KAPIOLANI / UNIVERSITY	2C0065	E	2C0065 E1
12			E	2C0065 E2
13			D	2C0065 D1
14			B	2C0065 B1
15			C	2C0065 C1
16			A	2C0065 A1
17			F	2C0065 F1
18			G	2C0065 G1
19			H	2C0065 H1
20			H	2C0065 H2
21	HAUSTENS / KAPIOLANI	2C0066	A	2C0066 A1
22			B	2C0066 B1
23			C	2C0066 C1
24			D	2C0066 D1
25	KENNERG / KAPIOLANI	2C0067	B	2C0067 B1
26			A	2C0067 A1
27			C	2C0067 C1
28	HOAWA / KAPIOLANI	2C0068	A	2C0068 A1
29			B	2C0068 B1
30	KAPIOLANI / PAAANI	2C0069	A	2C0069 A1
31			B	2C0069 B1
32			C	2C0069 C1
33			D	2C0069 D1
34			E	2C0069 E1
35			F	2C0069 F1
36	KAPIOLANI / WILIWILI	2C0070	F	2C0070 F1
37			E	2C0070 E1
38			D	2C0070 D1
39			C	2C0070 C1
40			B	2C0070 B1
41			A	2C0070 A1
42	KAPIOLANI / LICCOLLY	2C0071	E	2C0071 E1
43			D	2C0071 D1

Appendix G

Intersections With Technically Infeasible Features

How to Read this Table

Intersections with Technically Infeasible Features

This table was included to document the intersections where one or more corners have approach slopes greater than 5%. When this condition is present, there is little hope of installing an ADA compliant curb ramp. For a more detailed explanation of technically infeasible, see Section 4.3 of the narrative – Implementation Analysis Phase. The data in this table is shown in columns that are defined as follows:

Column 1 – ADA Survey District number (See Map in Appendix J for a complete list of Districts);

Column 2 – TMK Zone number that is part of the intersection ID system for the database;

Column 3 – Letter used to identify the surveyor for that intersection;

Column 4 – Intersection number;

Column 5 – Names of the cross streets at the intersection...three names typically denote mid-block crossings – these are listed alphabetically by the first letter of the street name and not by the relative size or traffic volume associated with the streets.

Column 6 – Estimated cost associated with features of the intersection that were deemed not to be technically infeasible to correct. If zero is shown, no work is scheduled for this intersection in the ADA Curb Ramp Transition Plan. These costs are for 1998 dollars and have not been adjusted for inflation.

Intersections with Technically Infeasible Features

Priority Cost Report

Total Est. Cost = \$2,104,000

Page 1 of 33

Intersection ID	Total	Cost	
1	9 C 2441 Akaawa	Kaiaulu	0
1	9 C 2443 Akaawa	Leiole	0
1	9 C 2442 Akaawa Pl.	Akaawa	0
1	9 C 2409 Ala Hoi	Hauone	0
1	9 C 2410 Ala Hoi	Hunekai	0
1	9 C 2408 Ala Hoi	Makakilo Dr.	4,500
1	9 C 2635 Anipeahi	Makakilo Dr.	0
1	9 C 2407 Hauone Pl.	Hauone	0
1	9 M 0278 Helena	Palailai	0
1	9 C 2426 Hoike Pl.	Hoike Way	0
1	9 C 2428 Hoike Pl.	Hookomo	0
1	9 C 2436 Hoina Pl.	Panana	0
1	9 C 2423 Hookeha	Hookomo	0
1	9 C 2420 Hookeha	Mekila	0
1	9 C 2421 Hookeha Pl.	Hookeha	0
1	9 C 2425 Hookomo	Kaleo Pl.	0
1	9 C 2427 Hookomo	Makakilo Dr.	0
1	9 C 2411 Hunekai	Oahi Pl.	0
1	9 C 2412 Hunekai Pl.	Hunekai	0
1	9 C 2446 Kaiaulu	Uhiuala	0
1	9 C 2445 Kaiaulu Pl.	Kaiaulu	0
1	9 C 2431 Kakoo Pl.	Makakilo Dr.	0
1	9 C 2424 Kaleo Pl.	Kaleo Way	0
1	9 C 2413 Kikaha	Hunekai	13,000
1	9 C 2415 Kikaha	Kuamu	0
1	9 C 2422 Kikaha	Makakilo Dr.	20,000
1	9 C 2419 Kikaha	Mekila	0
1	9 C 2418 Kikaha	Umena	0
1	9 C 2634 Kinohi Pl.	Makakilo Dr.	0
1	9 C 2438 Kohea Pl.	Kohea Way	0
1	9 C 2439 Kohea Pl.	Leipapa	0
1	9 C 2440 Kohea Pl.	Panana	0
1	9 C 2414 Kuamu	Uahanai	0
1	9 C 2444 Leiole	Uhiuala	0
1	9 C 2430 Liolio Pl.	Makakilo Dr.	0
1	9 M 0300 Makakilo Dr.	Nohohale	0
1	9 C 2432 Makakilo Dr.	Painiu Pl.	0
1	9 C 2433 Makakilo Dr.	Palahia	0
1	9 M 0269 Makakilo Dr.	Palailai	0
1	9 C 2434 Makakilo Dr.	Panana	24,000
1	9 M 0279 Newa	Palailai	0
1	9 M 0296 Nohopaa	Palailai	0
1	9 C 2437 Oloa Pl.	Panana	0
1	9 M 0298 Palailai Pl.	Palailai	0
1	9 C 2435 Panana	Ulele Pl.	0

ADA Curb Ramp Transition Plan

Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID	Cost
1 9 C 2633 Panana - B Hame - B Welo - B	0
1 9 C 2416 Uahanai Pl. Uahanai	0
2 9 C 2644 Kilaha North Rd.	0
2 9 C 2637 Papipi Pl. Papipi Rd.	0
2 9 C 2639 Papipi Rd. - A Fort Weaver Rd. - A Papipi Pl. - A	0
2 9 C 2640 Papipi Rd. - B Fort Weaver Rd. - B Papipi Pl. - B	0
3 9 C 2391 Alaiki Renton Rd.	0
3 9 C 2647 Auwaha Renton Rd.	0
3 9 C 2386 Bond Malako	0
3 9 C 2646 Kikoo Renton Rd.	0
3 9 C 2397 Koka Piipii	0
3 9 C 2398 Koka Pohahawai	0
3 9 C 2396 Koka Puaina	0
3 9 C 2388 Malako Paeko	0
3 9 C 2380 Malako Park Row	0
3 9 C 2389 Orrick Renton Rd.	0
3 9 C 2379 Paaniana Park Row	0
3 9 C 2384 Park Row Sisal	0
3 9 C 2651 Pepper Row Renton Rd.	0
3 9 C 2400 Pohahawai Pl. Pohahawai	0
3 9 C 2399 Pohahawai Pl. Pohahawai Pl.	0
3 9 C 2395 Puaina Wailoia Pl.	0
3 9 C 2394 Puaina Waimapuna Pl.	0
3 9 C 2377 Renton Rd.	0
3 9 C 2392 Renton Rd. Tenney	0
4 9 C 0703 Akihiloa Paiwa	0
4 9 C 0701 Akihiloa Puloku	0
4 9 C 0702 Akihiloa Ulieo	0
4 9 C 0648 Amokii Waipahu	0
4 9 C 0677 Anaaina Pl. Apii	0
4 9 C 0675 Apii Kumukula	0
4 9 C 0678 Apii Pl. Apii	0
4 9 C 2257 Cane Haul Rd. Waipahu	0
4 9 C 0684 Halelehua Hina	0
4 9 C 0691 Hapanui Pl. Mahoe	0
4 9 C 0692 Hapapa Mahoe	0
4 9 C 0694 Hapapa Niullii	0
4 9 C 0697 Hapapa Paiwa	0
4 9 C 0695 Hapapa Puloku	0
4 9 C 0693 Hapapa Pl. Hapapa	0
4 9 C 0681 Hiapo Kuhaulua	0
4 9 C 0667 Hiapo Kumuaao	0
4 9 C 0687 Hiapo Mahoe	0
4 9 C 0686 Hiapo Paiwa	0
4 9 C 0654 Hikimoe Mokuola	0
4 9 C 0683 Hina Hoomakoa	0
4 9 C 0685 Hina Paiwa	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID				Cost
4	9 C 0682	Hinaea	Hoomakoa	0
4	9 C 2252	Hoeaee	Honowai	0
4	9 C 2261	Honowai	Loaa	0
4	9 C 0688	Huakai	Mahoe	0
4	9 C 2320	Kahuahale	Kahuanui	0
4	9 C 0659	Kahuailani	Puamano Pl.	0
4	9 C 2311	Kahuanani	Kahuanui	0
4	9 C 2301	Kahuanui	Waipahu	0
4	9 C 0707	Kaupo Pl.	Kaupo Way	0
4	9 C 0708	Kaupo Pl.	Waipahu	0
4	9 C 0674	Kuakahi	Kuhaulua	0
4	9 C 0668	Kuakahi	Kumuao	0
4	9 C 0670	Kuakahi	Mapala Pl.	0
4	9 C 0671	Kuakahi Pl.	Kuakahi	0
4	9 C 0669	Kualua	Kumuao	0
4	9 C 0673	Kualua Pl.	Kuhaulua	0
4	9 C 0619	Leoku	Farrington Hwy. Leolua	0
4	9 C 0620	Leoku	Leolua	0
4	9 C 0621	Leoku	Waipahu	0
4	9 C 0689	Mahoe Pl.	Mahoe	0
4	9 C 0655	Mokuola	Nalii	0
4	9 C 0698	Paiwa	Puloku	0
4	9 C 0705	Paiwa	Waipahu	0
4	9 C 0696	Paiwa Pl.	Paiwa	0
4	9 C 0712	Poailani Cir.	Waipio Point Access Rd.	0
4	9 C 0699	Puloku	Uliao	0
4	9 C 0666	Pupukupa	Pupupuhi Waikele Rd.	6,000
4	9 C 0646	Waikele Rd.	Waipahu	0
4	9 C 0649	Waipahu	Waipahu Depot	0
5	9 C 2363	Aawa Dr.	Anaunau	0
5	9 C 2356	Aawa Dr.	Hamana	0
5	9 C 2366	Aawa Dr.	Makaaloa	0
5	9 C 2352	Aeae	Auhola	0
5	9 C 2359	Aeoia	Hamana	0
5	9 C 0472	Ahole Pl.	Kaihuopalaai	0
5	9 C 2371	Akekee Pl.	Apuu	0
5	9 C 0558	Alapine	Kaaholo	0
5	9 C 0556	Alapine	Kupuna Lp.	15,000
5	9 C 0749	Alau	Kaamea	0
5	9 C 0753	Alau	Lelehuna	0
5	9 C 0747	Alau	Lumiauu	6,000
5	9 C 0718	Alelo	Lumiaina	0
5	9 C 0470	Amaama	Kaihuopalaai	0
5	9 C 0474	Amaama	Kapapapuhi	0
5	9 C 0732	Anapau Pl.	Lumiauu	0
5	9 C 2358	Anaunau	Hamana	0
5	9 C 0599	Anoiki	Kamiki	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
5	9 C 0504 Anoiki Keahua Lp.	0
5	9 C 0595 Anoiki - A Anonui - A	0
5	9 C 0600 Anoiki - B Anonui - B	0
5	9 C 0601 Anonui Kunia Rd.	0
5	9 C 0602 Anonui Kupuohi	0
5	9 C 0761 Aoku Mali	0
5	9 C 2373 Apuu Makaaloa	0
5	9 C 2375 Apuu Pl. Apuu Way	0
5	9 C 0597 Awalua Kamiki	0
5	9 C 0489 Eleu Ikeloa	0
5	9 C 0487 Eleu Puia	0
5	9 C 0530 Haalau Kaaholo	0
5	9 C 0527 Haalau Palai	0
5	9 C 0754 Hahina Nawele	0
5	9 C 0564 Hamau Kaaholo	0
5	9 C 0562 Hamau Kupuna Lp.	6,000
5	9 C 0563 Hamau Laukani	0
5	9 C 0496 Hanauna Ikeloa	0
5	9 C 0495 Hanauna Leia	0
5	9 C 0490 Heahea Ikeloa	0
5	9 C 0491 Heahea Leia	0
5	9 C 0492 Heahea Pl. Heahea	0
5	9 C 0566 Hohiu Pl. Kaaholo	0
5	9 C 0525 Hohola Kaaholo	0
5	9 C 0565 Hoikaika Pl. Kaaholo	0
5	9 C 0462 Huluhulu Kaihuopalaai	0
5	9 C 0475 Iheihe Pl. Kapapapuhi	0
5	9 C 0524 Kaaholo Kaaka	0
5	9 C 0551 Kaaholo Kaaoki Pl.	15,000
5	9 C 0555 Kaaholo Kaiao	15,000
5	9 C 0550 Kaaholo Kaiewa	0
5	9 C 0532 Kaaholo Kime	6,000
5	9 C 0509 Kaaholo Kupuna Lp.	15,000
5	9 C 0567 Kaaholo Manena Pl.	0
5	9 C 0531 Kaaholo Nolupe	0
5	9 C 0529 Kaaholo Palai	36,000
5	9 C 0552 Kaaholo Pl. Kaaholo	23,000
5	9 C 0546 Kaaka Kehela	0
5	9 C 0522 Kaaka Kupuna Lp.	15,000
5	9 C 0523 Kaaka Leia	0
5	9 C 0514 Kaaka Pl. Kaaka	0
5	9 C 0748 Kaamea Mahinahina	0
5	9 C 0553 Kaapuna Pl. Kaiao	0
5	9 C 0752 Kaele Lelehuna	0
5	9 C 0614 Kahakea Kalae	19,000
5	9 C 0506 Kahakea Kamalo	0
5	9 C 0507 Kahakea Kupuna Lp.	6,000

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID				Cost
5	9 C 0498	Kaiholena Pl.	Keahua Lp. Keahua Lp.	0
5	9 C 0457	Kaihuopalaai	Kaope	0
5	9 C 0460	Kaihuopalaai	Kaunoa	0
5	9 C 0465	Kaihuopalaai	Kumimi	0
5	9 C 0467	Kaihuopalaai	Kupekala	0
5	9 C 0464	Kaihuopalaai	Laulaunui	0
5	9 C 0466	Kaihuopalaai	Muiona	0
5	9 C 0473	Kaihuopalaai	Oola Pl.	0
5	9 C 0459	Kaihuopalaai	Opaehuna	0
5	9 C 0468	Kaihuopalaai	Pahau Pl.	0
5	9 C 0458	Kaihuopalaai	Pololia	0
5	9 C 0463	Kaihuopalaai	Puhipaka	0
5	9 C 0469	Kaihuopalaai	Unahipihipi Pl.	0
5	9 C 0461	Kaihuopalaai	Uouoa	0
5	9 C 0611	Kaima Pl.	Kupuohi	0
5	9 C 0606	Kalae	Kupuohi	0
5	9 C 0533	Kalaiaha Pl.	Kime	0
5	9 C 0540	Kalia Pl.	Kime	0
5	9 C 0502	Kaloli Lp.	Keahua Lp.	0
5	9 C 0505	Kamalo	Kupuohi	0
5	9 C 0479	Kapapapuhi	Laulaunui	0
5	9 C 0476	Kapapapuhi	Nehupala Pl.	0
5	9 C 0478	Kapapapuhi	Omilu Pl.	0
5	9 C 0477	Kapapapuhi	Puhilaumilo Pl.	0
5	9 C 0503	Kapehu	Keahua Lp.	0
5	9 C 0591	Kapukawai	Kuhao	0
5	9 C 0609	Kauweke Pl.	Kupuohi	0
5	9 C 0510	Kehela	Kupuna Lp.	0
5	9 C 0544	Kehela	Lahaole Pl.	0
5	9 C 0545	Kehela Pl.	Kehela	0
5	9 C 0726	Kikepa	Lumiauu	0
5	9 C 0727	Kikepa Pl.	Kikepa	0
5	9 C 0536	Kime	Koniaka Pl.	0
5	9 C 0538	Kime	Kupuna Lp.	15,000
5	9 C 0537	Kime	Makou Pl.	0
5	9 C 0535	Kime	Nolupe	0
5	9 C 0534	Kime	Nonohina Pl.	0
5	9 C 0541	Kime Pl.	Kime	0
5	9 C 0588	Koke Pl.	Kuoo	0
5	9 C 0520	Kuahui	Leia	0
5	9 C 0734	Kuhana Pl.	Lumiauu	0
5	9 C 0589	Kuhao	Kuoo	0
5	9 C 0590	Kuhao	Kupueu Pl.	0
5	9 C 0719	Kukula	Lumiaina	0
5	9 C 0721	Kukula	Pakela	0
5	9 C 0604	Kunia Rd.	Kupuna Lp.	7,000
5	9 C 0512	Kupuna Lp.	Kuahui	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID				Cost
5	9 C 0607	Kupuna Lp.	Kupuohi	8,000
5	9 C 0508	Kupuna Lp.	Minoaka Pl.	0
5	9 C 0561	Kupuna Lp.	Opeha	17,000
5	9 C 0513	Kupuna Lp.	Palai	0
5	9 C 0610	Kupuohi Pl.	Kupuohi	24,000
5	9 C 0560	Laukani	Opeha	0
5	9 C 0485	Laulaunui	Okupe	0
5	9 C 0519	Leia	Kaaholo	0
5	9 C 0716	Leihaku	Lumiaina	0
5	9 C 0744	Lumiaina	Lumiaina Pl. Paiwa	0
5	9 C 0746	Lumiaina	Lumiauau	0
5	9 C 0743	Lumiaina	Paiwa	0
5	9 C 0741	Lumiaina	Pulelo	4,000
5	9 C 0742	Lumiaina Pl.	Lumiaina	0
5	9 C 0737	Lumiauau	Makawai Pl.	0
5	9 C 0730	Lumiauau	Paiwa	0
5	9 C 0738	Lumiauau	Waho Pl.	0
5	9 C 0548	Maaniani Pl.	Puhau Way	0
5	9 C 2370	Makaaloa Pl.	Makaaloa	0
5	9 C 0493	Makoa	Puia	0
5	9 C 0757	Mali	Molale	0
5	9 C 0756	Molale Pl.	Molale	0
5	9 C 0483	Okupe	Nahaweke	0
5	9 C 0484	Okupe	Olepekupe	0
5	9 C 0482	Okupe	Pa	0
5	9 C 0481	Okupe	Panapanapuhi	0
5	9 C 0480	Okupe	Paua Pl.	0
5	9 C 0745	Paiwa	Pakela	0
5	9 C 0528	Palai Pl.	Palai	0
5	9 C 0739	Pulelo Pl.	Pulelo	0
6	9 C 0444	Akeu Pl.	Pulua Pl. Waipio Uka	0
6	9 C 0790	Hakai Lp.	Lumikula	0
6	9 C 0833	Heainoa Pl.	Mele	0
6	9 C 0834	Himeni Pl.	Mele	0
6	9 C 0813	Hoomele Pl.	Kepakepa	0
6	9 C 0447	Huki Pl.	Waipio Uka	0
6	9 C 0838	Ka Uka Blvd.	Puahi Waipio Uka	0
6	9 C 0831	Ka Uka Blvd.	Ukee	0
6	9 C 0812	Kaao Pl.	Kepakepa	0
6	9 C 0808	Kahimoe	Ohitau Pl.	0
6	9 C 0807	Kahimoe Pl.	Kahimoe	0
6	9 C 0821	Kaukahi	Ukee	0
6	9 C 0822	Kaukahi Pl.	Ukee	0
6	9 C 0828	Kaweke Pl.	Koliana	0
6	9 C 0815	Kepakepa	Oli Lp.	0
6	9 C 0814	Kepakepa Pl.	Kepakepa	0
6	9 C 0430	Kolea	Moaniani	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
6	9 C 0431 Kolea Pl. Kolea	0
6	9 C 0829 Koliana Kumepala Pl.	0
6	9 C 0832 Koliana Ukee	0
6	9 C 0830 Koliana Pl. Koliana	0
6	9 C 0820 Lauwi Pl. Ukee	0
6	9 C 0800 Leko Pl. Meahale	0
6	9 C 0450 Lelepua Leomana Pl.	0
6	9 C 0451 Lelepua Upai Pl.	0
6	9 C 0453 Lelepua Waipio Uka	0
6	9 C 0452 Lelepua Pl. Lelepua	15,000
6	9 C 0449 Leomana Pl. Leomana Way	0
6	9 C 0792 Luluka Pl. Lumikula	0
6	9 C 0456 Lumikula Mikilana Pl. Waipio Uka	0
6	9 C 0455 Lumikula Mui Penakii Pl.	0
6	9 C 0789 Lumikula Wali Pl.	0
6	9 C 0426 Manao Moaniani	0
6	9 C 0446 Manawa Pl. Manino Pl. Waipio Uka	0
6	9 C 0802 Meahale Poe Pl.	0
6	9 C 0803 Meahale Waipio Uka	0
6	9 C 0424 Moaniani Ukee	0
6	9 C 0429 Moaniani Waipio Uka	0
6	9 C 0442 Mohalu Waipio Uka	0
6	9 C 0441 Moolelo Waipio Uka	0
6	9 C 0437 Nakii Pl. Noheaiki	0
6	9 C 0439 Nanilihilithi Waipio Uka	0
6	9 C 0435 Noheaiki Nuao Pl.	0
6	9 C 0438 Noheaiki Waipio Uka	0
6	9 C 0436 Noheaiki Pl. Noheaiki	0
6	9 C 0434 Noheaiki Pl. Noheaiki Way	0
6	9 C 0824 Palaiki Ukee	0
6	9 C 0454 Penakii Pl. Penakii Way	0
6	9 C 0445 Puhu Pl. Waipio Uka	0
6	9 C 0443 Polinahe Pl. Waipio Uka	0
6	9 C 0825 Puana Ukee	0
6	9 C 0440 Pulai Waipio Uka	0
6	9 C 0827 Pupuhi Ukee	0
6	9 C 0826 Ukee Waiolina	0
6	9 C 0804 Ukee Waipio Uka	0
6	9 C 0806 Ukee Pl. Ukee	0
6	9 C 0798 Waipio Uka Welina Lp.	0
7	9 C 0391 Aikoo Pl. Luehu	0
7	9 C 0714 Ala Ike College Gardens Drwy.	4,000
7	9 C 0715 Ala Ike Waiawa Rd.	0
7	9 M 0017 Hoohai Hoomoana	0
7	9 M 0038 Hoohai Komo Mai Dr.	0
7	9 C 0385 Hoohako Hoolaulea	0
7	9 C 1469 Hooia Komo Mai Dr.	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID			Cost
7	9 C 1479	Hookahua Hoomoana	0
7	9 C 1478	Hookanike Hoomalu	0
7	9 C 0413	Hookiekie Hoomoana	0
7	9 C 0383	Hoolaulea Hoomaemae	0
7	9 M 0019	Hoolaulea Hoomoana	0
7	9 C 0384	Hoolaulea Hoomoe	0
7	9 C 0393	Hoolaulea Waimano Home Rd.	0
7	9 C 0382	Hoomaemae Pearl City District Park Drwy.	4,000
7	9 C 1487	Hoomaemae Waimano Home Rd.	0
7	9 C 0407	Hoomalu Moanalua Rd.	0
7	9 C 0408	Hoomalu Noelani	6,000
7	9 C 0411	Hoomoana Komo Mai Dr.	0
7	9 C 0388	Inia Pl. Luehu	4,000
7	9 C 0389	Kanaeha Pl. Luehu	0
7	9 M 0037	Komo Mai Dr. Waimano Home Rd.	0
7	9 C 0410	Leomele Maluwai	0
7	9 C 1488	Leomele Waimano Home Rd.	0
7	9 C 0390	Luehu Pl. Luehu	0
7	9 C 1490	Moanalua Rd. Waimano Home Rd.	0
7	9 C 0401	Puu Kala Puu Momi	500
8	9 C 0418	Aalii Pl. Auhuhu	0
8	9 C 1515	Aamanu Aumaka	0
8	9 C 1516	Aamanu Awikiwiki	0
8	9 C 1576	Ahaiki Aumakua	0
8	9 C 0348	Ainanui Lp. Kaahahele	19,500
8	9 C 0419	Akepa Auhuhu	7,000
8	9 C 0369	Aloalii Kaahahele	51,000
8	9 C 1597	Amokemoke Anapanapa Aumakua	0
8	9 C 1598	Amoomoo Aumakua	0
8	9 C 0417	Anini Pl. Auhuhu	0
8	9 C 1448	Apala Lp. Kiawe Nahele	0
8	9 C 1560	Auhuhu Komo Mai Dr.	0
8	9 C 0416	Aumakua Komo Mai Dr.	0
8	9 C 0363	Aupunimoi Pl. Kaahahele	8,000
8	9 C 0356	Ewelani Kaahahele	15,000
8	9 C 0371	Hapaki Hoala	7,000
8	9 C 1429	Hapaki Nahele	0
8	9 C 1458	Hapaki Piki	0
8	9 C 0341	Hekaha Lokowai	0
8	9 C 1170	Hekaha Moanalua Rd.	0
8	9 C 0344	Hekaha Pahemo	0
8	9 C 0347	Hiliu Pl. Kaahahele	31,000
8	9 C 1510	Hinu Pl. Noelani	0
8	9 C 0375	Hoala Kaulahao	0
8	9 C 0374	Hoala Kipikua	0
8	9 C 1497	Hoohiki Hookanike	0
8	9 C 1492	Hoohiki Pl. Hoohiki Noelani	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
8	9 C 1507 Hookanike Kaahumanu	0
8	9 C 1443 Ipuala Lp. Nahele	0
8	9 C 0350 Kaahale Kahaea Pl.	18,000
8	9 C 0357 Kaahale Keikialii	46,000
8	9 C 0377 Kaahale Kilinoe	0
8	9 C 0345 Kaahale Kuhao Pl.	15,000
8	9 C 0364 Kaahale Kuini	42,000
8	9 C 0352 Kaahale Leialii	0
8	9 C 0349 Kaahale Leihulu Pl.	15,000
8	9 C 0368 Kaahale Leke Pl.	19,000
8	9 C 0378 Kaahale Lulu	0
8	9 C 0355 Kaahale Naalii	69,500
8	9 C 0346 Kaahale Nakewai Pl.	18,500
8	9 C 0370 Kaahale Nohoalii	33,000
8	9 C 0362 Kaahale Papaleaalii	39,000
8	9 C 0354 Kaahale Pl. Kaahale	0
8	9 C 0400 Kaahumanu Kamehameha Hwy. Kuleana Rd.	0
8	9 C 0379 Kaahumanu Komo Mai Dr.	0
8	9 C 0397 Kaahumanu Kuahao Pl. Oihana Pl.	0
8	9 C 0399 Kaahumanu Kuleana Rd.	0
8	9 C 0398 Kaahumanu Moanalua Rd.	0
8	9 C 1508 Kaahumanu Noelani	0
8	9 C 1511 Kamahao Noelani	0
8	9 C 1513 Kamahao Pl. Kamahao	0
8	9 C 0360 Kapukapu Pl. Naalii	30,500
8	9 C 0358 Keikialii Naalii	30,500
8	9 C 1447 Kiawe Nahele	0
8	9 C 0373 Kipikua Pahiole	15,000
8	9 C 0380 Koaheaha Noelani	4,000
8	9 C 0422 Komo Mai Dr. Lanikeha Pl.	6,500
8	9 C 0376 Komo Mai Dr. Nahele	0
8	9 C 0421 Lanikeha Pl. Lanikeha Way	0
8	9 C 0353 Lanikuakaa Leialii	0
8	9 C 1169 Lii Ipo Moanalua Lp.	0
8	9 C 0342 Lokowai Olepe Lp. Pahemo Pl.	0
8	9 C 1171 Moanalua Lp. Moanalua Rd.	0
8	9 C 1194 Moanalua Rd. Pono	0
8	9 C 0359 Naalii Nohoapuni Pl.	33,500
8	9 C 0361 Naalii Pl. Naalii	4,000
8	9 C 1442 Nahele Piki	0
8	9 C 0343 Olepe Lp. Pahemo	0
8	9 C 1193 Pono Ponohale	0
9	9 C 2493 Aiea Heights Dr. Hakina Ulune	2,000
9	9 C 2498 Aiea Heights Dr. Hoio	0
9	9 C 0246 Aiea Heights Dr. Lilia Pl.	0
9	9 C 0220 Aiea Heights Dr. Moanalua Rd.	14,000
9	9 C 0272 Ala Alii Ala Alii	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
9	9 C 1001 Alania Kaonohi	0
9	9 T 0352 Halawa Heights Rd. Helemauna Pl.	0
9	9 T 0348 Halawa Valley Koaha Pl.	0
9	9 T 0345 Halawa Valley Waiua Pl.	4,000
9	9 C 0228 Hale Momi Pl. Moanalua Rd.	0
9	9 C 2499 Hoio Pl. Hoio	0
9	9 C 0227 Honomanu Moanalua Rd.	18,000
9	9 T 0437 Hulumanu Pohue	0
9	9 C 1005 Iho Pl. Kaonohi	0
9	9 C 1006 Iho Pl. Palula Way	0
9	9 T 0361 Iwaiwa Pl. Iwaiwa Way	0
9	9 C 1201 Kaahele Kaalo	0
9	9 C 0248 Kaamilo Kaimu Lp.	0
9	9 C 2507 Kaamilo Kulawai	0
9	9 C 2522 Kaamilo Lauhulu	0
9	9 C 2517 Kaamilo Maohu Pl.	0
9	9 C 0225 Kaamilo Moanalua Rd.	0
9	9 C 2529 Kaamilo Olena	0
9	9 C 2536 Kaamilo Ulune	0
9	9 C 1000 Kahapili Kaonohi	0
9	9 C 0263 Kalaloa Kapahulani Pl.	0
9	9 C 0216 Kamehameha Hwy. offramp Moanalua Rd.	0
9	9 C 1003 Kaonohi Mahola Pl.	0
9	9 C 0230 Kaonohi Moanalua Lp.	10,000
9	9 C 0235 Kaonohi Moanalua Rd.	6,000
9	9 C 1024 Kaonohi Puaalii	0
9	9 C 0231 Kaonohi - A Moanalua Lp. - A Moanalua Rd. - A	4,000
9	9 C 0236 Kaonohi - D Moanalua Lp. - D Moanalua Rd. - D	0
9	9 C 0237 Kaonohi - E Moanalua Lp. - E Moanalua Rd. - E	0
9	9 C 0221 Kauhale Moanalua Rd.	24,000
9	9 C 0226 Keanae Moanalua Rd.	0
9	9 T 0347 Koaha Pl. Koaha Way	7,000
9	9 C 0242 Koauka Moanalua Rd. Pali Momi	14,000
9	9 T 0423 Kulawea Ulune	6,000
9	9 C 0219 Laulima Moanalua Rd.	0
9	9 C 0223 Liliko'i Pl. Moanalua Rd.	0
9	9 C 0224 Moanalua Rd. Nalopaka Pl.	0
9	9 C 0241 Moanalua Rd. Pali Momi Hospital Drwy.	0
9	9 C 0218 Moanalua Rd. Puakala	0
9	9 C 0217 Moanalua Rd. Uahi	4,000
9	9 C 0234 Moanalua Rd. Ualo	0
9	9 T 0350 Palaialii Pl. Palaialii Way	0
9	9 C 0243 Pali Momi - A Kamehameha Hwy. - A Moanalua	4,000
9	9 C 2494 Ulune Wiliko	0
9	9 T 0346 Waiua Pl. Waiua Way	0
10	1 C 1082 Aila Aliamanu	0
10	1 C 1083 Aila Likini	0

ADA Curb Ramp Transition Plan
 Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID				Cost
10	1 J 0521	Ainapua	Ala Mahamoe	0
10	1 C 0321	Ala Akulikuli	Ala Laulani	0
10	1 C 0304	Ala Hahanui	Ala Leleu	6,000
10	1 C 0308	Ala Hahanui	Ala Napunani	0
10	1 C 0301	Ala Hahanui	Ala Naupaka	6,000
10	1 C 0299	Ala Hahanui	Ala Puumalu	0
10	1 C 1079	Ala Hinalo Pl.	Likini	0
10	1 C 0322	Ala Ilima	Ala Laulani	0
10	1 C 0320	Ala Ilima	Ala Lehua	0
10	1 C 0324	Ala Ilima	Ala Liliko	4,000
10	1 C 1043	Ala Ilima	Ala Nanu	0
10	1 C 0339	Ala Ilima	Ala Napunani	0
10	1 C 1046	Ala Ilima Pl.	Ala Ilima	0
10	1 C 0306	Ala Kika Pl.	Ala Leie	0
10	1 C 0311	Ala Kopiko	Ala Lonomea	26,500
10	1 C 0313	Ala Kopiko	Ala Napunani	0
10	1 C 0312	Ala Kopiko Pl.	Ala Kopiko	0
10	1 C 0307	Ala Leie	Ala Napunani	6,000
10	1 C 0305	Ala Leie Pl.	Ala Leie	0
10	1 C 0303	Ala Leleu	Ala Puumalu	0
10	1 C 0323	Ala Liliko	Likini	0
10	1 C 0326	Ala Liliko	Salt Lake Blvd.	0
10	1 C 0310	Ala Lonomea	Ala Napunani	17,000
10	1 J 0503	Ala Mahamoe	Ala Waiopua	5,000
10	1 J 0516	Ala Mahamoe	Haku	0
10	1 J 0533	Ala Mahamoe	Jarrett White Rd.	2,000
10	1 J 0539	Ala Mahamoe	Kaua	0
10	1 J 0515	Ala Mahamoe	Lalamilo	0
10	1 J 0506	Ala Mahamoe	Mahiole	8,000
10	1 J 0504	Ala Mahamoe	Onipaa	0
10	1 J 0505	Ala Mahamoe	Piliialoha Pl.	0
10	1 J 0525	Ala Mahamoe Pl.	Ala Mahamoe Kolopua	0
10	1 C 1041	Ala Makahala Pl.	Ala Napunani	0
10	1 C 0314	Ala Napunani	Ala Noni Pl.	0
10	1 C 0309	Ala Napunani	Ala Puumalu	8,000
10	1 C 1092	Ala Napunani	Likini	0
10	1 C 0338	Ala Napunani	Salt Lake Blvd.	0
10	1 C 0300	Ala Naupaka	Ala Puumalu	0
10	9 C 0297	Ala Oli	Salt Lake Blvd.	4,000
10	1 C 1035	Ala Pili Lp.	Ala Puumalu	0
10	1 C 0302	Ala Puumalu	Ala Ulike Pl.	4,000
10	1 C 1087	Aliamanu	Wanaka	0
10	1 J 0537	Apona	Jarrett White Rd.	0
10	1 C 0328	Arizona Rd.	Salt Lake Blvd.	21,000
10	1 C 0336	Bouganville Dr.	Salt Lake Blvd.	4,000
10	9 C 1152	Haloa Dr.	Halupa	0
10	9 C 1130	Haloa Dr.	Kukila	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID	Cost
10 9 C 1125 Haloa Dr. Olino	0
10 9 C 1163 Halupa Holapa	0
10 9 C 1142 Halupa Molehu Dr.	0
10 1 J 0538 Jarrett White Rd. Mahiole	18,000
10 1 C 1112 Keaka Dr. Pakini	0
10 1 C 1104 Keaka Dr. Ukana	0
10 1 C 0333 Lawehana Malaai	0
10 1 C 1099 Likini Maluna	0
10 1 C 1103 Likini Ukana	0
10 1 C 1102 Likini Wanaka	0
10 9 C 0273 Loina Pl. Luapele Dr.	0
10 9 C 0276 Luaole Luapele Dr.	0
10 9 C 0275 Luapele Dr. Salt Lake Blvd.	0
10 1 J 0514 Mahiole	4,000
10 1 C 1106 Makaala Ukana	0
10 1 C 0335 Malaai Lawehana	0
10 1 C 1105 Manuwa Dr. Ukana	0
10 1 C 1107 Miko Ukana	0
10 1 C 1101 Miko Wanaka	0
10 1 C 0337 Peltier Ave. Salt Lake Blvd.	0
10 9 C 1161 Piikea Punihi	0
10 1 C 1098 Salt Lake Blvd. Maluna Wanaka	0
11 1 C 0575 Ahihi Nihi	0
11 1 C 0587 Akahi Kalihi	24,000
11 1 T 0246 Ashford Kalihi	0
11 1 T 0213 Bannister Pl. Bannister	0
11 1 T 0269 Beckley Kalihi	0
11 1 T 0210 Dillingham Blvd.	0
11 1 T 0251 Dillingham Blvd. Kalihi	0
11 1 T 0233 Dillingham Blvd. Laumaka	0
11 1 C 0585 Elua Kalihi	0
11 1 C 0586 Ema Pl. Kalihi	0
11 1 R 0558 Factory N. King Pulaa Ln.	0
11 1 J 0451 Gulick Ave. Kealoha Pl. Kealoha	0
11 1 J 0463 Gulick Ave. N. School	0
11 1 T 0267 Gulick Ave. Pacheco	0
11 1 J 0450 Gulick Ave. Pahukui	0
11 1 J 0563 Halina Naai	0
11 1 T 0268 Hani Ln. Kaili	0
11 1 T 0193 Hart Mokauea	0
11 1 T 0208 Hart Waiakamilo Rd.	0
11 1 J 0468 Hauiki N. School	17,000
11 1 T 0271 Hone Ln. Kama Ln.	0
11 1 R 0492 Houghtailing N. King Waiakamilo Rd.	0
11 1 T 0229 Kahanu Puuhale Rd.	0
11 1 J 0634 Kahauiki Kam IV Rd.	0
11 1 J 0470 Kahauiki Middle	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
11	1 T 0209 Kalani Kohou	0
11	1 T 0176 Kalani Puuhale Rd.	0
11	1 C 0581 Kalihi Kamohoalii	0
11	1 T 0249 Kalihi Kaumualii	0
11	1 C 0568 Kalihi Kuapapa Pl.	15,000
11	1 C 0569 Kalihi Lehua	37,000
11	1 C 0580 Kalihi Machado	0
11	1 C 0583 Kalihi Malu	0
11	1 C 0571 Kalihi Nobrega	0
11	1 C 0584 Kalihi Ohu	0
11	1 C 0582 Kalihi Perry	0
11	1 M 0398 Kalihi Umalu Pl.	0
11	1 J 0557 Kam. IV Rd. Keha Pl.	0
11	1 J 0483 Kam. IV Rd. Kilohi	2,000
11	1 J 0482 Kam. IV Rd. Kilolani Pl.	0
11	1 J 0668 Kam. IV Rd. Kino	15,000
11	1 J 0475 Kam. IV Rd. Lakoloa Pl.	0
11	1 J 0558 Kam. IV Rd. Linapuni Rose	0
11	1 J 0639 Kam. IV Rd. Omilo Ln.	0
11	1 T 0183 Kamenani Mookaula	0
11	1 T 0186 Kaumualii Kohou	0
11	1 T 0185 Kohou Mookaula	0
11	1 T 0274 Kohou Olomea	0
11	1 C 0573 Laumaile Nihi	4,000
11	1 C 0574 Lehua Nihi	8,000
11	1 J 0467 Linapuni N. School	0
11	1 J 0472 Meyers Notley	0
11	1 R 0554 Mokauea N. King	0
11	1 C 0577 Monte Nihi	23,000
11	1 T 0201 Mookaula Waiakamilo Rd.	4,000
11	1 R 0562 N. King Umi	0
11	1 C 0572 Nihi Nobrega	4,000
11	1 C 0576 Nihi Waialele	0
11	1 C 0198 Pukoloa Puuloa Rd. Salt Lake Blvd.	0
11	1 T 0242 Puuhale Rd. Stanley	0
12	1 R 0405 Ah Lo Ln. Liliha	0
12	1 J 0424 Ahiahi Houghtailing	0
12	1 R 0315 Alaneo N. School Palama	0
12	1 J 0425 Alani Houghtailing	0
12	1 R 0880 Alewa Dr. Alewa Pl.	0
12	1 R 0870 Alewa Dr. Helemano	0
12	1 R 0872 Alewa Dr. Malua	0
12	1 R 0323 Auld Ln. McCandless Ln.	0
12	1 R 0069 Auld Ln. Noble Ln.	0
12	1 R 0321 Auld Ln. Wong Ln.	0
12	1 J 0429 Aupuni Houghtailing	0
12	1 J 0653 Aupuni N. School	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
12	1 R 0403 Bachelot Hanana Pl. Liliha	0
12	1 R 0451 Bates Liliha	0
12	1 R 0397 Dayton Ln. Liliha	0
12	1 R 0404 Ehako Pl. Liliha	0
12	1 R 0395 Elena Liliha	0
12	1 R 0327 Emmeluth Ln. Iao Ln.	8,000
12	1 R 0326 Emmeluth Ln. Lanakila Ave.	0
12	1 R 0025 Hala Makuahine	0
12	1 J 0426 Hala Dr. Houghtailing	0
12	1 R 0653 Hawaii Rooke Ave.	0
12	1 R 0392 Holokahana Ln. Kuakini Liliha	0
12	1 R 0314 Holokahana Ln. Liliha	0
12	1 J 0428 Houghtailing Kealia Dr.	0
12	1 J 0427 Houghtailing Konia	0
12	1 J 0414 Houghtailing N. School	12,000
12	1 J 0430 Houghtailing Naio	0
12	1 R 0671 Huene Liliha	0
12	1 R 0726 Huene Wylie	0
12	1 R 0399 Ihe Liliha	0
12	1 R 0325 Io Ln. Lanakila Ave.	18,500
12	1 R 0328 Io Ln. Old Palama	0
12	1 T 0262 Iwilei Rd. Kuwili	4,000
12	1 R 0402 Judd Liliha	0
12	1 R 1420 Judd Mahalo	0
12	1 R 1419 Judd Nu	0
12	1 R 0320 Kokea Laa Ln.	0
12	1 R 0319 Kokea Lowell Pl.	0
12	1 R 0317 Kokea N. School	0
12	1 T 0273 Kokea Olomea	0
12	1 R 1418 Kuakini Lanakila Ave.	17,000
12	1 R 0333 Kuakini Liliha	0
12	1 R 0727 Lanai Wylie	0
12	1 R 0400 Liliha Mapu Ln.	0
12	1 R 0678 Liliha Maui Namauu Dr.	0
12	1 R 0412 Liliha Wylie	0
12	1 R 0401 Liliha Pl. Liliha	0
12	1 R 0874 Malua Dr. Mamalu	0
12	1 R 0873 Malua Dr. Mawae Pl.	0
12	1 R 0875 Malua Dr. Paina	0
12	1 R 0876 Mamalu Pl. Mamalu	0
12	1 R 0724 Mauiola Pl. Rooke Ave. Wylie	0
12	1 R 0316 N. School Old Palama	0
12	1 R 0313 Nuuanu Ave. Wylie	0
12	1 R 0330 Palama Panalaa	0
12	1 R 0666 Puunani Pl. Waolani Ave.	0
12	1 R 0725 Puunui Ave. Wylie	0
13	1 R 0368 Bachelot N. Kuakini	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
13	1 R 0419 Bates Nuuanu Ave.	0
13	2 C 0119 Bethel Merchant	0
13	2 R 0050 Bishop S. Beretania	0
13	1 R 0418 Craigsides Pl. Nuuanu Ave.	0
13	2 C 0973 Fort S. Kukui	0
13	1 R 0312 Judd Nuuanu Ave.	0
13	1 R 1163 N. King River	0
13	2 C 0618 N. Kukui Nuuanu Ave.	6,000
13	1 R 0161 N. School Stillman Ln.	0
13	2 J 0923 Nuuanu Ave. Pauoa Rd.	0
13	1 R 0417 Nuuanu Ave. Robinson Ln.	0
13	2 R 0053 Nuuanu Ave. S. Beretania	8,000
13	2 R 0036 Punchbowl S. Beretania	0
14	2 J 0242 Alapai Iolani Ave. Prospect	0
14	2 J 0354 Alapai Lusitana	0
14	2 J 0381 Andrews Ln. Lusitana	0
14	2 J 0380 Auwaiolimu Lusitana	2,000
14	2 J 0656 Auwaiolimu Whiting	0
14	2 J 0327 Booth Rd. Pacific Heights Rd.	0
14	2 J 0377 Boyd Ln. Lusitana	0
14	2 J 0376 Bush Lusitana	0
14	2 J 0375 Concordia Kuakini Lusitana	0
14	2 T 0045 Cooke Ilalo	0
14	2 J 0918 Coral Emily Queen	0
14	2 T 0048 Curtis Kawaiahao	0
14	2 J 0224 Emerson Green	0
14	2 J 0227 Emerson Prospect	15,000
14	2 J 0365 Frear Magellan Ave.	0
14	2 T 0400 Green Thurston Victoria	0
14	2 J 0223 Green Ward Ave.	6,000
14	2 T 0040 Halekauwila Ohe	0
14	2 J 0369 Huali Kamamalu Ave.	0
14	2 T 0053 Ilaniwai Kamani	0
14	2 J 0368 Iolani Ave. Kamamalu Ave. Magellan Ave.	4,000
14	2 J 0246 Iolani Ave. Miller	0
14	2 J 0245 Iolani Ave. Pele	0
14	2 J 0646 Iolani Ave. Queen Emma N. School	0
14	2 J 0262 Kaia Kanealii Ave.	0
14	2 J 0228 Kaia Pauoa Rd.	0
14	2 T 0051 Kamani Kawaiahao	0
14	2 T 0052 Kamani Queen	0
14	2 J 0229 Kapaloala Pl. Namilimili Pauoa Rd.	0
14	2 T 0018 Keawe Queen	0
14	2 T 0044 Kelikoi Ohe Olomehani	4,000
14	2 J 0922 Krauss Morreira Tantalus Dr.	0
14	2 J 0356 Lauhala Lusitana	4,000
14	2 J 0307 Liko Ln. Naone Pauoa Rd.	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
14	2 T 0399 Lunalilo Victoria	4,000
14	2 J 0658 Lunalilo Ward Ave.	0
14	2 J 0359 Lusitana Miller	0
14	2 J 0379 Lusitana San Antonio Ave.	0
14	2 J 0366 Magellan Ave. Miller	4,000
14	2 M 1080 Miller Vineyard Blvd.	0
14	2 M 1124 Naone Pauoa Rd.	0
14	2 J 0620 Pacific Heights Rd. Pauoa Rd.	6,000
14	2 J 0308 Pakohana Pauoa Rd.	0
14	2 J 0226 Prospect Ward Ave.	0
14	2 M 1148 Spencer Victoria	0
14	2 J 0222 Spencer Ward Ave.	4,000
14	2 M 1147 Spencer Wilder Ave.	0
14	2 M 1146 Thurston Wilder Ave.	0
15	2 J 0395 Alapai Kinau Lunalilo	10,000
15	2 R 0034 Alapai S. Beretania	0
15	2 T 0452 Alapai S. King	0
15	2 R 0236 Alder S. King	0
15	2 T 0334 Algaroba Hauoli	0
15	2 T 0332 Algaroba McCully	0
15	2 T 0331 Algaroba Wiliwili	0
15	2 T 0420 Alohi Way Piikoi	0
15	2 R 0408 Artesian Young	0
15	2 T 0338 Atkinson Dr. Mahukona	0
15	2 C 0139 Beverly Ct. Kinau	0
15	2 T 0100 Citron Hauoli	0
15	2 T 0102 Citron McCully	0
15	2 T 0101 Citron Pumehana	0
15	2 T 0282 Citron Wiliwili	0
15	2 J 0160 Date Laau	0
15	2 T 0289 Date McCully	0
15	2 T 0288 Date Pumehana	0
15	2 T 0290 Date Wiliwili	0
15	2 T 0287 Fern Hauoli	0
15	2 T 0295 Fern McCully	0
15	2 T 0294 Fern Pumehana	0
15	2 T 0296 Fern Wiliwili	0
15	2 R 0015 Griffith S. Beretania	0
15	2 C 0059 H-1 Kapiolani Blvd.	0
15	2 T 0325 Hauoli Waiola	0
15	2 T 0063 Hopaka Pensacola	0
15	2 J 0147 Kaipuu Mahiai	0
15	2 C 0078 Kapiolani Blvd. Keeaumoku	0
15	2 C 0058 Kapiolani Blvd. Waiaka Rd.	0
15	2 R 0241 Keeaumoku S. King	0
15	2 C 2767 Kehena Pl. King	0
15	2 J 0657 Kinalau Pl. Ward Ave.	10,000

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
15	2 J 0396 Kinau Lunalilo	0
15	2 C 0134 Kinau Makiki	0
15	2 C 0137 Kinau Osorio Pl.	0
15	2 C 0138 Kinau Victoria	0
15	2 C 0136 Kinau Ward Ave.	0
15	2 T 0322 Kuikahi Philip	0
15	2 T 0311 Kuilei University Ave.	0
15	2 T 0301 Lime Pumehana	0
15	2 R 0035 Lisbon S. Beretania	0
15	2 T 0324 Lokahi Waiola	0
15	2 J 0146 Mahiai Mahiai Pl. Nahaku Pl.	0
15	2 T 0003 Makaloa Piikoi	0
15	2 T 0323 Manalo Waiola	0
15	2 T 0327 McCully Waiola	0
15	2 T 0291 Nanea Punahou	0
15	2 T 0329 Paani Waiola	0
15	2 R 0427 Pawaa Ln. Young	0
15	2 R 0008 Piikoi Young	0
15	2 T 0326 Pumehana Waiola	0
15	2 R 0031 S. Beretania Victoria	0
15	2 R 0032 S. Beretania Ward Ave.	0
15	2 R 0039 Victoria Young	0
15	2 R 0410 Villa Ln. Young	0
15	2 T 0328 Waiola Wiliwili	0
16	2 J 0834 Akaka Pl. E. Manoa Rd. Pakanu	0
16	2 J 0835 Alani Dr. E. Manoa Rd.	0
16	2 C 2720 Alexander Dole	0
16	2 C 2715 Alexander Wilder Ave.	0
16	2 M 1167 Anapuni Dominis	0
16	2 T 0401 Campus Rd. Metcalf University Ave.	0
16	2 T 0365 Dole Donaghho Rd.	0
16	2 T 0369 Dole Hoonanea	0
16	2 T 0367 Dole Lower Campus Rd.	0
16	2 C 2723 Dole Spreckels	6,000
16	2 C 2710 Dominis Punahou	0
16	2 M 1190 E. Manoa Rd. Gore Way	0
16	2 J 0832 E. Manoa Rd. Kinohou Pl. Kolomana Pl.	6,000
16	2 J 0803 E. Manoa Rd. Koaniani Way	0
16	2 J 0805 E. Manoa Rd. Oahu Ave.	0
16	2 J 0833 E. Manoa Rd. Pakanu	4,500
16	2 C 2672 Ernest Green	2,000
16	2 C 2717 Farrington Metcalf Wilder Ave.	17,000
16	2 M 1189 Gore Way Manoa Rd.	0
16	2 C 2704 Heulu Kewalo	2,000
16	2 J 0824 Kahaloa Dr. Woodlawn Dr.	0
16	2 J 0850 Kakela Dr. McKinley	0
16	2 J 0811 Kaloaluiki Woodlawn Dr.	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
16	2 J 0795 Kamehameha Ave. Oahu Ave. Waiu Way	0
16	2 C 2696 Keeaumoku Nehoa	0
16	2 J 0787 Kolo Pl. Varsity Pl.	0
16	2 J 0912 Kumu Oahu Ave.	0
16	2 J 0903 Kumuone Manoa Rd.	0
16	2 C 2691 Lewalani Dr. Nehoa	4,000
16	2 C 2702 Liholiho Lunalilo	0
16	2 C 2698 Liholiho Wilder Ave.	0
16	2 J 0913 Loulu Oahu Ave.	6,000
16	2 C 2675 Nehoa Prospect	0
16	2 C 2697 Nehoa Pl. Nehoa	4,000
16	2 M 1204 Oahu Olopuia	0
16	2 M 1198 Oahu Ave. Rainbow Dr.	0
16	2 C 2679 Pensacola Piikoi	0
16	2 C 2680 Pensacola Wilder Ave.	6,000
16	2 C 2689 Piikoi Wilder	4,000
16	2 J 0791 Puaena Pl. University Ave.	0
16	2 J 0784 Sea View Ave. University Ave.	6,000
16	2 T 0402 University Ave. Dole Campus Rd.	0
16	2 J 0789 Varsity Cir. Varsity Pl.	0
17	2 T 0121 Ala Moana Blvd. Kalakaua Ave. Niu	0
17	2 T 0124 Ala Wai Blvd. Kalakaua Ave.	0
17	2 R 0094 Ala Wai Blvd. Kapahulu Ave. Leahi Ave.	0
17	2 R 0127 Ala Wai Blvd. McCully	0
17	2 R 0106 Ala Wai Blvd. Wai Nani Way	0
17	2 T 0160 Don Ho Lewers	0
17	2 T 0159 Don Ho Royal Hawaiian Ave.	0
17	2 J 0917 Hilton Hawaiian Village Paoa Pl.	0
17	2 T 0125 Kalakaua Ave. Kuamoo Kuhio Ave.	0
17	2 T 0108 Kalakaua Ave. Uluniu Ave.	0
17	2 T 0165 Kalia Rd. Saratoga Rd.	0
17	2 R 0128 Kaneloa Paoakalani Ave.	0
17	2 R 0132 Kaneloa Rd. Wai Nani Way	0
17	2 T 0145 Kuhio Ave. Makee Rd.	0
17	2 T 0136 Kuhio Ave. Wailina	0
17	2 T 0149 Liliuokalani Ave. Prince Edward	0
17	2 R 0130 Pualani Way Wai Nani Way	0
18	3 J 0184 10th Ave. 10th Ave. Pl. Ahe	4,000
18	3 M 1548 10th Ave. Kalua Rd.	0
18	3 J 0176 10th Ave. Kiwila	8,000
18	3 J 0175 10th Ave. Paalea	0
18	3 C 0014 10th Ave. Waiatae Ave.	0
18	3 J 0179 10th Ave. Waiomao Rd.	15,000
18	3 C 0033 11th Ave. Harding Ave.	0
18	3 J 0257 11th Ave. Maunaloa Ave.	0
18	3 C 0015 11th Ave. Waiatae Ave. Sierra Dr.	4,000
18	3 C 0032 12th Ave. Harding Ave.	9,000

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
18	3 J 0162 12th Ave. Pahoa Ave.	4,000
18	2 C 0001 1st Ave. Waialae Ave.	7,000
18	3 C 0003 2nd Ave. Waialae Ave.	10,000
18	3 C 0004 3rd Ave. Waialae Ave.	0
18	3 C 0005 4th Ave. Waialae Ave.	0
18	3 C 0039 5th Ave. Harding Ave.	6,000
18	3 C 0006 5th Ave. Waialae Ave.	0
18	3 J 0031 6th Ave. Herbert Kilauea Ave.	0
18	3 J 0126 6th Ave. Martha	0
18	3 J 0114 6th Ave. Pahoa Ave.	0
18	3 J 0032 7th Ave. Alohea Ave. Brokaw	0
18	3 C 0037 7th Ave. Harding Ave.	0
18	3 C 0011 7th Ave. Waialae Ave.	0
18	3 C 0012 8th Ave. Waialae Ave.	0
18	3 J 0180 9th Ave. Kiwila	6,000
18	3 J 0117 9th Ave. Pahoa Ave.	0
18	3 J 0067 Alohea Ave. Catherine	0
18	3 J 0073 Alohea Ave. Edna	6,000
18	3 J 0007 Alohea Ave. Makapuu Ave.	4,000
18	3 J 0023 Alohea Ave. McCorriston	6,000
18	3 J 0072 Alohea Ave. Wela	6,000
18	3 M 1575 Carlos Long Gardenia	0
18	3 M 1568 Carlos Long Jasmine	0
18	3 M 1567 Carlos Long Orchid	0
18	3 C 0016 Center Waialae Ave.	0
18	2 R 0081 Charles Kapahulu Ave.	0
18	2 J 0156 Date Kamuela Ave.	0
18	3 T 0336 Dole St. Louis Dr.	4,000
18	3 M 1578 Gardenia Ginger	0
18	3 M 1579 Ginger Jasmine	0
18	2 C 0053 Harding Ave. Kapiolani Blvd. S. King	0
18	3 C 0030 Harding Ave. Koko Head Ave.	0
18	3 C 0031 Harding Ave. Koko Head Ave. 12th Ave.	0
18	2 C 0047 Harding Ave. - A Kapahulu Ave. - A	0
18	3 C 0051 Harding Ave. - B Kapahulu Ave. - B	4,000
18	2 R 0089 Hunter Kamuela Ave. Kapahulu Ave.	0
18	2 R 0082 Kaimuki Ave. Kapahulu Ave.	0
18	3 J 0194 Kalua Pl. Kalua Rd. Palolo Ave.	6,000
18	3 M 1639 Kaminaka Dr. St. Louis Dr.	0
18	2 R 0083 Kapahulu Ave. Lincoln Ave.	0
18	2 R 0090 Kapahulu Ave. Palani Ave. Winam Ave.	0
18	2 R 0086 Kapahulu Ave. Paliuli	0
18	3 J 0190 Kauhana Palolo Ave.	4,000
18	2 J 0169 Kihei Pl. Kihei Way	0
18	3 J 0022 Kilauea Ave. Makapuu Ave.	0
18	3 J 0010 Kilauea Ave. Pokole	8,000
18	3 J 0016 Kilauea Ave. Sunset Ave.	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
18	3 J 0189 Kiwila Palolo Ave.	6,000
18	3 J 0137 Koko Head Ave. Pahoia Ave.	15,000
18	3 C 0018 Koko Head Ave. Waialae Ave.	0
18	3 J 0197 Loke Pl. Palolo Ave.	4,000
18	3 J 0014 Makapuu Ave. Maunalei Ave.	0
18	3 J 0011 Maunalei Ave. Pokole	8,000
18	3 J 0298 Mokihana Mooheau Ave.	4,000
18	3 M 1581 Orchid Palolo Ave.	0
18	3 C 0007 Palolo Ave. Waialae Ave.	4,000
18	2 C 0002 St. Louis Dr. Waialae Ave.	9,000
18	3 C 0019 Waialae Ave. Wilhelmina Rise	7,000
18	3 C 0008 Waialae Ave. - A 5th Ave. - A 6th Ave. - A	0
19	3 J 0128 13th Ave. Mahina Ave.	8,000
19	3 J 0163 13th Ave. Ocean View Dr. Pahoia Ave.	4,000
19	3 C 0020 13th Ave. Waialae Ave.	14,000
19	3 J 0127 14th Ave. Kaimuki Ave. Ocean View Dr.	0
19	3 C 0021 14th Ave. - A Waialae Ave. - A	4,000
19	3 C 0024 15th Ave. Waialae Ave.	4,000
19	3 J 0019 16th Ave. Kilauea Ave.	0
19	3 C 0025 16th Ave. Waialae Ave.	0
19	3 J 0020 17th Ave. Kilauea Ave.	4,000
19	3 J 0038 18th Ave. Diamond Head Rd.	0
19	3 J 0037 18th Ave. Iwalani	0
19	3 J 0021 18th Ave. Kilauea Ave.	33,000
19	3 J 0040 19th Ave. Kilauea Ave.	0
19	3 J 0116 20th Ave. Harding Ave.	0
19	3 J 0041 20th Ave. Kilauea Ave.	0
19	3 J 0118 20th Ave. Pahoia Ave.	0
19	3 J 0143 21st Ave. Harding Ave.	6,000
19	3 J 0042 21st Ave. Kilauea Ave.	0
19	3 J 0144 21st Ave. Luawai	0
19	3 J 0217 21st Ave. Pahoia Ave.	0
19	3 J 0145 21st Ave. Waialae Ave.	15,000
19	3 J 0001 22nd Ave. Diamond Head Rd.	0
19	3 J 0135 22nd Ave. Harding Ave.	7,000
19	3 J 0003 22nd Ave. Huanui	0
19	3 J 0006 22nd Ave. Hunalewa	0
19	3 J 0203 22nd Ave. Kaimuki Ave.	6,000
19	3 J 0043 22nd Ave. Kilauea Ave.	0
19	3 J 0346 22nd Ave. Pahoia Ave.	0
19	3 J 0004 22nd Ave. Ulupua Pl.	0
19	3 M 1434 Aha Aina Pl. Halekoa Dr.	0
19	3 M 1432 Ahaku Pl. Halekoa Dr.	0
19	3 M 1438 Ahamele Pl. Halekoa Dr.	0
19	3 M 1439 Ahanui Pl. Halekoa Dr.	0
19	3 M 1430 Ahapii Halekoa Dr.	0
19	3 J 0218 Ahuawa Lp. Kilauea Ave. Oili Lp.	6,000

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID	Cost
19 3 J 0216 Ainakoa Ave. Aliikoa	4,000
19 3 J 0214 Ainakoa Ave. Malia	4,000
19 3 M 1429 Alaeloa Halekoa Dr.	0
19 3 M 1431 Alaeloa Pl. Alaeloa Halekoa Dr.	0
19 3 J 0054 Amau Hunakai	0
19 3 M 1482 Anuheha Koko Head Ave. Wilhelmina Rise	0
19 3 M 1732 Beach Rd. Diamond Head Rd.	0
19 3 J 0080 Brokaw Winam Ave.	0
19 3 J 0088 Campbell Ave. Castle	0
19 3 J 0084 Campbell Ave. Francis	0
19 3 J 0085 Campbell Ave. George	0
19 3 J 0092 Campbell Ave. Hinano	0
19 3 J 0091 Campbell Ave. Makini	0
19 3 J 0094 Campbell Ave. Monsarrat Ave.	17,000
19 3 J 0079 Castle Winam Ave.	0
19 3 J 0081 Catherine Winam Ave.	0
19 3 J 0495 Diamond Head Rd. Kaalawai Pl.	0
19 3 J 0494 Diamond Head Rd. Kahala Ave. Kulamanu	0
19 3 M 1731 Diamond Head Rd. Makalei Pl.	0
19 3 J 0493 Diamond Head Rd. Palaola Pl. Poka	0
19 3 J 0122 Diamond Head Rd. Poni Moi Rd.	0
19 3 J 0108 Duval Upper	0
19 3 J 0082 Duval Winam Ave.	0
19 3 J 0109 Esther Upper	4,000
19 3 J 0083 Esther Winam Ave.	0
19 3 M 1437 Halehaka Halekoa Dr.	0
19 3 M 1424 Halekoa Dr.	0
19 3 M 1433 Halekoa Dr. Halekoa Dr.	0
19 3 M 1423 Halekoa Dr. Halekoa Pl.	0
19 3 M 1426 Halekoa Dr. Lihipali Pl.	0
19 3 M 1422 Halekoa Dr. Luinakoa	0
19 3 M 1427 Halekoa Dr. Palipaa Pl.	0
19 3 M 1425 Halekoa Dr. Uhi Pl.	0
19 3 J 0078 Herbert Winam Ave.	0
19 3 J 0630 Huanui Hunalewa	0
19 3 J 0628 Huanui Puu Panini Ave.	0
19 3 J 0208 Hunakai Keanu	0
19 3 J 0044 Hunakai Kilauea Ave.	0
19 3 J 0052 Hunakai Koa	0
19 3 J 0049 Hunakai Pahoa Ave.	0
19 3 J 0051 Hunakai Puulani Pl.	0
19 3 J 0060 Hunakai Waialae Ave.	0
19 3 M 1500 Iwi Way Manini Way	0
19 3 M 1499 Iwi Way Sierra Dr.	0
19 3 J 0285 Kaina Leahi Ave.	0
19 3 J 0096 Kanaina Ave. Monsarrat Ave.	0
19 3 J 0121 Kiele Ave. Poni Moi Rd.	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
19	3 J 0045 Kilauea Ave. Onaha	0
19	3 J 0129 Koko Head Ave. Mahina Ave.	6,000
19	3 M 1496 Manini Way Sierra Dr. Wilhelmina Rise	0
19	3 M 1497 Mikahala Way Sierra Dr.	0
19	3 M 1489 Pakahi Pl. Paula Dr.	0
19	3 M 1487 Pakolu Pl. Paula Dr.	0
19	3 M 1486 Paloma Pl. Paula Dr.	0
19	3 M 1503 Pualele Pl. Sierra Dr.	0
19	3 M 1490 Sierra Dr. Wilhelmina Rise	0
20	3 R 1179 Ahuwale Hao	0
20	3 R 1180 Aipuni Hao	0
20	3 R 0209 Alaweo Lani Pl. Laukahi	0
20	3 R 0177 Analii Laukahi	0
20	3 R 1182 Ani Hind luka Dr.	4,000
20	3 R 1207 E. Hind Dr. Hind luka Dr.	0
20	3 R 1213 E. Hind Dr. Hind Pl. Limu Pl.	0
20	3 R 1211 E. Hind Dr. Manauwea	0
20	3 R 1212 E. Hind Dr. Opihi	0
20	3 R 1217 E. Hind Dr. Papai	0
20	3 R 0189 Ehupua Laukahi	0
20	3 R 1151 Halekamani Halemaumau	7,000
20	3 M 1288 Hao	0
20	3 R 1171 Hao Keakealani	0
20	3 R 1172 Hao Liwai	0
20	3 R 1170 Hao Piliikai	0
20	3 R 0212 Hawane Pl. Laukahi	0
20	3 R 1188 Hind luka Dr. luka Pl.	0
20	3 R 1189 Hind luka Dr. Lawelawe	0
20	3 R 0187 Hoaina Laukahi	0
20	3 R 0186 Ihiloa Lp. Laukahi	0
20	3 R 0207 Kihi Laukahi Pl. Laukahi	0
20	3 R 1272 Kiholo W. Hind Dr.	0
20	3 R 0185 Kuhilani Laukahi	0
20	3 R 0203 Kumakani Lp. Laukahi	0
20	3 R 0202 Kumakani Pl. Laukahi	0
20	3 R 0191 Laamia Laukahi	0
20	3 R 0213 Lalea Pl. Laukahi	0
20	3 M 1395 Laukahi	0
20	3 R 0190 Laukahi Ohialoke	0
20	3 R 0201 Laukahi Palaau	0
20	3 R 0166 Waieli Waiholo	0
20	3 R 0167 Waieli Waiiki	0
20	3 R 0165 Waikui Pl. Waikui	0
21	3 R 0305 Ahukini Lunalilo Home Rd.	0
21	3 R 0289 Ainahou Hawaii Kai Dr.	0
21	3 R 0290 Ainahou Kaiolohia Pl.	0
21	3 R 0269 Ainanani Pl. Maunanani	7,000

**ADA Curb Ramp Transition Plan
Intersections with Technically Infeasible Features**

Priority Cost Report

Intersection ID				Cost
21	3 R 1091	Ainapo	Hahaione	0
21	3 R 1090	Ainapo	Kahena	0
21	3 R 1080	Ainapo	Kalopa	0
21	3 R 1081	Ainapo	Kauna	0
21	3 R 1079	Ainapo	Kii	0
21	3 R 1088	Ainapo	Kulani	0
21	3 R 1082	Ainapo Pl.	Ainapo	0
21	3 R 0985	Awaawaanoa Pl.	Wainiha Waioli	0
21	3 R 0301	Ehu Pl.	Hawaii Kai Dr. Kaluanui Rd.	0
21	3 R 0983	Eleele Pl.	Lunalilo Home Rd.	0
21	3 R 0266	Hanohano Pl.	Hanohano Way	0
21	3 R 0264	Hanohano Pl.	Kamehame Dr.	0
21	3 R 0294	Hawaii Kai Dr.	Kanoenoe	0
21	3 R 1072	Hawaii Kai Dr.	Kawaihae Puakea Pl.	0
21	3 R 0976	Hawaii Kai Dr.	Lunalilo Home Rd.	0
21	3 R 0270	Hawaii Kai Dr.	Maunanani	5,000
21	3 R 0295	Hawaii Kai Dr.	Onohi	0
21	3 R 1073	Hawaii Kai Dr.	Ookala Pl.	0
21	3 R 0260	Hoa	Kuamauna	0
21	3 R 0247	Hoehoe Pl.	Kuliouou Rd.	0
21	3 R 0246	Hokiokio Pl.	Kuliouou Rd.	0
21	3 R 0262	Hoohana Pl.	Kamehame Dr.	1,000
21	3 R 0265	Hoolako Pl.	Kamehame Dr.	0
21	3 R 0254	Kaekeke Way	Puili Pl.	0
21	3 R 0257	Kaiama Pl.	Lunalilo Home Rd.	15,000
21	3 R 0291	Kaiolohia Pl.	Kaiolohia Way	0
21	3 R 0245	Kalaau Pl.	Kuliouou Rd.	2,000
21	3 R 1008	Kalanipuu	Lunalilo Home Rd.	0
21	3 R 0969	Kalapaki	Lunalilo Home Rd.	0
21	3 R 0267	Kamehame Dr.	Kamehame Pl.	0
21	3 R 0261	Kamehame Dr.	Kuamauna	9,000
21	3 R 0268	Kamehame Dr.	Maunanani	0
21	3 R 0263	Kamehame Dr.	Waihili Pl.	3,500
21	3 R 0258	Kamiloiki Pl.	Lunalilo Home Rd.	0
21	3 R 0293	Kanoenoe	Makaa	0
21	3 R 0306	Kaumakani	Lunalilo Home Rd.	2,000
21	3 R 1061	Kawaihae	May Way	0
21	3 R 0977	Kipu Pl.	Lunalilo Home Rd.	0
21	3 R 1005	Koamano	Lunalilo Home Rd.	0
21	3 R 0259	Kolokolo	Lunalilo Home Rd.	5,000
21	3 R 0298	Kuaehu	Kuaehu	0
21	3 R 0297	Kuaehu	Makaa	0
21	3 R 0979	Kuahono	Lunalilo Home Rd.	0
21	3 R 0251	Kuliouou Rd.	Papahehi Pl.	5,000
21	3 R 0982	Luhi Pl.	Lunalilo Home Rd.	0
21	3 R 0978	Lunalilo Home Rd.	Maniniholo	0
21	3 R 0256	Lunalilo Home Rd.	Miloiki	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID				Cost
21	3 R 0980	Lunalilo Home Rd.	Opaekaa	0
21	3 R 1259	Lunalilo Home Rd.	Poipu Dr.	0
21	3 R 0970	Lunalilo Home Rd.	Wainiha	0
21	3 R 0296	Makaa	Onohi	0
21	3 R 0292	Makaa Pl.	Makaa	0
21	3 R 0971	Maninihola	Wainiha	0
21	3 R 0255	Miloiki Pl.	Miloiki	5,500
21	3 R 0253	Oeoe Way	Puili Pl.	0
21	3 R 0252	Pahupai	Puili Pl.	0
22	3 R 0907	Eaea Pl.	Kealahou Olowalu Pl.	0
22	3 R 0271	Holokai Pl.	Kealahou	0
22	3 R 0922	Honokahua	Kahului	0
22	3 R 0919	Honokahua	Kepaniwai	0
22	3 R 0274	Honokahua	Maloo Pl.	0
22	3 R 0915	Honokahua	Mokuhano	0
22	3 R 0275	Honokahua Pl.	Honokahua Ohina Pl.	2,000
22	3 R 0911	Hualoha	Kealahou	0
22	3 R 0909	Inuwai Pl.	Kealahou Muolea Pl.	0
22	3 R 0280	Ipuai	Kealahou	0
22	3 R 0906	Kahului	Kealahou	0
22	3 R 0957	Kahului	Mokuhano	0
22	3 R 0278	Kalina Pl.	Kealahou	7,500
22	3 R 0279	Kealahou	Kiaala Pl.	5,000
22	3 R 0912	Kealahou	Manulele Pl.	0
22	3 R 0914	Kealahou	Mokuhano	0
22	3 R 0913	Kealahou	Mokunoio Pl.	0
22	3 R 0282	Kealahou	Olii Pl.	5,000
22	3 R 0277	Kealahou	Papalalo	5,500
22	3 R 0927	Kekaa	Mokuhano	0
22	3 R 0956	Mokuhano	Olipuu Pl.	0
22	3 R 0954	Mokuhano Pl.	Mokuhano	0
22	3 R 0281	Onini Pl.	Kealahou	7,000
23	4 R 0379	Halia	Kaneohe Bay Dr.	0
23	4 R 0380	Ilihau	Kaneohe Bay Dr.	0
23	4 R 0382	Ilipilo	Kainui Rd.	0
23	4 R 0381	Ilipilo	Mokapu Blvd. Oneawa	0
23	4 R 0354	Kailua Rd.	Kuulei Rd. Oneawa	0
23	4 R 0373	Kailua Rd.	S. Kalaheo Ave.	0
23	4 M 0804	Kailuana Lp.	N. Kalaheo Ave.	0
23	4 R 0377	Kaneohe Bay Dr.	Lale	0
23	4 R 0376	Kaneohe Bay Dr.	Molo	0
23	4 R 0339	Kawainui	Oneawa	0
23	4 R 0332	Kihapai	Wailepo Pl. Wailepo St	0
24	4 R 1354	Akaakaawa	Keolu Dr. Keolu Dr.	0
24	4 R 1351	Akahai	Akalani Keolu Dr.	0
24	4 R 1383	Akake Pl.	Keolu Dr.	0
24	4 R 1352	Akalani Lp.	Keolu Dr.	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID				Cost
24	4 R	1384	Akanahe Pl. Keolu Dr.	0
24	4 R	1390	Akea Pl. Keolu Dr.	0
24	4 R	1386	Akeke Pl. Akumu Keolu Dr.	0
24	4 R	1387	Akekeke Pl. Keolu Dr.	0
24	4 R	1388	Akiahala Keolu Dr.	0
24	4 R	1391	Akiohala Keolu Dr.	0
24	4 R	1389	Akipohe Keolu Dr.	0
24	4 C	2668	Akoakoa Hamakua Dr.	0
24	4 C	2670	Akumu lana Keolu Dr.	0
24	4 M	0786	Alala Rd. Paumakua Pl.	0
24	4 R	0371	Alihi Pl. Alihi Pl.	0
24	4 R	0372	Alihi Pl. Keolu Dr.	0
24	4 R	0359	Aulepe Aupapaohe	7,500
24	4 R	0348	Aulepe Aupupu	0
24	4 R	0349	Aunauna Aupupu	0
24	4 R	0356	Aupula Pl. Aupupu	0
24	4 R	0357	Aupupu Pl. Aupupu	0
24	4 R	0425	Hamakua Dr. Hekili	0
24	4 C	2669	Hamakua Dr. Keolu Dr.	0
24	4 R	0383	Kaanua Pl. Kanapuu Dr.	0
24	4 R	0375	Kahako Kanapuu Dr.	0
24	4 R	0386	Kanapuu Dr. Paukiki	0
24	4 R	0374	Kanapuu Pl. Kanapuu Dr.	0
24	4 R	0370	Keolu Dr. Kiukee Pl.	0
24	4 R	1350	Keolu Dr. Manulani Punana Lp.	0
24	4 R	1317	Keolu Dr. Pahumele Pl.	0
24	4 R	1404	Keolu Dr. Papalani	0
24	4 R	0346	Nanawale Pl. Nanawale Way	0
24	4 R	1309	Palawiki Paopua Lp. Wanaao Rd.	0
24	4 R	1414	Paopua Lp. Wanaao Rd.	0
24	4 R	0362	Paukiki Pinana	0
24	4 R	0384	Paukiki Poo Pl.	0
24	4 R	0360	Ponopono Pl. Kanapuu Dr.	0
25	4 R	0664	Aeloa Alaloe	30,000
25	4 R	0474	Alaloe Haiku Rd.	0
25	4 R	0475	Alaloe Kahuhipa	0
25	4 R	0665	Alaloe Koaena	0
25	4 R	0437	Apapane Koolau Hale Pl. Malio Pl.	0
25	4 R	0435	Apapane Lulukua Rd.	0
25	4 R	0432	Aumoku Kaneohe Bay Makalani	0
25	4 R	0834	Aumoku Koa Kahiko Meakaua	0
25	4 R	0655	Haiku Rd. Heeia	0
25	4 R	0445	Halemuku Waikalua Rd.	0
25	4 R	0448	Halemuku Pl. Nanihoku Way	0
25	4 R	0685	Heeia Koaena	0
25	4 R	0764	Hiiipoi Kukia	0
25	4 R	0763	Hiiipoi Lolii	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
25	4 R 0440 Holio Pl. Liula	0
25	4 R 0438 Holomakani Loihi	0
25	4 R 0482 Holomakani Pl. Holomakani	0
25	4 R 0444 Iakopo Pl. Waikalua Rd. Waikapoki Rd.	0
25	4 R 0477 Kahuhipa Kamehameha Hwy. Lilipuna	0
25	4 R 0592 Kamehameha Hwy. Kapalai Rd.	0
25	4 R 0517 Kamehameha Hwy. Keaahala Rd. Pahuwai Pl.	0
25	4 R 0493 Kamehameha Hwy. Keaahala Rd. William Henry	0
25	4 R 0433 Kamehameha Hwy. Keole	0
25	4 R 0479 Kamehameha Hwy. Mehana	0
25	4 R 0494 Kamehameha Hwy. Paleka Rd. Waikalua Rd.	8,500
25	4 R 0441 Kamoalii Liula	0
25	4 R 0431 Kaneohe Bay Dr. Kamehameha Hwy.	0
25	4 R 0802 Kaneohe Bay Dr. Puohala	0
25	4 R 0832 Koa Kahiko Mealele	15,000
25	4 R 0768 Kukia Lolii	0
25	4 R 0811 Kumakaua Pl. Mokulele Dr.	0
25	4 R 0770 Kupohu Pookela	0
25	4 R 0860 Lehuuila Mikihilina	0
25	4 R 0850 Lehuuila Namoku	0
25	4 R 0812 Leleua Pl. Mokulele Dr.	0
25	4 R 0602 Lilipuna Rd. Nahiku	7,000
25	4 R 0767 Lolii Nohi Pl.	0
25	4 R 0766 Lolii Oha Pl.	0
25	4 R 0765 Lolii Puoni Pl.	0
25	4 R 0769 Lolii Pl. Lolii	0
25	4 R 0519 Luana Pl. Paleka Rd.	0
25	4 R 0434 Luluku Pl. Luluku Rd.	0
25	4 R 1425 Lunaai Lunaanela	0
25	4 R 1426 Lunaai Lunahelu	0
25	4 R 1424 Lunaai Pl. Lunaai	0
25	4 R 0785 Makalani Puohala	0
25	4 M 0380 Maunawili Lp. Maunawili Rd.	0
25	4 R 0808 Mokulele Dr. Namoku	0
25	4 R 0810 Mokulele Dr. Unaha Pl.	0
25	4 R 0698 Nahewai Pl. Nahewai	0
25	4 R 0852 Nakuluaui Namoku	0
25	4 R 0449 Nanihoku Way Nanihoku Way	0
25	4 R 0388 Nanihoku Way Naniwahine Way	0
25	4 R 0772 Paepuu Puupele	2,000
25	4 R 0771 Pookela Pl. Pookela	0
25	4 R 0779 Pua Inia Puohala	0
25	4 R 0466 Waikalua Pl. Waikalua Way	0
25	4 R 0783 Wena Pl. Wena	0
26	7 C 1998 Anoni California Ave.	0
26	7 C 2067 California Ave. Ekolu Pl. Ma Way	0
26	7 C 2066 California Ave. Kilea Pl.	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID	Cost
26 7 C 2220 California Ave. Kuahiwi Ave. Westervelt	9,000
26 7 C 2013 California Ave. Kukui	0
26 7 C 2152 California Ave. Maalo	0
26 7 C 2154 California Ave. Makani Ave.	0
26 7 C 2218 California Ave. Plum	0
26 7 C 2107 California Ave. Rose	0
26 7 C 2144 California Ave. - A Iliwai Dr. - A Uuku - A	0
26 7 C 2145 California Ave. - B Iliwai Dr. - B Uuku - B	0
26 7 C 2113 Circle Makai Uwalu Cir.	0
26 7 C 2114 Circle Mauka Uwalu Cir.	0
26 7 C 2082 Dole Rd. Eames	0
26 7 C 2081 Dole Rd. Kilea Pl.	0
26 7 C 2131 Hanau Kaniahe	0
26 7 C 2132 Hanau Kulia	0
26 7 C 2127 Honehono Kulia	0
26 7 C 2136 Hoopiha Pl. Kulia	0
26 7 C 2116 Ihiihi Ave. Iomea Pl.	0
26 7 C 2125 Ihiihi Ave. Whitmore Ave.	0
26 7 C 1993 Kaliponi Kilani Ave.	0
26 7 C 1995 Kaluhea Kilani Ave.	0
26 7 C 2129 Kaniahe Uakanikoo	0
26 7 C 2134 Kaniko Pl. Kulia	0
26 7 C 2091 Kellog Kilani Ave.	0
26 7 C 1994 Kilani Mahele	0
26 7 C 2095 Kilani Ave. Koa	0
26 7 C 2014 Koele Way Milikana Ave. Olive Ave.	0
26 7 C 2137 Kulia Uakanikoo	0
26 7 C 2015 Ohai Olive Ave.	0
26 7 C 2016 Ohai Pl. Ohai	0
26 7 C 2149 Olive Ave. Walker Ave.	0
26 7 C 2138 Olokani Uakanikoo	0
26 7 C 2142 Uakanikoo Whitmore Ave.	0
26 7 C 2133 Uluwale Pl. Uluwale	0
27 9 C 0848 Aahu Pl. Paalii	0
27 9 C 0927 Aelike Kahele	0
27 9 C 1209 Ahea Lauae	0
27 9 C 0843 Ahokele Meheula Pkwy.	0
27 9 C 0846 Ahunalii Pl. Paalii	0
27 9 C 0913 Ailona Makaikai	0
27 9 C 0938 Ainamakua Dr. Ainamakua Dr.	0
27 9 C 0953 Ainamakua Dr. Alakaina	0
27 9 C 0934 Ainamakua Dr. Hookanahe	0
27 9 C 0935 Ainamakua Dr. Kanae	0
27 9 C 0962 Ainamakua Dr. Konaku	0
27 9 C 0951 Ainamakua Dr. Lahui	0
27 9 C 1211 Ainamakua Dr. Lauae	0
27 9 C 0930 Ainamakua Dr. Makaikai	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID				Cost
27	9 C 0946	Ainana Pl.	Puneki	0
27	9 C 0956	Akaluli	Alakaina	0
27	9 C 0958	Akaluli	Konaku	0
27	9 C 0971	Akeake	Pakau	0
27	9 C 0965	Akeake	Puulu	0
27	9 C 0844	Akuli Pl.	Paalii	0
27	9 C 0897	Ala Oki	Haakualiki	0
27	9 C 0955	Alakaina	Kahualea	0
27	9 C 0909	Aoakua	Kuahewa	0
27	9 C 0910	Aoakua	Makaikai	0
27	9 C 0885	Auina	Kaapeha	0
27	9 C 0902	Haakualiki	Meheu	0
27	9 C 0901	Haakualiki Pl.	Haakualiki	0
27	9 C 0950	Hakala	Lahui	0
27	9 C 0921	Hoailona	Kahele	0
27	9 C 0919	Hoailona	Makaikai	0
27	9 C 0898	Hookowa Pl.	Hookowa	0
27	9 C 1213	Hookupu	Meanui	0
27	9 C 0943	Hoomua	Puneki	0
27	9 C 0916	Kaapeha	Kuauli	0
27	9 C 0880	Kaapeha	Luaehu	0
27	9 C 0933	Kahapili	Kaonohi	0
27	9 C 0959	Kahualea	Konaku	0
27	9 C 0963	Kailewa	Pakau	0
27	9 C 0905	Koliliko	Makaikai	0
27	9 C 0961	Konaku	Malielie	0
27	9 C 0903	Koolani Dr.	Meheu	0
27	9 C 0890	Kopalani	Kuikepa Pl.	0
27	9 C 0891	Kopalani	Ohi	0
27	9 C 0888	Kopalani	Utulele Pl.	0
27	9 C 0911	Kowa	Makaikai	0
27	9 C 0908	Kuahewa	Oililiko	0
27	9 C 0860	Kuanoni Pl.	Luaehu	0
27	9 C 0850	Kuaoa	Meheula Pkwy.	0
27	9 C 0849	Kuaoa	Paalii	0
27	9 C 0851	Kuaoa	Paea	0
27	9 C 0914	Kuena	Makaikai	0
27	9 C 0949	Lahui	Puneki	0
27	9 C 0948	Lahui Pl.	Lahui	0
27	9 C 1210	Lauae	Liho	0
27	9 C 0886	Lehiwa Dr.	Meheu	0
27	9 C 0857	Lehiwa Dr.	Meheula Pkwy.	0
27	9 C 0861	Luaehu Pl.	Luaehu	0
27	9 C 0918	Makaikai	Meheula Pkwy.	0
27	9 C 0906	Makaikai	Oililiko	0
27	9 C 0912	Makaikai Pl.	Makaikai	0
27	9 C 0894	Meheu	Ohi	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID	Cost
27 9 C 1219 Milia Naualii Pl.	0
27 9 C 0847 Paalii Paehehu Pl.	0
27 9 C 0845 Paalii Paehia Pl.	0
28 9 C 1868 Aaahi Kamaio	4,000
28 9 C 1686 Aaahi Keaolani	0
28 9 C 1865 Aaahi Kupulau Pl.	0
28 9 C 2238 Akamainui Palii	0
28 9 C 2239 Akamainui Wikao	0
28 9 C 1828 Akia Pl. Lanikuhana Ave. Lea Pl.	0
28 9 C 1640 Alaalaa Lp. Kuahelani Ave.	0
28 9 C 1639 Alaalaa Lp. Kuahelani Ave. Kupuku Cir.	0
28 9 C 1835 Aluia Pl. Apele	0
28 9 C 1728 Anania Dr. Meheula Pkwy.	6,000
28 9 C 1838 Apele Lupua Pl.	0
28 9 C 1834 Apele Pl. Apele	0
28 9 C 1674 Awiki Kaukoe	0
28 9 C 1670 Awiki Lanikuhana Ave.	0
28 9 C 1682 Awiwi Pl. Awiwi Way	0
28 9 C 1683 Awiwi Pl. Keaolani	0
28 9 C 1842 Emoloa Pl. Holanialii Kuanalio Lp.	0
28 9 C 1256 Eulu Pl. Eulu	0
28 9 C 1847 Hikianalia Pl. Lanikuhana Ave.	0
28 9 C 1650 Hokuahiahi Meheula Pkwy.	0
28 9 C 1846 Holanialii Lanikuhana Ave.	0
28 9 C 1924 Hookelewaa Lanikuhana Ave. Meheula Pkwy.	6,000
28 9 C 1268 Huaala Pl. Kipapa Dr.	0
28 9 C 1858 Ialeleiaka Pl. Lanikuhana Ave.	0
28 9 C 1297 Ikaaloa Kipapa Dr.	0
28 9 C 1851 Iliula Pl. Mahinahou Pl. Mahinahou	0
28 9 C 1825 Kahulialii Kealakaa	0
28 9 C 1861 Kamaio Lanikuhana Ave.	0
28 9 C 1864 Kamaio Mahapili	0
28 9 C 1870 Kamaio Meheula Pkwy.	0
28 9 C 1862 Kamaio Polapola Pl.	0
28 9 C 1863 Kamaio Pl. Kamaio	0
28 9 C 1848 Kauakapuu Lp. Lanikuhana Ave.	0
28 9 C 1676 Kaukoe Lanikuhana Ave.	0
28 9 C 1857 Kauluikua Pl. Lanikuhana Ave.	0
28 9 C 1827 Kealakaa Lanikuhana Ave.	0
28 9 C 1852 Kealakaa Mahinahou	0
28 9 C 1824 Kealakaa Pl. Kealakaa Kiapaakai Pl.	0
28 9 C 1684 Keaolani Kikalake Pl.	0
28 9 C 1685 Keaolani Kilou Pl.	0
28 9 C 1680 Keaolani Lanikuhana Ave.	0
28 9 C 1681 Keaolani Maealani Pl.	0
28 9 C 1853 Kioele Pl. Mahinahou Neleau Pl.	0
28 9 C 1265 Kipapa Dr. Lalai	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
28	9 C 1263 Kipapa Dr. Lelewalo	0
28	9 C 1266 Kipapa Dr. Lokihi	0
28	9 C 1267 Kipapa Dr. Makaholowaa Pl.	0
28	9 C 1304 Kipapa Dr. Naholoholo	0
28	9 C 1295 Kipapa Dr. Waia Lp.	0
28	9 C 1314 Kipapa Dr. Wehewehe Lp.	0
28	9 C 1285 Kipapa Pl. Kipapa Dr.	0
28	9 C 1255 Kuahelani Ave. Meheula Pkwy.	0
28	9 C 1264 Lalai Pl. Lalai	0
28	9 C 1677 Lanikuhana Ave. Laupalai Pl.	0
28	9 C 1859 Lanikuhana Ave. Mahapili	0
28	9 C 1856 Lanikuhana Ave. Mahinahou Makaamoamo Pl.	0
28	9 C 1829 Lanikuhana Ave. Manawahine	0
28	9 C 1820 Lanikuhana Ave. Meheula Pkwy.	0
28	9 C 1679 Lanikuhana Ave. Naika Pl. Paionia Pl.	0
28	9 C 1671 Lanikuhana Ave. Nape Pl.	0
28	9 C 1678 Lanikuhana Ave. Oheala Pl.	0
28	9 C 1675 Lanikuhana Ave. Opo Pl.	0
28	9 C 1667 Lanikuhana Ave. Poiki	0
28	9 C 1830 Lanikuhana Ave. Waileia Pl.	0
28	9 C 1259 Lokalia Paailalo	0
28	9 C 1260 Lokalia Pl. Lokalia	0
28	9 C 1854 Mahinahou Maiaohe Pl.	0
28	9 C 1849 Mahinahou Meheula Pkwy.	0
28	9 C 1921 Makaimoimo Meheula Pkwy.	0
28	9 C 1344 Waihonu Waikalani Dr.	0
29	9 C 1810 Ahanui Pl. Ahanui Way	0
29	9 C 1815 Ahaula Alake	0
29	9 C 1814 Ahaula Anania Dr.	0
29	9 C 1813 Ahaula Waimaka	0
29	9 C 1817 Akaku Alake	0
29	9 C 1818 Akaku Anania Dr.	0
29	9 C 1819 Akaku Pl. Akaku	0
29	9 C 1898 Alohilani Lanipaa	0
29	9 C 1720 Anania Dr. Kaukalia	0
29	9 C 1717 Anania Dr. Kiaha Lp.	0
29	9 C 1727 Anania Dr. Puanane Lp.	0
29	9 C 1909 Elehei Pl. Wekiu	0
29	9 C 1916 Haalohi Liliehua	0
29	9 C 1913 Haalohi Puaheaha	0
29	9 C 1248 Hamumu Pl. Hamumu	0
29	9 C 1242 Hinalii Kahikinui Pl.	0
29	9 C 1244 Hinalii Kauanomeha Pl.	0
29	9 C 1243 Hinalii Luahoomoe Pl.	0
29	9 C 1240 Hinalii Maiaku	0
29	9 C 1245 Hinalii Pulehulehu Pl.	0
29	9 C 1246 Hinalii Pl. Hinalii	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID				Cost
29	9 C 1708	Hokuala	Hokuili	0
29	9 C 1707	Hokuala	Lanikuhana Ave.	0
29	9 C 1713	Hokulewa Lp.	Hokulewa Pl. Kuahelani Ave.	0
29	9 C 1923	Hokuwelowelo Pl.	Lanikuhana Ave.	0
29	9 C 1884	Holani	Kelewaa	0
29	9 C 1883	Holani	Lauawa	0
29	9 C 1885	Holani	Makaiolani	0
29	9 C 1687	Holaniku	Kuahelani Ave.	0
29	9 C 1239	Holu Pl.	Maiaku	0
29	9 C 1910	Imina Pl.	Wekiu	0
29	9 C 1766	Kaaei Pl.	Kiilani	0
29	9 C 1879	Kaekae	Lanikuhana Ave.	4,000
29	9 C 1878	Kaekae	Lehuakona	0
29	9 C 1875	Kaekae	Mulehu	0
29	9 C 1874	Kaekae	Poloahilani	0
29	9 C 1231	Kaomaaiku Pl.	Makaunulau	0
29	9 C 1747	Kapuahi	Lahe	0
29	9 C 1895	Kaululena Pl.	Lauawa	0
29	9 C 1805	Kealohi	Lanikuhana Ave.	0
29	9 C 1793	Kealohi	Makapipipi	4,000
29	9 C 1752	Keaopua	Lanikuhana Ave.	0
29	9 C 1892	Kelewaa	Lanipaa	0
29	9 C 1893	Kelewaa Pl.	Kelewaa	0
29	9 C 1769	Kiilani	Mahinahou	0
29	9 C 1228	Kilohoku	Maio	0
29	9 C 1229	Kilohoku	Paikauhale	0
29	9 C 1795	Kou Pl.	Makapipipi	0
29	9 C 1715	Kuahelani Ave.	Lanikuhana Ave.	0
29	9 C 1232	Kuahelani Ave.	Makaunulau	0
29	9 C 1254	Kuahelani Ave.	Paia	0
29	9 C 1890	Lahai	Lanipaa	0
29	9 C 1902	Lanikuhana Ave.	Makaimoimo	0
29	9 C 1897	Lanipaa	Lauawa	0
29	9 C 1891	Lanipaa	Makaiolani	0
29	9 C 1881	Lauawa	Makaimoimo	0
29	9 C 1768	Leleaka	Mahinahou	0
29	9 C 1767	Leleaka Pl.	Leleaka	0
29	9 C 1880	Leleiona	Makaimoimo	0
29	9 C 1235	Lewanuii	Maiaku	0
29	9 C 1236	Lewanuii Pl.	Lewanuii	0
29	9 C 1241	Maiaku	Kuahelani	0
29	9 C 1234	Maiaku	Makaunulau	0
29	9 C 1220	Maiaku	Paikauhale	0
29	9 C 1237	Maiaku Pl.	Maiaku	0
29	9 C 1223	Maio	Makaunulau	0
29	9 C 1798	Makapipipi	Makohilani	6,000
29	9 C 1796	Makapipipi	Uiwi Pl.	0

ADA Curb Ramp Transition Plan

Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID					Cost
29	9 C	1797	Makapipipi Pl. Makapipipi	Mamolani Pl.	0
29	9 C	1233	Makaunulau	Makaunulau	0
29	9 C	1222	Makaunulau	Paikauhale	0
29	9 C	1230	Makaunulau Pl.	Makaunulau	0
29	9 C	1226	Makeaupea Pl.	Paikauhale	0
29	9 C	1774	Makohilani	Papohiwa	0
29	9 C	1876	Mulehu	Polohilani	0
29	9 C	1908	Polale Pl.	Wekiu	0
30	4 R	1293	Ahuimanu Pl.	Hui Aukuu Pl.	0
30	4 R	1295	Ahuimanu Pl.	Hui Koloa Pl.	0
30	4 R	1294	Ahuimanu Pl.	Hui Ulili	0
30	4 R	1280	Alawiki	Ehehene Way	0
30	4 R	1281	Alawiki	Haanopu Way	0
30	4 R	1286	Alawiki	Hui Io	0
30	4 R	1279	Alawiki	Hui Ulili	0
30	4 R	1282	Alawiki	Ipu Lepo Way	0
30	4 R	1283	Alawiki	Kaaohua Way	0
30	4 R	1284	Alawiki	Laniwela Way	0
30	4 R	1285	Alawiki	Maiapilo Way	0
30	8 C	2593	Analipo	Lualualei Homestead Rd. Mill	0
30	8 C	2595	Analipo	Puhano	0
30	8 C	2476	Awaawahea Pl.	Awaawahea Way	0
30	6 M	0002	Goodale Ave.	Nalei Pl.	0
30	4 R	1291	Hakuhale	Waipaipai	0
30	6 C	2606	Haleiwa Rd.	Kamehameha Hwy.	0
30	4 R	1275	Halemanu	Hua Pl.	0
30	4 M	0364	Halemanu	Hui Iwa	0
30	4 R	1277	Halemanu	Nukupuu	0
30	4 R	1276	Halemanu	Puapoo Pl.	0
30	4 R	1278	Halemanu Pl.	Halemanu	0
30	4 R	0649	Haunaukoi	Moole	0
30	4 R	1290	Henoheno	Waipaipai	0
30	4 R	1289	Henoheno	Waipua Pl.	0
30	4 R	1288	Henoheno Pl.	Henoheno	0
30	8 C	2474	Hookele	Kulauku	0
30	4 R	1307	Hui Aeko	Hui Iwa Hui Kelu	0
30	4 R	1308	Hui Aeko Pl.	Hui Aeko	5,000
30	4 R	1273	Hui Aeko Pl.	Hui Aeko Way	0
30	4 M	0357	Hui Alaiaha Pl.	Hui Iwa	0
30	4 R	1301	Hui Alala	Hui Ulili	0
30	4 R	1298	Hui Io	Hui Ulili	5,000
30	4 R	1303	Hui Iwa	Hui Kelu	0
30	4 R	1302	Hui Iwa	Hui Ulili	0
30	4 R	1296	Hui Nene	Hui Ulili	0
30	6 C	2482	Iliohe Pl.	Iliohe Way	0
30	5 C	2479	Iosepa	Nanihoa Lp.	0
30	5 C	2480	Kapuhi Pl.	Kapuhi	0

ADA Curb Ramp Transition Plan Intersections with Technically Infeasible Features

Priority Cost Report

Intersection ID		Cost
30	8 C 2463 Kaukama Rd. Kulakoa	0
30	8 C 2475 Kaukama Rd. Kulauku	0
30	8 C 2466 Kulakoa Kulakumu Pl.	0
30	8 C 2464 Kulakoa Kulala Pl.	0
30	8 C 2465 Kulakoa Kulapa Pl.	0
30	8 C 2469 Kulakoa Kulawae	0
30	8 C 2468 Kulawae Pl. Kulawae	0
30	8 C 2462 Lualualei Homestead Rd. Moekahi	0
30	5 C 2481 Maika Pl. Maika Way	0
30	8 C 2452 McArthur Waianae Valley Rd.	0
30	8 C 2448 Midway Waianae Valley Rd.	0
30	8 C 2449 Mill Waianae Valley Rd.	0
30	8 C 2461 Moeha Moekahi	0
30	8 C 2457 Moeha Moelima	0
30	8 C 2455 Moekaa Pl. Moelima	0
30	8 C 2460 Moekahi Moekolu	0
30	8 C 2459 Moekahi Moelua	0
30	8 C 2456 Moelima Pl. Moelima	0

ADA Curb Ramp Transition Plan
Intersections with Technically Infeasible Features

Appendix H

U.S. Dept of Justice

Technical Assistance Letter on Curb Ramps #0149

U.S. Department of Justice
Civil Rights Division
Washington, D.C. 20035
Office of the Assistant Attorney General

Mr. Kenneth M. Lesser
First Vice-President
Association of City Employees
with Disabilities
706 North Vendome Street
Los Angeles, California 90026

Dear Mr. Lesser:

This is in response to your letter about the provision of curb cuts under title II of the Americans with Disabilities Act (ADA). Your letter also asked about available remedies under title II and section 504 of the Rehabilitation Act of 1973, as amended.

The ADA authorizes the Department to provide technical assistance to entities that are subject to the Act. This letter provides informal guidance to assist you in understanding how the ADA may apply to public entities. This technical assistance, however, does not constitute a determination by the Department of Justice of rights or responsibilities under the ADA and does not constitute a binding determination by the Department of Justice.

Title II prohibits discrimination on the basis of disability in all programs, activities, and services provided or made available by State and local governments, instrumentalities, or agencies. The title II regulation (enclosed) is based on regulations implementing section 504.

Like the section 504 rule, the title II rule provides that a public entity must not deny the benefits of its programs, activities, and services to individuals with disabilities because its facilities are inaccessible (S35.149). A public entity's services, programs, or activities, when viewed in their entirety, must be readily accessible to and usable by individuals with
01-00703

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disabilities. A public entity, however, is not necessarily required to make each of its existing facilities accessible. Nor does a public entity have to take any action that it can demonstrate would result in a fundamental alteration in the nature of its program or activity or in undue financial and administrative burdens (S35.150(a)).

Section 35.150(d)(2) of the title II rule states that public entities with responsibility for or authority over streets, roads, or walkways must prepare a schedule for providing curb ramps where pedestrian walks cross curbs. Priority must be given to walkways serving State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas. This schedule must be included as part of a transition plan (S35.150(d)(2)).

However, section 35.150 does not necessarily require a curb ramp at every intersection. Alternative routes to buildings that make use of existing curb cuts may be acceptable under the concept of program accessibility, even if an individual with disabilities may need to travel a longer route to reach a particular building than would a nondisabled individual.

In residential areas, as opposed to commercial areas, it may be appropriate to establish a procedure for installing curb ramps upon request when an individual with disabilities moves into a neighborhood. Moreover, the fundamental alteration and undue

burdens defenses will limit the number of curb ramps required in many cases. In developing a transition plan to provide curb ramps, a public entity should consider all of these factors.

In the case of new construction and alterations (as opposed to existing facilities), the rule requires that curb ramps be provided at any intersection having curbs or other barriers to entry from a street level pedestrian walkway (S35.151(e)).

In response to your question about remedies, title II incorporates the remedies of section 505 of the Rehabilitation Act, which include court orders to stop discrimination, termination of Federal funds when there are Federal funds to 01-00704

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terminate, and damages in some circumstances. Penalties are not available. Nor is reimbursement of Federal funds an available remedy under title II or section 504.

I hope this information has been helpful to you.

Sincerely,

John R. Dunne
Assistant Attorney General
Civil Rights Division

Enclosure
01-00705

Appendix I

Implementation Schedule Summary

Summary of FY 2000 - 2005

FY	No. of Intersections	Total Cost
2000	362	\$ 8,766,500.00
2001	405	\$ 8,792,000.00
2002	597	\$ 8,765,000.00
2003	621	\$ 8,760,000.00
2004	443	\$ 8,795,500.00
2005	461	\$ 6,707,000.00
	2889	\$ 50,586,000.00

FY 2000

District	Name of District	# of Int.	Priorities	Cost
4	Waipahu	3	26-22	\$ 91,500.00
7	Pearl City	1	24	\$ 18,000.00
9	Pearlridge, Aiea, Halawa Hts.	17	27-22	\$ 226,500.00
10	Aliamanu, Salt Lake, Moanalua	2	22-21	\$ 27,000.00
11	Mapunapuna, Kalihi, Kalihi Valley	18	26-21	\$ 291,000.00
12	Kam. Hts., Alewa Hts., Iwilei	10	27-21	\$ 160,000.00
13	CBD, Nuuanu	66	30-21	\$ 1,639,500.00
14	Kakaako, Punchbowl, Pacific Hts.	4	24-21	\$ 34,000.00
15	Ala Moana, McCully	112	29-21	\$ 2,648,500.00
16	Makiki, Tantulus, University	11	24-22	\$ 239,000.00
17	Waikiki	65	28-22	\$ 1,389,000.00
18	St. Louis Hts., Palolo, Kaimuki	27	25-21	\$ 590,500.00
19	Waialae, Wilhelmina Rise, Maunalani Hts., Kahala, Diamond Head	8	23-22	\$ 171,000.00
23	Kailua, Kalaheo, Aikahi	1	23	\$ 21,000.00
25	Kaneohe, Maunawili	11	25-22	\$ 268,000.00
26	Wahiawa	6	21	\$ 155,000.00

FY 2000 Subtotal \$ 7,969,500.00
 FY 2000 Contingency Fund* \$ 797,000.00
TOTAL FY 2000 \$ 8,766,500.00

FY 2001

District	Name of District	# of Int.	Priorities	Cost
2	Ewa Beach/Ewa Town	1	17	\$ 1,000.00
4	Waipahu	11	20-16	\$ 229,500.00
5	West Loch, Village Park, Waikale	5	18	\$ 29,000.00
6	Waipio Gentry, Crestview/Seaview	1	18	\$ 4,000.00
7	Pearl City	3	18-17	\$ 169,000.00
8	Palisades, Waiau, Newtown	3	21-17	\$ 37,000.00
9	Pearlridge, Aiea, Halawa Hts.	14	21-16	\$ 256,000.00
10	Aliamanu, Salt Lake, Moanalua	21	21-15	\$ 339,500.00
11	Mapunapuna, Kalihi, Kalihi Valley	31	18-15	\$ 611,500.00
12	Kam. Hts., Alewa Hts., Iwilei	26	20-15	\$ 405,000.00
13	CBD, Nuuanu	15	20-15	\$ 222,500.00
14	Kakaako, Punchbowl, Pacific Hts.	22	19-15	\$ 606,000.00
15	Ala Moana, McCully	64	21-15	\$ 1,376,000.00
16	Makiki, Tantulus, University	29	19-15	\$ 816,000.00
17	Waikiki	38	21-16	\$ 670,500.00
18	St. Louis Hts., Palolo, Kaimuki	26	21-16	\$ 444,000.00
19	Waialae, Wilhelmina Rise, Maunalani Hts., Kahala, Diamond Head	23	20-16	\$ 491,000.00
21	Kuliouou, Hahaione, Hawaii Kai	3	21-16	\$ 49,000.00
23	Kailua, Kalaheo, Aikahi	12	20-16	\$ 234,000.00
24	Olomana, Lanikai, Enchanted Lake	5	18-17	\$ 86,000.00
25	Kaneohe, Maunawili	16	21-16	\$ 263,500.00
26	Wahiawa	17	20-15	\$ 370,000.00
28	Waipio, N. Mililani Makai	12	21-16	\$ 193,000.00
29	S. Mililani Makai	6	21-16	\$ 87,000.00
30	Nanakuli, Waimanalo, Others	1	15	\$ 2,000.00

FY 2001 Subtotal \$ 7,992,000.00
 FY 2001 Contingency Fund* \$ 800,000.00
TOTAL FY 2001 \$ 8,792,000.00

*The contingency fund is for specific P2 curb ramp requests and other unexpected site conditions.

FY 2002

District	Name of District	# of Int.	Priorities	Cost
1	Kapolei, Makakilo, Campbell Industrial	3	13-12	\$ 11,000.00
3	Ewa Gentry	13	15-12	\$ 121,000.00
4	Waipahu	13	15-12	\$ 265,000.00
5	West Loch, Village Park, Waikele	24	15-12	\$ 286,000.00
6	Waipio Gentry, Crestview/Seaview	51	15-12	\$ 423,500.00
7	Pearl City	5	15-12	\$ 175,000.00
8	Palisades, Waiau, Newtown	11	15-12	\$ 130,500.00
9	Pearlridge, Aiea, Halawa Hts.	5	15-12	\$ 45,000.00
10	Aliamanu, Salt Lake, Moanalua	20	15-11	\$ 302,000.00
11	Mapunapuna, Kalihi, Kalihi Valley	47	14-11	\$ 953,500.00
12	Kam. Hts., Alewa Hts., Iwilei	23	14-11	\$ 335,000.00
13	CBD, Nuuanu	7	14-11	\$ 129,000.00
14	Kakaako, Punchbowl, Pacific Hts.	14	15-11	\$ 195,000.00
15	Ala Moana, McCully	27	15-11	\$ 681,000.00
16	Makiki, Tantulus, University	19	15-11	\$ 353,500.00
17	Waikiki	7	14-11	\$ 86,000.00
18	St. Louis Hts., Palolo, Kaimuki	18	15-11	\$ 308,000.00
19	Waialae, Wilhelmina Rise, Maunalani Hts., Kahala, Diamond Head	27	15-12	\$ 542,000.00
21	Kuliouou, Hahaione, Hawaii Kai	5	15-12	\$ 113,000.00
22	Kalama Valley	3	15-13	\$ 20,000.00
23	Kailua, Kalaheo, Aikahi	16	15-12	\$ 253,000.00
24	Olomana, Lanikai, Enchanted Lake	24	15-12	\$ 239,000.00
25	Kaneohe, Maunawili	31	15-12	\$ 481,000.00
26	Wahiawa	20	14-12	\$ 171,000.00
27	Mililani Mauka	11	14-12	\$ 90,000.00
28	Waipio, N. Mililani Makai	65	15-12	\$ 528,000.00
29	S. Mililani Makai	76	15-12	\$ 604,000.00
30	Nanakuli, Waimanalo, Others	12	14-11	\$ 127,000.00
FY 2002 Subtotal				\$ 7,968,000.00
FY 2002 Contingency Fund*				\$ 797,000.00
TOTAL FY 2002				\$ 8,765,000.00

FY 2003

District	Name of District	# of Int.	Priorities	Cost
1	Kapolei, Makakilo, Campbell Industrial	31	11-10	\$ 232,500.00
2	Ewa Beach/Ewa Town	2	11-10	\$ 17,000.00
3	Ewa Gentry	14	11-10	\$ 103,000.00
4	Waipahu	47	11-9	\$ 623,000.00
5	West Loch, Village Park, Waikele	118	10	\$ 968,000.00
6	Waipio Gentry, Crestview/Seaview	6	10	\$ 27,000.00
7	Pearl City	8	11-9	\$ 161,000.00
8	Palisades, Waiau, Newtown	25	11-10	\$ 411,500.00
9	Pearlridge, Aiea, Halawa Hts.	17	11-9	\$ 181,500.00
10	Aliamanu, Salt Lake, Moanalua	29	10-9	\$ 450,000.00
11	Mapunapuna, Kalihi, Kalihi Valley	34	10-9	\$ 709,000.00
12	Kam. Hts., Alewa Hts., Iwilei	17	10-9	\$ 354,500.00
13	CBD, Nuuanu	3	10-9	\$ 35,000.00
14	Kakaako, Punchbowl, Pacific Hts.	6	10-9	\$ 48,000.00
15	Ala Moana, McCully	29	11-9	\$ 462,000.00
16	Makiki, Tantulus, University	12	11-9	\$ 291,500.00
17	Waikiki	2	10-9	\$ 25,000.00
18	St. Louis Hts., Palolo, Kaimuki	36	11-9	\$ 742,500.00
19	Waialae, Wilhelmina Rise, Maunalani Hts., Kahala, Diamond Head	28	11-9	\$ 479,000.00
20	Aina Haina, Hawaii Loa Ridge, Wailupe, Niu Valley	4	11	\$ 22,000.00
21	Kuliouou, Hahaione, Hawaii Kai	28	11-9	\$ 261,000.00
22	Kalama Valley	7	11-10	\$ 32,000.00
24	Olomana, Lanikai, Enchanted Lake	3	11-10	\$ 84,000.00
25	Kaneohe, Maunawili	4	11-9	\$ 39,000.00
26	Wahiawa	11	10-9	\$ 345,000.00
27	Mililani Mauka	57	10	\$ 480,000.00
28	Waipio, N. Mililani Makai	4	11	\$ 24,000.00
29	S. Mililani Makai	2	11-10	\$ 26,000.00
30	Nanakuli, Waimanalo, Others	37	10-9	\$ 329,000.00
FY 2003 Subtotal				\$ 7,963,000.00
FY 2003 Contingency Fund*				\$ 797,000.00
TOTAL FY 2003				\$ 8,760,000.00

*The contingency fund is for specific P2 curb ramp requests and other unexpected site conditions.

FY 2004

District	Name of District	# of Int.	Priorities	Cost
1	Kapolei, Makakilo, Campbell Industrial	5	8-6	\$ 76,000.00
2	Ewa Beach/Ewa Town	3	7	\$ 53,000.00
4	Waipahu	34	8-6	\$ 564,000.00
6	Waipio Gentry, Crestview/Seaview	1	8	\$ 8,000.00
7	Pearl City	9	9-6	\$ 165,000.00
8	Palisades, Waiau, Newtown	4	8-6	\$ 124,000.00
9	Pearlridge, Aiea, Halawa Hts.	14	9-6	\$ 203,000.00
10	Aliamanu, Salt Lake, Moanalua	21	8-6	\$ 311,000.00
11	Mapunapuna, Kalihi, Kalihi Valley	46	8-6	\$ 795,500.00
12	Kam. Hts., Alewa Hts., Iwilei	18	8-6	\$ 434,000.00
13	CBD, Nuuanu	4	8-7	\$ 64,000.00
14	Kakaako, Punchbowl, Pacific Hts.	18	8-6	\$ 379,000.00
15	Aia Moana, McCully	3	8	\$ 15,000.00
16	Makiki, Tantulus, University	13	8-6	\$ 231,000.00
18	St. Louis Hts., Palolo, Kaimuki	31	8-6	\$ 482,000.00
19	Waialae, Wilhelmina Rise, Maunalani Hts., Kahala, Diamond Head	48	8-6	\$ 739,000.00
20	Aina Haina, Hawaiioloa Ridge, Wailupe, Niu Valley	9	7-6	\$ 152,000.00
21	Kuliouou, Hahaione, Hawaii Kai	19	8-6	\$ 333,000.00
23	Kailua, Kalaheo, Aikahi	2	8	\$ 16,000.00
24	Olomana, Lanikai, Enchanted Lake	21	7-6	\$ 355,000.00
25	Kaneohe, Maunawili	28	8-6	\$ 662,000.00
26	Wahiawa	29	8-6	\$ 889,000.00
28	Waipio, N. Mililani Makai	20	9-7	\$ 303,000.00
29	S. Mililani Makai	23	9-7	\$ 312,000.00
30	Nanakuli, Waimanalo, Others	20	8-6	\$ 330,000.00

FY 2004 Subtotal \$ 7,995,500.00
 FY 2004 Contingency Fund* \$ 800,000.00
TOTAL FY 2004 \$ 8,795,500.00

FY 2005

District	Name of District	# of Int.	Priorities	Cost
1	Kapolei, Makakilo, Campbell Industrial	14	4	\$ 152,000.00
2	Ewa Beach/Ewa Town	11	4	\$ 124,000.00
3	Ewa Gentry	1	4	\$ 2,000.00
4	Waipahu	2	5-4	\$ 23,000.00
7	Pearl City	50	6-4	\$ 727,000.00
8	Palisades, Waiau, Newtown	45	6-4	\$ 570,500.00
9	Pearlridge, Aiea, Halawa Hts.	25	6-4	\$ 206,000.00
10	Aliamanu, Salt Lake, Moanalua	57	4	\$ 568,000.00
11	Mapunapuna, Kalihi, Kalihi Valley	15	5-4	\$ 171,000.00
12	Kam. Hts., Alewa Hts., Iwilei	9	5-4	\$ 228,000.00
14	Kakaako, Punchbowl, Pacific Hts.	25	5-4	\$ 471,000.00
16	Makiki, Tantulus, University	29	5-4	\$ 467,500.00
18	St. Louis Hts., Palolo, Kaimuki	17	4	\$ 172,000.00
19	Waialae, Wilhelmina Rise, Maunalani Hts., Kahala, Diamond Head	13	5-4	\$ 132,000.00
20	Aina Haina, Hawaiioloa Ridge, Wailupe, Niu Valley	36	4	\$ 471,000.00
21	Kuliouou, Hahaione, Hawaii Kai	26	5-4	\$ 369,000.00
22	Kalama Valley	15	4	\$ 220,000.00
24	Olomana, Lanikai, Enchanted Lake	1	4	\$ 45,000.00
25	Kaneohe, Maunawili	11	4	\$ 126,000.00
27	Mililani Mauka	1	5	\$ 4,000.00
28	Waipio, N. Mililani Makai	23	6-4	\$ 349,000.00
29	S. Mililani Makai	11	6	\$ 118,000.00
30	Nanakuli, Waimanalo, Others	24	5-4	\$ 373,000.00

FY 2005 Subtotal \$ 6,089,000.00
 FY 2005 Contingency Fund* \$ 618,000.00
TOTAL FY 2005 \$ 6,707,000.00

*The contingency fund is for specific P2 curb ramp requests and other unexpected site conditions.

Appendix J

Detailed Implementation Schedule

How to Read this Table

Detailed Implementation Schedule

The implementation schedule has been developed to document exactly which intersections will be modified under the ADA Curb Ramp Transition Plan. To assist the reader in finding a certain intersection, the schedule has been divided into six tables. Each table documents the modifications for the particular fiscal year noted at the top of the sheet. Each is titled "Priority Cost Report" because they were ranked initially by the total intersection priority number and divided by the six years of the implementation period to arrive at the estimated cost per year. The data in the schedule is shown in columns that are defined as follows:

Column 1 – ADA Survey District number (See attached Map for a complete list of Districts);

Column 2 – TMK Zone number that is part of the intersection ID system for the database;

Column 3 – Letter used to identify the surveyor for that intersection;

Column 4 – Intersection number;

Column 5 – Names of the cross streets at the intersection...three names typically denote mid-block crossings – these are listed alphabetically by the first letter of the street name and not by the relative size or traffic volume associated with the streets.

Column 6 – Estimated cost of scheduled modifications associated with this intersection. These costs are for 1998 dollars and have not been adjusted for inflation.

To Find a Particular Intersection...

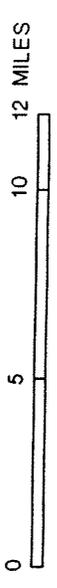
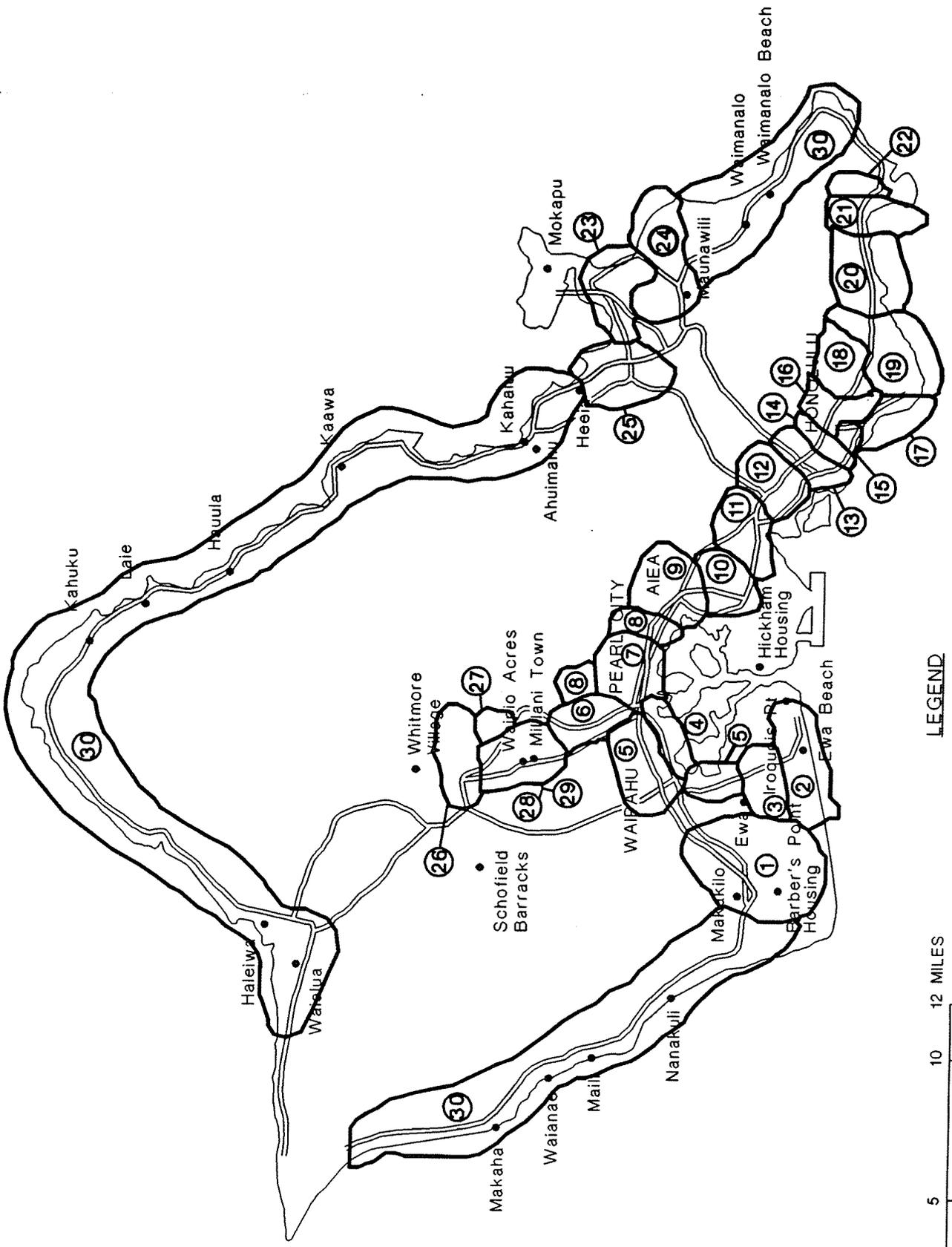
Step 1 – Turn to the ADA Curb Ramp Survey District map on the next page;

Step 2 – Find the general area on the map where the intersection is located and note the District #;

Step 3 – With this District #, search for a match in Column 1 of the FY 2000 table until a match is found;

Step 4 – Once a match is found for the District #, scan down the list of intersection cross-roads until the desired cross-roads are found. Remember the cross-roads are listed in alphabetical order from top to bottom in the columns and from left to right along any given row. If the intersection is not listed in the FY 2000 table, scan the next fiscal year schedule until it is found. If an intersection is not listed on any of the tables, it is not scheduled for modification under the “program access” duty of the Transition Plan. That doesn’t necessarily mean it will never be modified, only that modifications will be made as resurfacing projects are completed on those given streets, or that an individual “needs based” request will have to be made to the City. If a particular intersection has a corner or corners that might be technically infeasible to modify for ADA compliance, it may be listed in the Appendix G.

ADA SURVEY DISTRICTS City & County of Honolulu



LEGEND

- ⑧ Survey District Number
- Survey District Boundary

District#	Location/Vicinity
1	Kapolei, Makakilo, Campbell Industrial
2	Ewa Beach/Ewa Town
3	Ewa Gentry
4	Waipahu
5	West Loch, Village Park, Waikele
6	Waipio Gentry, Crestview/Seaview
7	Pearl City
8	Palisades, Waiau, Newtown
9	Pearlridge, Aiea, Halawa Hts.
10	Aliamanu, Salt Lake, Moanalua
11	Mapunapuna, Kalihi, Kalihi Valley
12	Kam. Hts., Alewa Hts., Iwilei
13	CBD, Nuuanu
14	Kakaako, Punchbowl, Pacific Hts.
15	Ala Moana, McCully
16	Makiki, Tantalus, University
17	Waikiki
18	St. Louis Hts., Palolo, Kaimuki
19	Waiialae, Wilhelmina Rise, Maunalani Hts., Kahala, Diamond Head
20	Aina Haina, Hawaii Loa Ridge, Wailupe, Niu Valley
21	Kuliouou, Hahaione, Hawaii Kai
22	Kalama Valley
23	Kailua, Kalaheo, Aikahi
24	Olomana, Lanikai, Enchanted Lake
25	Kaneohe, Maunawili
26	Wahiawa
27	Mililani Mauka
28	Waipio, N. Mililani Makai
29	S. Mililani Makai
30	Nanakuli, Waimanalo, Others

Detailed Implementation Schedule

Priority Cost Report

Total Est. Cost for 2000 = \$7,969,500

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Intersection ID	Total	Cost
4	9 C 0620 Leoku Leolua	22,000
4	9 C 0646 Waikele Rd. Waipahu	25,000
4	9 C 0649 Waipahu Waipahu Depot	44,500
7	9 C 0393 Hoolaulea Waimano Home Rd.	18,000
9	9 C 0220 Aiea Heights Dr. Moanalua Rd.	18,000
9	9 C 0222 Heleconia Pl. Moanalua Rd.	31,000
9	9 C 0230 Kaonohi Moanalua Lp.	5,000
9	9 C 0235 Kaonohi Moanalua Rd.	25,000
9	9 C 0232 Kaonohi - B Moanalua Lp. - B Moanalua Rd. - B	25,000
9	9 C 0236 Kaonohi - D Moanalua Lp. - D Moanalua Rd. - D	8,000
9	9 C 0237 Kaonohi - E Moanalua Lp. - E Moanalua Rd. - E	4,000
9	9 C 0242 Koauka Moanalua Rd. Pali Momi	4,000
9	9 C 0219 Laulima Moanalua Rd.	19,000
9	9 C 0223 Liliko'i Pl. Moanalua Rd.	4,000
9	9 C 0241 Moanalua Rd. Pali Momi Hospital Drwy.	3,000
9	9 C 0234 Moanalua Rd. Ualo	17,000
9	9 C 0238 Moanalua Rd.-A Pali Momi-A Ualo-A	4,000
9	9 C 0239 Moanalua Rd.-B Pali Momi-B Ualo-B	8,000
9	9 C 0243 Pali Momi - A Kamehameha Hwy. - A Moanalua	22,000
9	9 C 0244 Pali Momi - B Kamehameha Hwy. - B Moanalua	4,000
9	9 C 0245 Pali Momi - C Kamehameha Hwy. - C Moanalua	25,500
10	1 C 0338 Ala Napunani Salt Lake Blvd.	19,000
10	9 C 0297 Ala Oli Salt Lake Blvd.	8,000
11	1 T 0248 Ahuula Kalihi	3,000
11	1 T 0246 Ashford Kalihi	6,000
11	1 T 0210 Dillingham Blvd.	2,000
11	1 T 0251 Dillingham Blvd. Kalihi	24,000
11	1 T 0254 Dillingham Blvd. Kohou	4,000
11	1 T 0250 Eluwene Kalihi	5,000
11	1 R 0556 Gulick N. King	28,000
11	1 R 0492 Houghtailing N. King Waiakamilo Rd.	44,000
11	1 T 0247 Kahanu Kalihi	3,000
11	1 T 0249 Kalihi Kaumualii	20,000
11	1 R 0549 Kalihi N. King	23,000
11	1 R 0564 Kam. IV Rd. N. King	32,000
11	1 R 0546 Kama Ln. N. King	22,000
11	1 R 0539 Kohou N. King	26,000
11	1 R 0554 Mokauea N. King	16,000
11	1 R 0563 N. King Owen	8,000
11	1 R 0548 N. King Winant	4,000
11	1 R 0545 N. King Wolter Ln.	21,000
12	1 R 0028 Aala N. Beretania	21,000
12	1 T 0257 Alakawa Dillingham Blvd.	4,000
12	1 R 0537 Auld Ln. N. King	18,000
12	1 T 0256 Dillingham Blvd.	2,000

ADA Curb Ramp Transition Plan Implementation Schedule

Priority Cost Report

FY 2000

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Intersection ID		Cost
12	1 T 0259 Dillingham Blvd. Kaaahi	17,000
12	1 T 0255 Dillingham Blvd. Kokea	8,000
12	1 R 0430 Dillingham Blvd. Liliha N. King	9,000
12	1 J 0412 Iwilei Rd. N. King	10,000
12	1 J 0411 N. Beretania N. King	57,000
12	1 R 0532 N. King Robello Ln.	14,000
13	2 C 0105 Adams Ln. Bishop	4,000
13	2 C 0109 Alakea Merchant	66,500
13	2 C 0110 Alakea Queen	73,000
13	2 R 0049 Alakea Queen Emma S. Beretania	14,000
13	2 C 0181 Alakea S. Beretania S. Hotel	8,000
13	2 C 0103 Alakea S. Hotel	4,000
13	2 C 0104 Alakea S. Hotel S. King	16,000
13	1 J 0393 Alakea S. King	37,000
13	2 C 0116 Bethel Chaplain Ln.	50,000
13	2 C 0119 Bethel Merchant	23,000
13	2 R 0052 Bethel S. Beretania	6,000
13	2 C 0118 Bethel S. Hotel	18,000
13	2 T 0448 Bethel S. King	90,000
13	2 C 0117 Bethel S. Pauahi	64,000
13	2 C 0106 Bishop Adams Ln. S. Hotel	7,000
13	2 C 0112 Bishop Merchant	24,000
13	2 C 0111 Bishop Queen	45,000
13	2 R 0050 Bishop S. Beretania	32,000
13	2 C 0107 Bishop S. Hotel	14,000
13	2 C 0108 Bishop S. Hotel S. King	4,000
13	2 T 0450 Bishop S. King	20,000
13	2 C 0120 Chaplain Ln. Nuuanu Ave.	19,000
13	2 R 0051 Fort S. Beretania	7,000
13	2 C 0973 Fort S. Kukui	8,000
13	2 C 0115 Fort St. Mall S. Hotel	1,000
13	2 C 0088 Halekauwila Punchbowl	8,000
13	2 C 0129 Kekaulike N. Hotel	4,000
13	1 R 1164 Kekaulike N. King	21,500
13	2 C 0124 Marin Nuuanu Ave.	11,000
13	2 C 0125 Marin Smith	4,000
13	2 C 0128 Maunakea N. Hotel	12,000
13	1 R 1165 Maunakea N. King	31,000
13	2 C 0617 Maunakea N. Kukui	28,000
13	2 C 0127 Maunakea N. Pauahi	44,000
13	2 R 0055 Maunakea S. Beretania	25,000
13	2 C 0098 Merchant Mililani	8,000
13	2 C 0123 Merchant Nuuanu Ave.	15,000
13	2 C 0101 Merchant Richards	35,500
13	2 C 0097 Mililani Queen	28,000
13	1 J 0391 Mililani S. King	15,000
13	1 R 0027 N. Beretania River	38,000

ADA Curb Ramp Transition Plan Implementation Schedule

Priority Cost Report

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Intersection ID		Cost
13	2 C 0122 N. Hotel Nuuuanu Ave. S. Hotel	4,000
13	2 C 0130 N. Hotel River	40,000
13	2 C 0182 N. Hotel Smith	15,000
13	2 T 0447 N. King Nuuuanu Ave.	71,500
13	1 R 1163 N. King River	23,500
13	1 J 0413 N. King Smith	47,000
13	1 R 0311 N. Kuakini Nuuuanu Ave.	30,500
13	2 C 0618 N. Kukui Nuuuanu Ave.	25,000
13	2 C 0616 N. Kukui River	23,000
13	2 C 0121 N. Pauahi Nuuuanu Ave. S. Pauahi	35,000
13	2 C 0131 N. Pauahi River	25,000
13	2 C 0126 N. Pauahi Smith	38,000
13	2 R 0053 Nuuuanu Ave. S. Beretania	14,000
13	2 C 0089 Pohukaina Punchbowl	10,000
13	2 C 0148 Punchbowl Halekauwila Queen	12,000
13	2 C 0095 Punchbowl Queen	44,000
13	2 R 0036 Punchbowl S. Beretania	16,000
13	1 J 0392 Punchbowl S. King	26,000
13	2 C 0172 Punchbowl S. King S. Beretania	12,500
13	2 C 0100 Queen Richards	34,000
13	2 C 0240 Queen Emma Sq. Queen Emma S. Kukui	31,000
13	2 R 0048 Richards S. Beretania	17,000
13	2 C 0102 Richards S. Hotel	13,000
13	1 J 0390 Richards S. King	40,000
13	2 R 0054 Smith S. Beretania	10,000
14	2 R 0075 Clayton Kapiolani Blvd.	4,000
14	2 R 0074 Cooke Kapiolani Blvd.	8,000
14	2 R 0076 Dreier Kapiolani Blvd.	11,000
14	2 R 0072 Kapiolani Blvd. South	11,000
15	2 C 2742 Ahana Rycroft	34,500
15	2 R 0239 Akoko Cedar S. King	22,000
15	2 R 0034 Alapai S. Beretania	10,000
15	2 T 0452 Alapai S. King	23,500
15	2 R 0236 Alder S. King	16,000
15	2 R 0021 Alexander S. Beretania	29,000
15	2 T 0007 Alohi Way Pensacola	13,000
15	2 R 0020 Artesian S. Beretania	13,000
15	2 R 0059 Artesian S. King	4,000
15	2 C 0075 Atkinson Dr. Kapiolani Blvd.	13,000
15	2 T 0338 Atkinson Dr. Mahukona	7,000
15	2 R 0237 Birch Palm Dr. S. King	24,000
15	2 R 0243 Cooke S. King	19,000
15	2 R 0150 Coolidge S. King	18,000
15	2 C 0064 Date Kamoku Kapiolani Blvd.	86,000
15	2 J 0164 Date Laau	8,000
15	2 C 2763 Date University Ave.	130,000
15	2 T 0014 Driveway Pensacola	5,000

ADA Curb Ramp Transition Plan Implementation Schedule

Priority Cost Report

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Intersection ID		Cost
15	2 T 0008 Elm Pensacola	22,500
15	2 R 0062 Elsie Ln. S. King	4,000
15	2 R 0018 Farrington S. Beretania	15,500
15	2 R 0015 Griffith S. Beretania	21,000
15	2 R 0033 Hale Makai S. Beretania	7,000
15	2 C 0073 Hauoli Kapiolani Blvd.	4,000
15	2 R 0060 Hauoli S. King	6,000
15	2 C 0066 Hausten Kapiolani Blvd.	4,000
15	2 R 0149 Hausten S. King	9,000
15	2 C 0068 Hoawa Kapiolani Blvd.	2,000
15	2 R 0014 Hoawa S. Beretania	8,000
15	2 R 0152 Hoawa Ln. S. King	4,000
15	2 T 0010 Hoolai Pensacola	17,000
15	2 R 0046 Hotel Ward Ave.	49,000
15	2 C 0067 Isenberg Kapiolani Blvd.	21,000
15	2 R 0013 Isenberg S. Beretania	28,000
15	2 R 0151 Isenberg S. King	23,000
15	2 C 2766 Kaaha University Ave.	12,000
15	2 C 2749 Kaheka Kanunu	56,500
15	2 C 0077 Kaheka Kapiolani Blvd. Mahukona	30,000
15	2 C 2744 Kaheka Liona	32,000
15	2 C 2743 Kaheka Rycroft	25,000
15	2 R 0242 Kaheka S. King	20,000
15	2 C 2768 Kahoaloha Ln. King	6,000
15	2 C 2769 Kahuna Ln. King	23,000
15	2 C 0074 Kalakaua Ave. Kapiolani Blvd.	34,000
15	2 R 0071 Kalakaua Ave. S. Beretania	15,000
15	2 R 0065 Kalakaua Ave. S. King	34,000
15	2 C 0076 Kalauokalani Way Kapiolani Blvd.	8,000
15	2 T 0011 Kamaile Pensacola	30,000
15	2 C 0083 Kamakee Kapiolani Blvd.	7,000
15	2 C 2741 Kanunu Keeaumoku	20,000
15	2 C 0078 Kapiolani Blvd. Keeaumoku	39,000
15	2 C 0079 Kapiolani Blvd. Kona Iki	11,000
15	2 C 0071 Kapiolani Blvd. McCully	15,000
15	2 C 0069 Kapiolani Blvd. Paani	23,000
15	2 C 0082 Kapiolani Blvd. Pensacola	24,000
15	2 C 0081 Kapiolani Blvd. Piikoi	29,000
15	2 C 0072 Kapiolani Blvd. Pumehana	14,000
15	2 C 0080 Kapiolani Blvd. Sheridan	8,000
15	2 R 0077 Kapiolani Blvd. Ward Ave.	29,000
15	2 C 0070 Kapiolani Blvd. Wiliwili	20,000
15	2 T 0451 Kawaihahao S. King	14,500
15	2 C 2740 Keeaumoku Kanunu Makaloa	21,000
15	2 C 0135 Keeaumoku Kinau	26,000
15	2 C 2746 Keeaumoku Liona	31,000
15	2 C 2739 Keeaumoku Makaloa	23,000

ADA Curb Ramp Transition Plan Implementation Schedule

Priority Cost Report

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Intersection ID		Cost
15	2 C 2748 Keeaumoku Rycroft	39,000
15	2 R 0024 Keeaumoku S. Beretania	36,000
15	2 R 0241 Keeaumoku S. King	30,000
15	2 R 0012 Keeaumoku Young	31,000
15	2 C 2767 Kehena Pl. King	49,000
15	2 R 0017 Kemole Ln. S. Beretania	10,000
15	2 R 0155 Kemole Ln. S. King	19,000
15	2 C 0134 Kinau Makiki	36,000
15	2 C 0140 Kinau Pensacola	44,000
15	2 C 0141 Kinau Piikoi	42,000
15	2 C 0138 Kinau Victoria	30,000
15	2 C 0136 Kinau Ward Ave.	52,000
15	2 T 0092 Kona Piikoi	21,000
15	2 R 0037 Lauhala S. Beretania	27,000
15	2 R 0035 Lisbon S. Beretania	18,000
15	2 T 0003 Makaloa Piikoi	23,500
15	2 R 0068 Makiki S. Beretania	31,000
15	2 R 0019 McCully S. Beretania	29,000
15	2 R 0157 McCully S. King	15,000
15	2 R 0233 McKinley High School Drwy. S. King	22,000
15	2 R 0022 Pawaa Ln. S. Beretania	10,000
15	2 R 0061 Pawaa Ln. S. King	20,000
15	2 T 0009 Pensacola Rycroft	29,000
15	2 R 0029 Pensacola S. Beretania	58,000
15	2 R 0234 Pensacola S. King	14,000
15	2 R 0041 Pensacola Young	31,000
15	2 R 0001 Piikoi S. Beretania	39,000
15	2 R 0235 Piikoi S. King	36,000
15	2 R 0016 Poha Ln. S. Beretania	12,000
15	2 R 0154 Poha Ln. S. King	20,000
15	2 C 2752 Poni Kanunu Makaloa	11,000
15	2 R 0058 Pumehana S. King	5,000
15	2 R 0023 Punahou S. Beretania	35,500
15	2 R 0064 Punahou S. King	33,000
15	2 R 0045 S. Beretania Keeaumoku Piikoi	11,500
15	2 R 0038 S. Beretania Lauhala Lisbon	13,000
15	2 R 0044 S. Beretania Makiki Waiiau Pl.	12,000
15	2 R 0030 S. Beretania Pensacola Victoria	15,000
15	2 R 0031 S. Beretania Victoria	35,500
15	2 R 0070 S. Beretania Waiiau Pl.	7,500
15	2 R 0032 S. Beretania Ward Ave.	43,000
15	2 R 0063 S. King Elsie Ln. Punahou	8,000
15	2 J 0406 S. King Kaheka Kalakaua Ave.	9,000
15	2 R 0147 S. King University Ave.	32,000
15	2 R 0232 S. King Victoria	28,000
15	2 R 0231 S. King Ward Ave.	54,000
15	2 R 0240 Sheridan S. King	22,000

ADA Curb Ramp Transition Plan Implementation Schedule

Priority Cost Report

FY 2000

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Intersection ID		Cost
16	2 T 0401 Campus Rd. Metcalf University Ave.	20,000
16	2 J 0772 Coyne University Ave.	17,000
16	2 T 0365 Dole Donaghho Rd.	12,000
16	2 T 0364 Dole East West Rd.	20,000
16	2 T 0363 Dole Eckhart	12,000
16	2 T 0367 Dole Lower Campus Rd.	10,000
16	2 T 0403 Dole University Ave.	37,000
16	2 J 0794 Maile Way University Ave.	55,000
16	2 J 0791 Puaena Pl. University Ave.	16,000
16	2 T 0402 University Ave. Dole Campus Rd.	21,000
16	2 J 0775 University Ave. Varsity Pl.	19,000
17	2 R 0107 Ainakea Way Ala Wai Blvd.	7,000
17	2 T 0121 Ala Moana Blvd. Kalakaua Ave. Niu	35,000
17	2 T 0120 Ala Moana Blvd. Kalakaua Ave. Pau	12,000
17	2 R 0118 Ala Wai Blvd. Kaiolu	20,000
17	2 R 0111 Ala Wai Blvd. Kaiulani Ave.	5,000
17	2 R 0120 Ala Wai Blvd. Kalaimoku	18,000
17	2 T 0124 Ala Wai Blvd. Kalakaua Ave.	55,000
17	2 R 0110 Ala Wai Blvd. Kanekapolei	13,000
17	2 R 0094 Ala Wai Blvd. Kapahulu Ave. Leahi Ave.	23,000
17	2 R 0093 Ala Wai Blvd. Kapahulu Ave. Paki Ave.	23,000
17	2 R 0124 Ala Wai Blvd. Keoniana	17,000
17	2 R 0123 Ala Wai Blvd. Kuamoo	12,000
17	2 R 0119 Ala Wai Blvd. Launiu	17,000
17	2 R 0117 Ala Wai Blvd. Lewers	4,000
17	2 R 0112 Ala Wai Blvd. Liliuokalani Ave.	10,000
17	2 R 0127 Ala Wai Blvd. McCully	35,000
17	2 R 0115 Ala Wai Blvd. Nahua	9,000
17	2 R 0121 Ala Wai Blvd. Namahana	6,000
17	2 R 0125 Ala Wai Blvd. Niu	7,000
17	2 R 0114 Ala Wai Blvd. Nohonani	7,000
17	2 R 0108 Ala Wai Blvd. Ohua Ave.	5,000
17	2 R 0122 Ala Wai Blvd. Olohana	9,000
17	2 R 0109 Ala Wai Blvd. Paoakalani Ave.	11,000
17	2 R 0126 Ala Wai Blvd. Pau	9,000
17	2 R 0116 Ala Wai Blvd. Seaside Ave.	15,000
17	2 R 0106 Ala Wai Blvd. Wai Nani Way	7,000
17	2 R 0113 Ala Wai Blvd. Waiana	17,000
17	2 R 0095 Ala Wai Golf Course Access Kapahulu Ave.	14,000
17	2 T 0115 Beachwalk Kalakaua Ave.	6,000
17	2 R 0102 Cartwright Rd. Kapahulu Ave.	11,000
17	2 T 0134 Duke's Ln. Kuhio Ave. Nohonani	52,000
17	2 T 0123 Ena Rd. Kalakaua Ave.	34,000
17	2 J 0917 Hilton Hawaiian Village Paoa Pl.	39,000
17	2 T 0130 Kaiolu Kuhio Ave.	81,000
17	2 T 0138 Kaiulani Ave. Kuhio Ave.	12,000
17	2 T 0116 Kalaimoku Kalakaua Ave. Saratoga Rd.	12,000

ADA Curb Ramp Transition Plan Implementation Schedule

Priority Cost Report

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Intersection ID		Cost
17	2 R 0104 Kalakaua Ave. Kapahulu Ave.	2,000
17	2 T 0119 Kalakaua Ave. Keoniana	15,000
17	2 T 0125 Kalakaua Ave. Kuamoo Kuhio Ave.	15,000
17	2 T 0114 Kalakaua Ave. Lewers	10,000
17	2 T 0107 Kalakaua Ave. Liliuokalani Ave.	10,000
17	2 T 0122 Kalakaua Ave. McCully	4,000
17	2 T 0105 Kalakaua Ave. Ohua Ave.	15,000
17	2 T 0104 Kalakaua Ave. Paoakalani Ave.	7,000
17	2 T 0113 Kalakaua Ave. Royal Hawaiian Ave.	8,000
17	2 T 0112 Kalakaua Ave. Seaside Ave.	18,000
17	2 T 0108 Kalakaua Ave. Uluniu Ave.	17,000
17	2 T 0137 Kanekapolei Kuhio Ave.	67,000
17	2 R 0100 Kapahulu Ave. Kuhio Ave.	15,000
17	2 R 0103 Kapahulu Ave. Lemon Rd.	12,000
17	2 R 0101 Kapahulu Ave. Makee Rd.	11,000
17	2 T 0140 Kapuni Kuhio Ave.	12,000
17	2 T 0129 Kuhio Ave. Launiu	24,000
17	2 T 0131 Kuhio Ave. Lewers	66,000
17	2 T 0141 Kuhio Ave. Liliuokalani Ave.	29,000
17	2 T 0145 Kuhio Ave. Makee Rd.	4,000
17	2 T 0135 Kuhio Ave. Nahua	17,000
17	2 T 0126 Kuhio Ave. Namahana	39,000
17	2 T 0143 Kuhio Ave. Ohua Ave.	5,000
17	2 T 0127 Kuhio Ave. Olohana	45,000
17	2 T 0144 Kuhio Ave. Paoakalani Ave.	63,000
17	2 T 0132 Kuhio Ave. Royal Hawaiian Ave.	60,000
17	2 T 0133 Kuhio Ave. Seaside Ave.	69,000
17	2 T 0139 Kuhio Ave. Uluniu Ave.	23,000
17	2 T 0136 Kuhio Ave. Wailina	38,000
18	3 C 0014 10th Ave. Waialae Ave.	37,000
18	3 C 0015 11th Ave. Waialae Ave. Sierra Dr.	24,000
18	3 C 0017 12th Ave. Waialae Ave.	23,000
18	2 C 0001 1st Ave. Waialae Ave.	9,000
18	3 C 0003 2nd Ave. Waialae Ave.	12,000
18	3 C 0004 3rd Ave. Waialae Ave.	29,000
18	3 C 0005 4th Ave. Waialae Ave.	23,000
18	3 C 0012 8th Ave. Waialae Ave.	31,000
18	3 C 0013 9th Ave. Waialae Ave.	30,000
18	2 R 0099 Campbell Ave. Kapahulu Ave.	23,000
18	3 C 0016 Center Waialae Ave.	12,000
18	2 R 0081 Charles Kapahulu Ave.	10,000
18	2 R 0091 Date Kapahulu Ave. Mooheau Ave.	25,000
18	2 C 0053 Harding Ave. Kapiolani Blvd. S. King	45,000
18	2 R 0098 Herbert Kapahulu Ave.	20,000
18	2 R 0089 Hunter Kamuela Ave. Kapahulu Ave.	32,500
18	2 R 0082 Kaimuki Ave. Kapahulu Ave.	15,000
18	2 C 0056 Kaimuki Ave. Kapiolani Blvd.	20,000

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Intersection ID		Cost
18	2 R 0084 Kapahulu Ave. Kihei Pl.	20,000
18	2 R 0088 Kapahulu Ave. Olu	20,000
18	2 R 0090 Kapahulu Ave. Palani Ave. Winam Ave.	56,000
18	2 R 0086 Kapahulu Ave. Paliuli	5,000
18	2 C 0050 Kapahulu Ave. Waialae Ave.	11,000
18	2 R 0092 Kapahulu Ave. Williams	10,000
18	2 C 0054 Kapiolani Blvd. S. King	6,000
18	3 C 0018 Koko Head Ave. Waialae Ave.	30,000
18	2 C 0002 St. Louis Dr. Waialae Ave.	12,000
19	3 J 0145 21st Ave. Waialae Ave.	38,000
19	3 J 0060 Hunakai Waialae Ave.	6,000
19	3 J 0119 Kalakaua Ave. Monsarrat Ave.	25,000
19	3 J 0059 Kilauea Ave. Waialae Ave.	11,000
19	3 J 0123 Monsarrat Ave. - A Waikiki Shell Parking Drwy. - A	14,000
19	3 J 0124 Monsarrat Ave. - B Waikiki Shell Parking Drwy. - B	15,000
19	3 J 0125 Monsarrat Ave. - C Waikiki Shell Parking Drwy. - C	24,000
19	3 J 0099 Monsarrat Ave. Paki Ave.	38,000
23	4 R 0354 Kailua Rd. Kuulei Rd. Oneawa	21,000
25	4 R 0432 Aumoku Kaneohe Bay Makalani	20,000
25	4 R 0472 Haiku Rd. Kamehameha Hwy. Lilipuna	24,000
25	4 R 0593 Hoene Pl. Kamehameha Hwy.	16,000
25	4 R 0477 Kahuhipa Kamehameha Hwy. Lilipuna	29,000
25	4 R 0478 Kahuhipa Kamehameha Hwy. Mehana	6,000
25	4 R 0517 Kamehameha Hwy. Keahala Rd. Pahuwai Pl.	20,000
25	4 R 0493 Kamehameha Hwy. Keahala Rd. William Henry	47,000
25	4 R 0479 Kamehameha Hwy. Mehana	27,000
25	4 R 0494 Kamehameha Hwy. Paleka Rd. Waikalua Rd.	15,000
25	4 R 0594 Kamehameha Hwy. Pua Inia	9,000
25	4 R 0431 Kaneohe Bay Dr. Kamehameha Hwy.	55,000
26	7 C 2220 California Ave. Kuahiwi Ave. Westervelt	27,000
26	7 C 2219 California Ave. Lehua Muliwai Ave.	41,000
26	7 C 2223 California Ave. N. Cane	30,000
26	7 C 2224 Center Lehua	29,000
26	7 C 2225 Center Lehua N. Cane	12,000
26	7 C 2226 Center N. Cane	16,000

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Total Est. Cost for 2001 = \$7,992,000

Intersection ID		Total	Cost
2	9 C 2639 Papipi Rd. - A Fort Weaver Rd. - A Papipi Pl. - A		1,000
4	9 C 0648 Amokii Waipahu		15,000
4	9 C 0654 Hikimoe Mokuola		8,000
4	9 C 0651 Hikimoe Waipahu Depot		13,000
4	9 C 0623 Hoaeae Waipahu		16,000
4	9 C 0656 Kauolu Pl. Mokuola		1,000
4	9 C 0619 Leoku Farrington Hwy. Leolua		8,000
4	9 C 0621 Leoku Waipahu		74,000
4	9 C 0705 Paiwa Waipahu		37,000
4	9 C 0666 Pupukupa Pupupuhi Waikele Rd.		4,000
4	9 C 0690 Waipahu Ana Ln. Mahoe		38,000
4	9 C 0650 Waipahu Depot Hikimoe Waipahu		15,500
5	9 C 0605 Kupuna Lp. Kupuohi		8,000
5	9 C 0744 Lumiaina Lumiaina Pl. Paiwa		4,000
5	9 C 0743 Lumiaina Paiwa		8,000
5	9 C 0741 Lumiaina Pulelo		6,000
5	9 C 0742 Lumiaina Pl. Lumiaina		3,000
6	9 C 0804 Ukee Waipio Uka		4,000
7	9 C 0402 1st Lehua Ave.		75,000
7	9 C 0404 3rd Lehua Ave.		78,000
7	9 C 0405 4th Lehua Ave.		16,000
8	9 C 0394 Kaahele Moanalua Rd.		18,000
8	9 C 0396 Moanalua Rd. Kaahele Kaahumanu		9,000
8	9 C 0395 Moanalua Rd. Kaonohi Moanalua Lp.		10,000
9	9 C 2493 Aiea Heights Dr. Hakina Ulune		94,000
9	9 T 0351 Halawa Heights Rd. Palaialii Pl.		8,000
9	9 C 0228 Hale Momi Pl. Moanalua Rd.		8,000
9	9 C 0227 Honomanu Moanalua Rd.		12,000
9	9 C 0225 Kaamilo Moanalua Rd.		35,000
9	9 C 0270 Kahuapaani Salt Lake Blvd.		7,000
9	9 C 0215 Kaimakani Moanalua Rd.		11,000
9	9 C 0278 Kalaloa Salt Lake Blvd.		18,000
9	9 C 0216 Kamehameha Hwy. offramp Moanalua Rd.		8,000
9	9 C 0226 Kanae Moanalua Rd.		11,000
9	9 C 0224 Moanalua Rd. Nalopaka Pl.		16,000
9	9 C 0218 Moanalua Rd. Puakala		6,000
9	9 C 0217 Moanalua Rd. Uahi		4,000
9	9 C 2495 Ulune - A Kaamilo - A Wiliko - A		17,000
9	9 C 2496 Ulune - B Kaamilo - B Wiliko - B		19,000
10	1 C 0324 Ala Ilima Ala Lilikoi		41,000
10	1 C 0339 Ala Ilima Ala Napunani		42,500
10	1 C 0326 Ala Lilikoi Salt Lake Blvd.		7,500
10	1 C 0319 Ala Lilikoi Pl. Salt Lake District Park Drwy.		8,000
10	1 C 0202 Aolele Lagoon Dr.		23,000
10	1 C 0327 Arizona Rd. Camp Catlin Rd. Salt Lake Blvd.		4,500

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Intersection ID	Cost
10	4,000
10	8,000
10	6,000
10	11,000
10	1,000
10	18,000
10	30,000
10	13,000
10	15,000
10	41,000
10	23,000
10	6,000
10	11,000
10	8,000
11	10,000
11	8,000
11	4,000
11	33,000
11	42,000
11	16,000
11	9,000
11	22,000
11	4,000
11	3,000
11	19,000
11	42,000
11	13,000
11	15,000
11	7,000
11	15,000
11	33,000
11	5,000
11	9,500
11	11,000
11	20,000
11	52,000
11	8,000
11	20,000
11	23,000
11	29,000
11	49,000
11	11,000
11	24,000
11	30,000
11	25,000
12	15,000
12	8,000

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Intersection ID		Cost
12	1 R 0530 Akepo Ln. N. King	17,000
12	1 R 0534 Austin Ln. N. King	28,000
12	1 R 0529 Desha Ln. N. King	12,000
12	1 R 0327 Emmeluth Ln. Iao Ln.	1,000
12	1 R 0025 Hala Makuahine	27,000
12	1 R 0535 Hikina Ln. N. King	4,000
12	1 R 0392 Holokahana Ln. Kuakini Liliha	2,000
12	1 R 0314 Holokahana Ln. Liliha	6,000
12	1 R 0329 Iao Ln. Old Palama	13,000
12	1 R 0331 Iao Ln. Palama	29,000
12	1 R 0399 Ihe Liliha	4,000
12	1 T 0262 Iwilei Rd. Kuwili	4,000
12	1 R 0364 Kokea Lanakila Ave. N. School	7,000
12	1 T 0273 Kokea Olomea	14,000
12	1 R 0333 Kuakini Liliha	44,000
12	1 R 0324 Lanakila Ave. N. School	31,000
12	1 R 0393 Liliha Liliha	15,000
12	1 R 0365 Liliha Momolio N. School	7,000
12	1 R 0307 Liliha N. School	27,000
12	1 R 0401 Liliha Pl. Liliha	7,000
12	1 J 0445 Makuahine N. School	37,000
12	1 R 0533 N. King Palama	18,000
12	1 R 0316 N. School Old Palama	18,000
12	1 R 0313 Nuuanu Ave. Wyllie	17,000
12	1 R 0330 Palama Panalaa	10,000
13	2 C 0366 Aala N. Kukui	24,000
13	2 C 0365 Aala Pl. Aala	37,000
13	1 R 0368 Bachelot N. Kuakini	13,000
13	2 C 0615 College Walk N. Kukui	12,000
13	1 R 1423 Funchal Pauoa Rd.	21,000
13	2 C 0096 Halekauwila Mililani	11,000
13	1 R 0424 Hialoa Nuuanu Ave.	10,000
13	1 R 0422 Iliahi Nuuanu Ave.	12,000
13	1 R 0158 Iolani Ave. N. School Nuuanu Ave.	25,000
13	1 R 0312 Judd Nuuanu Ave.	8,500
13	1 R 0308 Kaluhikai Ln. N. Kuakini	10,000
13	2 C 0183 Maunakea N. King N. Hotel	8,000
13	2 C 0094 Mission Ln. Queen	6,000
13	1 R 0160 N. School Waikahalulu Ln.	8,000
14	2 T 0023 Auahi Cooke	62,000
14	2 T 0019 Auahi Coral	63,000
14	2 T 0015 Auahi Keawe	61,000
14	2 T 0001 Cooke Halekauwila	33,000
14	2 T 0025 Cooke Ilaniwai	3,000
14	2 T 0024 Cooke Pohukaina	38,000
14	2 T 0026 Cooke Queen	11,000
14	2 J 0918 Coral Emily Queen	14,000

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Intersection ID		Cost
14	2 T 0021 Coral Halekauwila	10,000
14	2 T 0020 Coral Pohukaina	40,000
14	2 T 0017 Halekauwila Keawe	20,000
14	2 C 0087 Halekauwila South	16,000
14	2 J 0370 Huali Lusitana	32,000
14	2 J 0229 Kapaloala Pl. Namilimili Pauoa Rd.	36,000
14	2 C 0092 Kawaiahao South	33,000
14	2 T 0016 Keawe Pohukaina	63,000
14	2 T 0018 Keawe Queen	23,000
14	2 J 0356 Lauhala Lusitana	9,000
14	2 J 0357 Lusitana	4,000
14	2 C 0091 Queen South	21,000
14	2 C 0090 Quinn Ln. South	11,000
14	2 C 0086 Reed Ln. South	3,000
15	2 C 2745 Ahana Liona	30,000
15	2 T 0342 Alder Elm	16,000
15	2 C 2727 Alder Kamaile	19,000
15	2 C 2726 Alder Rycroft	15,000
15	2 T 0420 Alohi Way Piikoi	25,000
15	2 C 2737 Amana Kanunu	34,000
15	2 C 2738 Amana Makaloa	30,000
15	2 R 0408 Artesian Young	9,000
15	2 R 1111 Auahi Ward Ave.	53,000
15	2 C 2729 Birch Elm	31,000
15	2 C 2733 Birch Kamaile	12,000
15	2 C 2728 Birch Rycroft	23,000
15	2 R 0078 Blaisdell Center Drwy. - A Kapiolani Blvd. - A	38,000
15	2 R 0079 Blaisdell Center Drwy. - B Kapiolani Blvd. - B	4,000
15	2 R 0080 Blaisdell Center Drwy. - C Kapiolani Blvd. - C	4,000
15	2 C 2730 Cedar Rycroft	47,000
15	2 J 0160 Date Laau	26,000
15	2 T 0005 Elm Piikoi	48,000
15	2 C 2735 Elm Sheridan	4,000
15	2 C 2762 Fern Isenberg	36,000
15	2 C 0059 H-1 Kapiolani Blvd.	20,000
15	2 R 1110 Halekauwila Ward Ave.	15,000
15	2 R 0003 Hoawa Ln. Young	7,000
15	2 T 0004 Hoolai Piikoi	25,000
15	2 T 0341 Hopaka Piikoi	8,500
15	2 R 1109 Ilaniwai Ward Ave.	17,000
15	2 R 0002 Isenberg Young	23,000
15	2 C 0063 Kaaha Kapiolani Blvd.	20,000
15	2 T 0088 Kaheka Makaloa	22,000
15	2 R 0007 Kaheka Young	6,000
15	2 R 0066 Kalakaua Ave. Philip	19,000
15	2 R 0006 Kalakaua Ave. Young	32,000
15	2 C 2750 Kalaukalanani Way Makaloa	19,000

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Intersection ID		Cost
15	2 C 2732 Kamaile Sheridan	27,000
15	2 J 0165 Kamoku Lauiki	21,000
15	2 T 0089 Kanunu Poni	25,000
15	2 R 0148 Kapaakea Ln. S. King	4,000
15	2 C 0061 Kapiolani Blvd. Mahiai	7,000
15	2 C 0060 Kapiolani Blvd. Maunawai Pl.	10,000
15	2 C 0065 Kapiolani Blvd. University Ave.	39,000
15	2 C 0058 Kapiolani Blvd. Waiaka Rd.	14,000
15	2 R 1108 Kawaiahao Ward Ave.	20,000
15	2 C 2747 Keeaumoku Liona Rycroft	10,000
15	2 J 0387 Keeaumoku Matlock Ave.	2,000
15	2 R 0056 Kemole Ln. Young	6,000
15	2 J 0396 Kinau Lunailo	29,000
15	2 C 2734 Liona Sheridan	8,000
15	2 R 0153 Makahiki Way S. King	2,000
15	2 C 2751 Makaloa Poni	33,000
15	2 C 2736 Makaloa Sheridan	21,000
15	2 R 0005 McCully Young	54,000
15	2 R 0043 Ninihua Ln. S. Beretania	12,000
15	2 R 0427 Pawaa Ln. Young	5,000
15	2 R 0067 Phillip Punahou	8,000
15	2 T 0002 Piikoi Kamaile	54,500
15	2 T 0337 Piikoi Waimanu	22,000
15	2 R 0008 Piikoi Young	79,000
15	2 R 0429 Punahou Young	22,000
15	2 J 0389 Queen Emma Vineyard	21,000
15	2 C 2731 Rycroft Sheridan	17,000
15	2 R 0156 S. King Wiliwili	6,000
15	2 R 0039 Victoria Young	25,000
15	2 R 1107 Waimanu Ward Ave.	25,000
15	2 R 0040 Wong Ho Ln. Young	10,000
16	2 C 2715 Alexander Wilder Ave.	90,000
16	2 C 2716 Artesian Way Wilder Ave.	30,000
16	2 C 2677 Awaiolimu Nehoa Pensacola	16,000
16	2 C 2721 Clark Punahou	27,000
16	2 C 2722 Dole Punahou	28,500
16	2 C 2710 Dominis Punahou	4,000
16	2 J 0800 E. Manoa Rd. Kaonawai Pl.	10,000
16	2 J 0783 E. Manoa Rd. Lowrey Ave.	50,000
16	2 C 2717 Farrington Metcalf Wilder Ave.	14,000
16	2 C 2705 Heulu Keeaumoku	29,000
16	2 J 0795 Kamehameha Ave. Oahu Ave. Walu Way	7,000
16	2 C 2696 Keeaumoku Nehoa	20,500
16	2 C 2700 Keeaumoku Wilder Ave.	43,000
16	2 C 2693 Kewalo Nehoa	15,000
16	2 C 2699 Kewalo Wilder Ave.	57,000
16	2 C 2691 Lewalani Dr. Nehoa	4,000

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Intersection ID		Cost
16	2 C 2698 Liholiho Wilder Ave.	40,000
16	2 C 2684 Lunalilo Pensacola	22,000
16	2 C 2708 Makiki Wilder Ave.	43,000
16	2 C 2692 Mott-Smith Dr. Nehoa	6,000
16	2 C 2697 Nehoa Pl. Nehoa	4,000
16	2 C 2679 Pensacola Piikoi	13,000
16	2 C 2680 Pensacola Wilder Ave.	88,500
16	2 C 2689 Piikoi Wilder	17,000
16	2 C 2712 Poki Wilder Ave.	13,000
16	2 C 2711 Punahou Wilder Ave.	63,500
16	2 J 0784 Sea View Ave. University Ave.	14,000
16	2 C 2713 Spreckels Wilder Ave.	36,000
16	2 J 0790 Varsity Pl.	11,000
17	2 R 0131 Ainakea Way Pualani	5,000
17	2 R 0141 Aloha Dr. Lewers	7,000
17	2 R 0136 Aloha Dr. Royal Hawaiian Ave.	15,000
17	2 R 0137 Aloha Dr. Seaside Ave.	12,500
17	2 T 0163 Beachwalk Helumoa Rd.	5,000
17	2 T 0164 Beachwalk Kalia Rd.	20,000
17	2 R 0142 Cleghorn Kaiulani Ave.	5,000
17	2 T 0160 Don Ho Lewers	11,000
17	2 T 0159 Don Ho Royal Hawaiian Ave.	20,000
17	2 T 0170 Ena Rd. Hobron Ln.	13,000
17	2 T 0161 Helumoa Rd. Lewers	16,000
17	2 J 0916 Hilton Hawaiian Village	12,000
17	2 J 0785 Hilton Hawaiian Village (Private Rd.)	24,000
17	2 T 0103 Hobron Ln. Holomoana	30,000
17	2 T 0173 Hobron Ln. Kaioo Dr.	10,000
17	2 T 0171 Hobron Ln. Lipeepee	34,000
17	2 T 0152 Kaiulani Ave. Koa Ave.	38,000
17	2 T 0153 Kaiulani Ave. Prince Edwards	32,000
17	2 R 0143 Kaiulani Ave. Tusitala	12,000
17	2 T 0128 Kalaimoku Kuhio Ave.	17,000
17	2 T 0118 Kalakaua Ave.	3,000
17	2 T 0162 Kalia Rd. Lewers	10,000
17	2 T 0166 Kalia Rd. Maluhia	30,000
17	2 T 0168 Kalia Rd. Rainbow Dr.	27,000
17	2 T 0165 Kalia Rd. Saratoga Rd.	28,000
17	2 R 0128 Kaneloa Paoakalani Ave.	11,000
17	2 T 0142 Kealohilani Ave. Kuhio Ave.	4,000
17	2 T 0148 Koa Ave. Liliuokalani Ave.	21,000
17	2 T 0150 Koa Ave. Uluniu Ave.	47,000
17	2 T 0156 Lauula Royal Hawaiian Ave.	10,000
17	2 T 0158 Lauula Rd. Lewers	42,000
17	2 T 0149 Liliuokalani Ave. Prince Edward	17,000
17	2 R 0139 Manukai Royal Hawaiian Ave.	24,000
17	2 R 0138 Manukai Seaside Ave.	5,000

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Intersection ID	Cost
17 2 R 0129 Paoakalani Ave. Pualani Way	11,000
17 2 R 0130 Pualani Way Wai Nani Way	12,000
17 2 T 0157 Royal Hawaiian Ave. Waikolu Way	22,000
17 2 T 0155 Seaside Ave. Wailoku Way	8,000
18 3 C 0006 5th Ave. Waialae Ave.	13,000
18 3 C 0038 6th Ave. Harding Ave.	41,000
18 3 C 0010 6th Ave. Waialae Ave.	34,000
18 3 C 0011 7th Ave. Waialae Ave.	37,000
18 3 J 0007 Alohea Ave. Makapuu Ave.	14,000
18 2 J 0152 Date Ekela Ave.	21,000
18 2 J 0151 Date Lukepane Ave.	2,000
18 2 J 0148 Date Olokele Ave.	4,000
18 2 J 0155 Date Palani Ave.	35,000
18 2 C 0048 Harding Ave. 1st Ave. Kapahulu Ave.	10,000
18 2 R 0085 Harding Ave. Kapahulu Ave.	9,000
18 2 C 0055 Harding Ave. Kapahulu Ave. Kapiolani Blvd.	11,000
18 3 C 0030 Harding Ave. Koko Head Ave.	34,000
18 2 C 0047 Harding Ave. - A Kapahulu Ave. - A	12,000
18 3 C 0051 Harding Ave. - B Kapahulu Ave. - B	4,000
18 2 R 0105 Hoolulu Kapahulu Ave.	10,000
18 2 R 0096 Kanaina Ave. Kapahulu Ave.	10,000
18 2 C 0052 Kapahulu Ave. Kapiolani Blvd. Waialae Ave.	48,000
18 2 R 0083 Kapahulu Ave. Lincoln Ave.	11,000
18 3 J 0022 Kilauea Ave. Makapuu Ave.	14,000
18 3 J 0137 Koko Head Ave. Pahoa Ave.	15,000
18 3 J 0014 Makapuu Ave. Maunalei Ave.	5,000
18 2 R 0087 Mokihana Kapahulu Ave.	17,000
18 3 C 0007 Palolo Ave. Waialae Ave.	4,000
18 3 C 0019 Waialae Ave. Wilhelmina Rise	21,000
18 3 C 0008 Waialae Ave. - A 5th Ave. - A 6th Ave. - A	8,000
19 3 J 0038 18th Ave. Diamond Head Rd.	8,000
19 3 J 0021 18th Ave. Kilauea Ave.	15,000
19 3 J 0089 Brokaw Campbell Ave.	33,000
19 3 J 0087 Campbell Ave. Herbert	16,000
19 3 J 0093 Campbell Ave. Kaunaoa	24,000
19 3 J 0094 Campbell Ave. Monsarrat Ave.	21,000
19 3 J 0487 Diamond Head Rd. K. C. C. driveway	36,000
19 3 J 0039 Diamond Head Rd. Makapuu Ave.	36,000
19 3 J 0624 Diamond Head Rd. Paikau	19,000
19 3 J 0122 Diamond Head Rd. Poni Moi Rd.	21,000
19 3 J 0209 Hunakai Kilauea Ave.	32,000
19 3 J 0138 Kalakaua Ave.	6,000
19 3 J 0139 Kalakaua Ave. Kapiolani Bandstand)	2,000
19 3 J 0120 Kalakaua Ave. Poni Moi Rd.	6,000
19 3 J 0095 Kanaina Ave. Kaunaoa	23,000
19 3 J 0121 Kiele Ave. Poni Moi Rd.	12,000
19 3 J 0065 Kilauea Ave.	60,000

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Intersection ID		Cost
19	3 J 0047 Kilauea Ave. Makaiwa	13,000
19	3 J 0046 Kilauea Ave. Pahoa Ave.	33,000
19	3 J 0056 Kilauea Ave. Pueo	42,000
19	3 J 0129 Koko Head Ave. Mahina Ave.	21,000
19	3 J 0100 Lakimau Leahi Ave.	12,000
21	3 R 0303 Hawaii Kai Dr. Keahole Pl. Keahole	34,000
21	3 R 0302 Hawaii Kai Dr. Wailua	11,000
21	3 R 0306 Kaumakani Lunalilo Home Rd.	4,000
23	4 R 0355 Aulike Kuulei	40,000
23	4 R 0387 Hahani Kailua Rd.	13,000
23	4 R 0379 Halia Kaneohe Bay Dr.	22,000
23	4 R 0352 Hamakua Dr. Kailua Rd. Kainehe	34,000
23	4 R 0353 Hoolai Kailua Rd.	23,000
23	4 R 0380 Ilihaui Kaneohe Bay Dr.	17,000
23	4 R 0334 Kainehe Kihapai	13,000
23	4 R 0378 Kaneohe Bay Dr. Kuau	8,000
23	4 R 0377 Kaneohe Bay Dr. Lale	10,000
23	4 R 0376 Kaneohe Bay Dr. Molo	12,000
23	4 R 0450 Kihapai Pl. Kihapai	6,000
23	4 R 0344 Kuulei Rd. Maluniu Ave.	36,000
24	4 R 0390 Hahani Hekili	15,000
24	4 R 0389 Hahani Hekili Kailua Rd.	7,000
24	4 C 2657 Kamahale Keolu Dr.	15,000
24	4 R 0358 Kanapuu Dr. Keolu Dr.	17,000
24	4 C 2654 Keolu Dr. Nanihale	32,000
25	4 R 0474 Alaloa Haiku Rd.	29,000
25	4 R 0475 Alaloa Kahuhipa	23,000
25	4 R 0654 Emepela Pl. Haiku Rd.	3,000
25	4 R 0510 Grote Rd. Lilipuna Rd.	4,000
25	4 R 0655 Haiku Rd. Heeia	5,500
25	4 R 0473 Haiku Rd. Ohala	42,000
25	4 R 0699 Halaulani Kamehameha Hwy.	60,000
25	4 R 0481 Kahuhipa Kawa	5,000
25	4 R 0750 Kahuhipa Lolii	13,000
25	4 R 0476 Kahuhipa Malina Pl.	8,000
25	4 R 0518 Kamehameha Hwy. Kealahala Rd. Pahuwai Pl.	10,000
25	4 R 0433 Kamehameha Hwy. Keole	20,000
25	4 R 0464 Kamehameha Hwy. Pahia Rd.	10,000
25	4 R 0802 Kaneohe Bay Dr. Puohala	8,000
25	4 R 0811 Kumakaua Pl. Mokulele Dr.	14,000
25	4 R 0810 Mokulele Dr. Unaha Pl.	9,000
26	7 C 2216 California Ave. Ihoiho Pl.	3,000
26	7 C 2217 California Ave. Ihoiho Pl. Plum	79,000
26	7 C 2152 California Ave. Maalo	7,000
26	7 C 2154 California Ave. Makani Ave.	28,000
26	7 C 2153 California Ave. Mango	18,000
26	7 C 2143 California Ave. Uuku	32,000

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Intersection ID		Cost
26	7 C 2155 California Ave. Walker Ave.	15,000
26	7 C 2144 California Ave. - A Iliwai Dr. - A Uuku - A	19,000
26	7 C 2221 California Ave. - A Muliwai Ave. - A N. Cane - A	12,000
26	7 C 2145 California Ave. - B Iliwai Dr. - B Uuku - B	4,000
26	7 C 2222 California Ave. - B Muliwai Ave. - B N. Cane - B	10,000
26	7 C 2146 California Ave. - C Iliwai Dr. - C Uuku - C	18,000
26	7 C 2234 Kilani Ave. Lehua	42,000
26	7 C 2230 Kilani Ave. Lehua Palm	8,000
26	7 C 2227 Kilani Ave. N. Cane	28,000
26	7 C 2228 Kilani Ave. Palm	30,000
26	7 C 2231 Mango Pl. Mango	17,000
28	9 C 1868 Aaahi Kamaio	4,000
28	9 C 1728 Anania Dr. Meheula Pkwy.	23,000
28	9 C 1650 Hokuahiahi Meheula Pkwy.	26,000
28	9 C 1315 Hookelewaa Kipapa Dr.	17,000
28	9 C 1924 Hookelewaa Lanikuhana Ave. Meheula Pkwy.	33,000
28	9 C 1869 Kamaio Aaahi Mahapili	1,000
28	9 C 1870 Kamaio Meheula Pkwy.	13,000
28	9 C 1286 Kipapa Dr. Kipapa Pl. Wainihi	7,000
28	9 C 1291 Kipapa Dr. Kuahelani Ave.	28,000
28	9 C 1316 Kipapa Dr. Wehewehe Lp.	23,000
28	9 C 1921 Makaimoimo Meheula Pkwy.	16,000
28	9 C 1922 Makaimoimo Meheula Pkwy. Pakau Pl.	2,000
29	9 C 1920 Hikikaulia Makaimoimo	4,000
29	9 C 1923 Hokuwelowelo Pl. Lanikuhana Ave.	20,000
29	9 C 1901 Holani Lanikuhana Ave.	21,000
29	9 C 1918 Lalei Pl. Makaimoimo	4,000
29	9 C 1900 Lanikuhana Ave. Lanipaa	20,000
29	9 C 1798 Makapipipi Makohilani	18,000
30	6 C 2484 Kamehameha Hwy. Paalaa Rd.	2,000

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Total Est. Cost for 2002 = \$7,968,000

Intersection ID		Total	Cost
1	9 C 2413 Kikaha Hunekai		6,000
1	9 C 2422 Kikaha Makakilo Dr.		4,000
1	9 C 2435 Panana Ulele Pl.		1,000
3	9 C 2401 Koka Kolowaka Dr.		10,000
3	9 C 2404 Kolowaka Dr. Poowai Pl.		4,000
3	9 C 2406 Kolowaka Dr. Waiapo Pl.		9,000
3	9 C 2403 Kolowaka Dr. Waihua Pl.		20,000
3	9 C 2405 Kolowaka Dr. Wailewa Pl.		6,000
3	9 C 2402 Kolowaka Dr. Waimomona Pl.		6,000
3	9 C 2380 Malako Park Row		4,000
3	9 C 2652 Oohao Renton Rd.		16,000
3	9 C 2648 Pahika Renton Rd.		23,000
3	9 C 2393 Park Row Renton Rd.		6,000
3	9 C 2650 Pohakulepo Renton Rd.		5,000
3	9 C 2377 Renton Rd.		12,000
4	9 C 0710 Hapalima Pl. Waipahu		8,000
4	9 C 0692 Hapapa Mahoe		2,000
4	9 C 0709 Hapawalu Pl. Waipahu		8,000
4	9 C 0622 Hene Waipahu		20,000
4	9 C 0641 Honowai Kiolena Pl.		29,000
4	9 C 0642 Honowai Kipou		20,000
4	9 C 0625 Leokane Leowahine		20,000
4	9 C 0624 Leowahine Waipahu		26,000
4	9 C 0689 Mahoe Pl. Mahoe		36,000
4	9 C 0660 Makaaloha Waipahu		34,000
4	9 C 0655 Mokuola Nalii		3,000
4	9 C 0658 Mokuola Waipahu		38,000
4	9 C 0661 Puamano Pl. Waipahu		21,000
5	9 C 0556 Alapine Kupuna Lp.		26,000
5	9 C 0747 Alau Lumiauu		2,000
5	9 C 0595 Anoiki - A Anonui - A		4,000
5	9 C 0602 Anonui Kupuohi		11,000
5	9 C 0762 Aoku Lumiauu		12,000
5	9 C 0562 Hamau Kupuna Lp.		4,000
5	9 C 0551 Kaaholo Kaaoki Pl.		7,000
5	9 C 0509 Kaaholo Kupuna Lp.		36,000
5	9 C 0522 Kaaka Kupuna Lp.		19,000
5	9 C 0507 Kahakea Kupuna Lp.		39,000
5	9 C 0510 Kehela Kupuna Lp.		10,000
5	9 C 0608 Kunia Rd. Kupuna Lp.		11,000
5	9 C 0512 Kupuna Lp. Kuahui		17,000
5	9 C 0607 Kupuna Lp. Kupuohi		37,000
5	9 C 0508 Kupuna Lp. Minoaka Pl.		5,000
5	9 C 0561 Kupuna Lp. Opeha		8,000
5	9 C 0513 Kupuna Lp. Palai		4,000

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Intersection ID		Cost
5	9 C 0746 Lumiaina Lumiaua	12,000
5	9 C 0720 Paioa Paiwa	4,000
5	9 C 0745 Paioa Pakela	18,000
6	9 C 0444 Akeu Pl. Pulua Pl. Waipio Uka	8,000
6	9 C 0791 Hakai Lp. Lumikula	4,000
6	9 C 0833 Heainoa Pl. Mele	4,000
6	9 C 0834 Himeni Pl. Mele	4,000
6	9 C 0813 Hoomele Pl. Kepakepa	8,000
6	9 C 0842 Ka Uka Blvd. Moaniani	11,000
6	9 C 0838 Ka Uka Blvd. Puahi Waipio Uka	12,000
6	9 C 0831 Ka Uka Blvd. Ukee	50,000
6	9 C 0812 Kaa Pl. Kepakepa	8,000
6	9 C 0808 Kahimoe Ohilau Pl.	8,000
6	9 C 0809 Kahimoe Oli Lp.	10,000
6	9 C 0807 Kahimoe Pl. Kahimoe	4,000
6	9 C 0425 Kahuli Moaniani	7,000
6	9 C 0828 Kawele Pl. Koliana	4,000
6	9 C 0815 Kepakepa Oli Lp.	7,000
6	9 C 0814 Kepakepa Pl. Kepakepa	9,000
6	9 C 0430 Kolea Moaniani	1,000
6	9 C 0431 Kolea Pl. Kolea	4,000
6	9 C 0829 Koliana Kumepala Pl.	4,000
6	9 C 0832 Koliana Ukee	12,000
6	9 C 0830 Koliana Pl. Koliana	4,000
6	9 C 0820 Lauwi Pl. Ukee	10,000
6	9 C 0800 Leko Pl. Meahale	3,000
6	9 C 0453 Lelepua Waipio Uka	19,000
6	9 C 0456 Lumikula Mikilana Pl. Waipio Uka	12,000
6	9 C 0446 Manawa Pl. Manino Pl. Waipio Uka	8,000
6	9 C 0802 Meahale Poe Pl.	4,000
6	9 C 0803 Meahale Waipio Uka	8,000
6	9 C 0837 Mele Waipio Uka	8,000
6	9 C 0835 Mele Pl. Mele	11,000
6	9 C 0427 Moaniani Okupu	7,000
6	9 C 0428 Moaniani Pokeo	500
6	9 C 0424 Moaniani Ukee	6,000
6	9 C 0442 Mohalu Waipio Uka	14,000
6	9 C 0441 Moololo Waipio Uka	10,000
6	9 C 0437 Nakili Pl. Noheaiki	8,000
6	9 C 0439 Nanilihilihi Waipio Uka	6,000
6	9 C 0435 Noheaiki Nuao Pl.	5,000
6	9 C 0438 Noheaiki Waipio Uka	8,000
6	9 C 0436 Noheaiki Pl. Noheaiki	7,000
6	9 C 0434 Noheaiki Pl. Noheaiki Way	8,000
6	9 C 0805 Oli Lp. Ukee	19,000
6	9 C 0824 Palaiki Ukee	7,000
6	9 C 0445 Pohu Pl. Waipio Uka	6,000

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Intersection ID		Cost
6	9 C 0443 Polinahe Pl. Waipio Uka	12,000
6	9 C 0839 Puahi Ukee	13,000
6	9 C 0825 Puana Ukee	4,000
6	9 C 0440 Pulai Waipio Uka	6,000
6	9 C 0806 Ukee Pl. Ukee	11,000
7	9 C 0403 2nd Lehua Ave.	92,000
7	9 C 0391 Aikoo Pl. Luehu	7,000
7	9 C 0714 Ala Ike College Gardens Drwy.	4,000
7	9 C 0407 Hoomalu Moanalua Rd.	68,000
7	9 C 0389 Kanaeha Pl. Luehu	6,000
7	9 C 0390 Luehu Pl. Luehu	2,000
8	9 C 0419 Akepa Auhuhu	4,000
8	9 C 0341 Hekaha Lokowai	3,000
8	9 C 0344 Hekaha Pahemo	4,000
8	9 C 0378 Kaahale Lulu	21,000
8	9 C 0400 Kaahumanu Kamehameha Hwy. Kuleana Rd.	8,500
8	9 C 0399 Kaahumanu Kuleana Rd.	10,000
8	9 C 0398 Kaahumanu Moanalua Rd.	37,000
8	9 C 0380 Koahehe Noelani	13,000
8	9 C 0342 Lokowai Olepe Lp. Pahemo Pl.	11,000
8	9 C 1194 Moanalua Rd. Pono	15,000
8	9 C 0343 Olepe Lp. Pahemo	4,000
9	9 C 0272 Ala Alii Ala Alii	8,000
9	9 C 0271 Ala Alii Kahuapaani Mananai Pl.	17,000
9	9 C 0263 Kalaloa Kapahulani Pl.	4,000
9	9 C 2494 Ulune Wiliko	12,000
10	1 C 0995 Ala Aolani Ala Napunani	18,000
10	1 C 0301 Ala Hahanui Ala Naupaka	15,000
10	1 C 0299 Ala Hahanui Ala Puumalu	24,000
10	1 C 0307 Ala Leie Ala Napunani	2,000
10	1 C 0303 Ala Leleu Ala Puumalu	11,000
10	1 C 0323 Ala Lilikoii Likini	14,000
10	1 J 0533 Ala Mahamoe Jarrett White Rd.	17,000
10	1 J 0505 Ala Mahamoe Piiialoha Pl.	15,000
10	1 C 0309 Ala Napunani Ala Puumalu	10,000
10	1 C 1092 Ala Napunani Likini	8,000
10	1 C 0300 Ala Naupaka Ala Puumalu	7,000
10	1 C 0302 Ala Puumalu Ala Ulike Pl.	4,000
10	1 C 0298 Ala Puumalu Honolulu Country Club Drwy.	15,000
10	1 J 0538 Jarrett White Rd. Mahiole	47,000
10	9 C 0273 Loina Pl. Luapele Dr.	15,000
10	9 C 0276 Luaole Luapele Dr.	4,000
10	9 C 0277 Luaole Pl. Luaole	8,000
10	9 C 0275 Luapele Dr. Salt Lake Blvd.	16,000
10	1 J 0509 Mahiole Onipaa Pineapple Pl.	35,000
10	1 C 0337 Peltier Ave. Salt Lake Blvd.	17,000
11	1 C 0587 Akahi Kalihi	25,000

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Intersection ID		Cost
11	1 T 0245 Akina Kalihi	4,000
11	1 T 0235 Akina Mokauea	17,000
11	1 T 0199 Alokele Kaiwiula	24,000
11	1 T 0179 Colburn Mokauea	27,000
11	1 T 0252 Dillingham Blvd. McNeill	38,000
11	1 T 0241 Dillingham Blvd. Mokauea	46,000
11	1 T 0205 Dillingham Blvd. Waiakamilo Rd.	36,000
11	1 C 0585 Elua Kalihi	22,000
11	1 C 0586 Ema Pl. Kalihi	11,000
11	1 J 0463 Gulick Ave. N. School	18,000
11	1 T 0193 Hart Mokauea	35,000
11	1 T 0208 Hart Waiakamilo Rd.	10,000
11	1 T 0194 Hau Mokauea	10,000
11	1 J 0481 Hihio Pl. Kam. IV Rd.	29,000
11	1 R 0540 Hoapili Ln. N. King	4,000
11	1 R 0553 Kaili N. King	2,000
11	1 T 0198 Kaiwiula McNeill	24,000
11	1 T 0192 Kalani Mokauea	30,000
11	1 C 0581 Kalihi Kamohoalii	16,000
11	1 C 0568 Kalihi Kuapapa Pl.	4,000
11	1 C 0580 Kalihi Machado	16,000
11	1 C 0583 Kalihi Maliu	24,000
11	1 C 0584 Kalihi Ohu	21,000
11	1 C 0582 Kalihi Perry	22,000
11	1 J 0483 Kam. IV Rd. Kilohi	23,000
11	1 J 0668 Kam. IV Rd. Kino	47,000
11	1 J 0558 Kam. IV Rd. Linapuni Rose	45,000
11	1 T 0197 Kaumualii McNeill	36,000
11	1 T 0204 Kaumualii Waiakamilo Rd.	48,000
11	1 C 0201 Kilihau Puuloa Rd.	8,000
11	1 T 0274 Kohou Olomea	19,000
11	1 R 0557 Kopke N. King	19,000
11	1 C 0573 Laumaile Nihi	5,500
11	1 C 0574 Lehua Nihi	22,000
11	1 R 0544 Long Ln. N. King	19,000
11	1 C 0199 Mapunapuna Pl. Puuloa Rd.	8,000
11	1 C 0200 Mokumoa Puuloa Rd.	11,000
11	1 C 0577 Monte Nihi	8,000
11	1 R 0541 Morris Ln. N. King	23,000
11	1 R 0543 N. King Mao Ln.	4,000
11	1 R 0561 N. King Poepoe Pl.	9,000
11	1 R 0555 N. King Puuhale Rd.	20,000
11	1 R 0560 N. King Richard Ln.	18,000
11	1 R 0552 Naopala Ln. N. King	28,000
11	1 C 0572 Nihi Nobrega	6,000
11	1 T 0175 Puuhale Pl. Puuhale Rd.	12,000
12	1 R 0405 Ah Lo Ln. Liliha	2,000

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Intersection ID	Cost
12 1 R 0315 Alaneo N. School Palama	33,000
12 1 R 0323 Auld Ln. McCandless Ln.	5,000
12 1 R 0069 Auld Ln. Noble Ln.	5,000
12 1 J 0653 Aupuni N. School	13,000
12 1 R 0403 Bachelot Hanana Pl. Liliha	11,000
12 1 R 0451 Bates Liliha	2,000
12 1 J 0408 Bernice Houghtailing	20,000
12 1 R 0404 Ehako Pl. Liliha	13,000
12 1 R 0326 Emmeluth Ln. Lanakila Ave.	30,000
12 1 J 0409 Houghtailing Kohou	12,000
12 1 R 0328 Io Ln. Old Palama	10,000
12 1 T 0263 Iwilei Rd. Sumner	2,000
12 1 R 0402 Judd Liliha	4,000
12 1 T 0260 Kaaahi Kaamahu Pl.	50,000
12 1 T 0261 Kaaahi Pl. Kaaahi	8,000
12 1 R 0320 Kokea Laa Ln.	2,000
12 1 R 0319 Kokea Lowell Pl.	8,000
12 1 R 0538 Kokea N. King	33,000
12 1 R 0317 Kokea N. School	10,000
12 1 R 0536 N. King Peterson Ln.	15,000
12 1 R 0531 N. King Pua Ln.	12,000
12 1 R 0318 N. School Pohaku	35,000
13 1 R 0419 Bates Nuuanu Ave.	50,000
13 1 R 0162 Frog Ln. N. School	5,000
13 1 R 0423 Kaena Ln. Nuuanu Ave.	8,000
13 1 R 0159 McGrew Ln. N. School	12,000
13 1 R 0420 Muliwai Ln. Nuuanu Ave.	8,000
13 1 R 0161 N. School Stillman Ln.	31,000
13 1 R 0421 Nuuanu Ave. Kauila	15,000
14 2 J 0361 Captain Cook Ave.	11,000
14 2 T 0027 Cooke Kawaiahao	10,000
14 2 T 0048 Curtis Kawaiahao	8,000
14 2 T 0049 Emily Kawaiahao	12,000
14 2 J 0223 Green Ward Ave.	23,000
14 2 J 0368 Iolani Ave. Kamamalu Ave. Magellan Ave.	22,000
14 2 T 0044 Kelikoi Ohe Olomehani	7,000
14 2 J 0355 Lisbon Lusitana	8,000
14 2 J 0359 Lusitana Miller	27,000
14 2 J 0366 Magellan Ave. Miller	4,000
14 2 C 0085 Pohukaina South	8,000
14 2 J 0226 Prospect Ward Ave.	25,000
14 2 J 0326 S. School	7,000
14 2 J 0222 Spencer Ward Ave.	23,000
15 2 R 0010 Akala Young	30,000
15 2 C 2753 Algaroba Makahiki Way	12,000
15 2 T 0332 Algaroba McCully	24,000
15 2 T 0061 Auahi Kamakee	39,000

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Intersection ID		Cost
15	2 T 0070 Cedar Elm	45,000
15	2 T 0069 Cedar Liona	8,000
15	2 C 2761 Citron Date Isenberg	65,000
15	2 T 0102 Citron McCully	12,000
15	2 C 2754 Citron Paani	24,000
15	2 C 2765 Coolidge Date	27,000
15	2 C 2764 Date Hausten	16,000
15	2 T 0289 Date McCully	38,000
15	2 T 0013 Elm Laula Way	12,000
15	2 T 0295 Fern McCully	45,000
15	2 J 0166 Hihiwai Kamoku	19,000
15	2 J 0167 Hihiwai Lauiki	18,000
15	2 T 0060 Kamakee Queen	19,000
15	2 C 0062 Kapiolani Blvd. Kaaha Mahiai	8,000
15	2 T 0311 Kuilei University Ave.	2,000
15	2 T 0012 Laula Way Rycroft	18,000
15	2 T 0302 Lime McCully	24,000
15	2 T 0324 Lokahi Waiola	4,000
15	2 T 0327 McCully Waiola	42,000
15	2 R 0042 Ninihua Ln. Young	10,000
15	2 T 0065 Pensacola Waimanu	12,000
15	2 T 0006 Piikoi Rycroft	68,000
15	2 T 0445 Queen Ward Ave.	40,000
16	2 C 2720 Alexander Dole	27,000
16	2 T 0368 Dole	12,000
16	2 C 2724 Dole Halekula	6,000
16	2 C 2723 Dole Spreckels	4,000
16	2 T 0370 Dole Wilder Ave.	19,500
16	2 C 2673 Ernest Lunalilo	10,000
16	2 C 2704 Heulu Kewalo	29,000
16	2 J 0857 Hunnewell Metcalf	30,000
16	2 J 0824 Kahaloa Dr. Woodlawn Dr.	6,000
16	2 J 0810 Kalawao Pl. Kalawao	17,000
16	2 C 2703 Kewalo Lunalilo	4,000
16	2 J 0808 Kolowalu	31,000
16	2 C 2702 Liholiho Lunalilo	14,000
16	2 J 0809 Lowrey Ave. Woodlawn Dr.	33,000
16	2 C 2685 Lunalilo Piikoi	45,000
16	2 J 0782 Manoa Rd. Olopuu	38,000
16	2 J 0858 Metcalf Wist Pl.	8,000
16	2 C 2690 Mott-Smith Dr. Lewalani Dr. Piikoi	8,000
16	2 J 0823 Woodlawn Dr. Pamoia Rd. Lowrey Ave.	12,000
17	2 T 0147 Cartwright Rd. Paoakalani Ave.	20,000
17	2 R 0133 Cleghorn Liliuokalani Ave.	10,000
17	2 T 0172 Hobron Ln. Kaiioo Dr.	15,000
17	2 T 0154 Lauula Seaside Ave.	4,000
17	2 T 0146 Lemon Rd. Paoakalani Ave.	9,000

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Intersection ID		Cost
17	2 R 0135 Liliuokalani Ave. Mountain View Dr.	12,000
17	2 T 0151 Prince Edwards Uluniu Ave.	16,000
18	3 C 0033 11th Ave. Harding Ave.	24,000
18	3 J 0257 11th Ave. Maunaloa Ave.	24,000
18	3 C 0032 12th Ave. Harding Ave.	28,000
18	3 J 0031 6th Ave. Herbert Kilauea Ave.	26,000
18	3 J 0126 6th Ave. Martha	4,000
18	3 J 0621 6th Ave. Maunaloa Ave. Mooheau Ave.	22,000
18	3 J 0114 6th Ave. Pahoa Ave.	32,000
18	3 J 0032 7th Ave. Alohea Ave. Brokaw	6,000
18	3 J 0112 8th Ave. Maunaloa Ave.	16,000
18	3 J 0113 9th Ave. Maunaloa Ave.	16,000
18	3 J 0067 Alohea Ave. Catherine	4,000
18	2 J 0159 Date Makaleka Ave.	34,000
18	3 T 0336 Dole St. Louis Dr.	20,000
18	3 C 0031 Harding Ave. Koko Head Ave. 12th Ave.	16,000
18	3 J 0017 Kilauea Ave. Ocean View Dr.	8,000
18	3 J 0010 Kilauea Ave. Pokole	4,000
18	3 J 0016 Kilauea Ave. Sunset Ave.	16,000
18	3 J 0011 Maunalei Ave. Pokole	8,000
19	3 J 0040 19th Ave. Kilauea Ave.	16,000
19	3 J 0041 20th Ave. Kilauea Ave.	8,000
19	3 J 0080 Brokaw Winam Ave.	22,000
19	3 J 0090 Campbell Ave. Catherine	28,000
19	3 J 0084 Campbell Ave. Francis	27,000
19	3 J 0085 Campbell Ave. George	24,000
19	3 J 0086 Campbell Ave. Hayden	24,000
19	3 J 0092 Campbell Ave. Hinano	24,000
19	3 J 0091 Campbell Ave. Makini	22,000
19	3 J 0102 Campbell Ave. Martha	23,000
19	3 J 0079 Castle Winam Ave.	8,000
19	3 J 0081 Catherine Winam Ave.	22,000
19	3 J 0108 Duval Upper	4,000
19	3 J 0082 Duval Winam Ave.	20,000
19	3 J 0083 Esther Winam Ave.	24,000
19	3 J 0078 Herbert Winam Ave.	21,000
19	3 J 0107 Hollinger Leahi Ave.	13,000
19	3 J 0207 Hunakai Keanu	33,000
19	3 J 0044 Hunakai Kilauea Ave.	27,000
19	3 J 0049 Hunakai Pahoa Ave.	22,000
19	3 J 0132 Kalakaua Ave.	6,000
19	3 J 0096 Kanaina Ave. Monsarrat Ave.	25,000
19	3 J 0210 Kilauea Ave. Malia	20,000
19	3 J 0098 Leahi Ave. Monsarrat Ave.	47,000
19	3 J 0077 Martha Winam Ave.	16,000
19	3 J 0055 Pahoa Ave. Pueo	16,000
21	3 R 0305 Ahukini Lunalilo Home Rd.	23,000

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Intersection ID		Cost
21	3 R 0288 Hahaione Hawaii Kai Dr.	27,000
21	3 R 0287 Hawaii Kai Dr. Pepeekeo	21,000
21	3 R 1010 Kapaia Lunalilo Home Rd.	27,000
21	3 R 0304 Kawaihae Milolii Pl.	15,000
22	3 R 0271 Holokai Pl. Kealahou	7,000
22	3 R 0272 Kealahou Kuanalu Pl.	5,000
22	3 R 0286 Mokuhanoo Namahealani Pl.	8,000
23	4 R 0341 Aulike Kuulei Rd. Uluniu	18,000
23	4 R 0340 Aulike Uluniu	27,000
23	4 R 0335 Hoolai Kihapai	25,000
23	4 R 0343 Hoolai Puniu	15,000
23	4 R 0382 Ilipilo Kainui Rd.	5,000
23	4 R 0381 Ilipilo Mokapu Blvd. Oneawa	32,000
23	4 R 0373 Kailua Rd. S. Kalaheo Ave.	7,000
23	4 R 0345 Kainalu Dr. Kuulei Rd.	2,000
23	4 R 0342 Kainehe Puniu	10,000
23	4 R 0339 Kawainui Oneawa	12,000
23	4 R 0336 Kihapai Oneawa	29,000
23	4 R 0332 Kihapai Wailepo Pl. Wailepo St	6,000
23	4 R 0351 Maluniu Uluniu	24,000
23	4 R 0350 Maluniu Ave. Kuulei Rd. Uluniu	10,000
23	4 R 0337 Oneawa Uluniu	19,000
23	4 R 0338 Oneawa Wailepo	12,000
24	4 C 2668 Akoakoa Hamakua Dr.	12,000
24	4 C 2670 Akumu Iana Keolu Dr.	8,000
24	4 R 0371 Alihi Pl. Alihi Pl.	2,000
24	4 R 0372 Alihi Pl. Keolu Dr.	4,000
24	4 R 0426 Aoloa Hamakua Dr.	22,000
24	4 R 0359 Aulepe Aupapaohe	500
24	4 R 0348 Aulepe Aupupu	3,500
24	4 R 0349 Aunauna Aupupu	7,000
24	4 R 0356 Aupula Pl. Aupupu	2,500
24	4 R 0357 Aupupu Pl. Aupupu	8,000
24	4 R 0425 Hamakua Dr. Hekili	13,000
24	4 C 2669 Hamakua Dr. Keolu Dr.	8,000
24	4 R 0383 Kaanua Pl. Kanapuu Dr.	19,500
24	4 R 0375 Kahako Kanapuu Dr.	20,000
24	4 R 0361 Kanapuu Dr. Paukiki	24,000
24	4 R 0374 Kanapuu Pl. Kanapuu Dr.	15,000
24	4 C 2656 Keolu Dr. Kupau	13,000
24	4 C 2671 Kina Kupau Hele	12,000
24	4 R 0346 Nanawale Pl. Nanawale Way	2,000
24	4 R 0362 Paukiki Pinana	29,000
24	4 R 0384 Paukiki Poo Pl.	10,000
24	4 R 0360 Ponopono Pl. Kanapuu Dr.	4,000
25	4 R 0437 Apapane Koolau Hale Pl. Malio Pl.	9,000
25	4 R 0435 Apapane Luluku Rd.	16,000

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Intersection ID		Cost
25	4 R 0834 Aumoku Koa Kahiko Meakaua	45,000
25	4 R 0511 Cobb Adams Rd. Lilipuna Rd.	2,000
25	4 R 0448 Halemuku Pl. Nanihoku Way	3,000
25	4 R 0600 Heeia Kamehameha Hwy.	70,000
25	4 R 0764 Hiipoi Kukia	5,000
25	4 R 0763 Hiipoi Lolii	10,000
25	4 R 0438 Holomakani Loihi	20,000
25	4 R 0482 Holomakani Pl. Holomakani	5,000
25	4 R 0592 Kamehameha Hwy. Kapalai Rd.	38,000
25	4 R 0591 Kamehameha Hwy. Kolokio	30,000
25	4 R 0441 Kamooalii Liula	10,000
25	4 R 0480 Kawa Mehana	11,000
25	4 R 0768 Kukia Lolii	15,000
25	4 R 0770 Kupohu Pookela	10,000
25	4 R 0775 Kupohu Puupele	15,000
25	4 R 0766 Lolii Oha Pl.	5,000
25	4 R 0765 Lolii Puoni Pl.	5,000
25	4 R 0769 Lolii Pl. Lolii	10,000
25	4 R 0434 Luluku Pl. Luluku Rd.	13,000
25	4 R 0496 Maka Makahio	15,000
25	4 R 0698 Nahewai Pl. Nahewai	15,000
25	4 R 0449 Nanihoku Way Nanilani Way	13,000
25	4 R 0388 Nanihoku Way Naniwahine Way	13,000
25	4 R 0772 Paepuu Puupele	2,000
25	4 R 0773 Pookela Puupele	20,000
25	4 R 0771 Pookela Pl. Pookela	16,000
25	4 R 0774 Puupele Pl. Puupele	15,000
25	4 R 0466 Waikalua Pl. Waikalua Way	15,000
25	4 R 0783 Wena Pl. Wena	10,000
26	7 C 2013 California Ave. Kukui	4,000
26	7 C 2218 California Ave. Plum	8,000
26	7 C 2082 Dole Rd. Eames	6,000
26	7 C 2081 Dole Rd. Kilea Pl.	14,000
26	7 C 2131 Hanau Kaniahe	4,000
26	7 C 2132 Hanau Kulia	4,000
26	7 C 2127 Honehone Kulia	6,000
26	7 C 2136 Hoopiha Pl. Kulia	4,000
26	7 C 2116 Ihiihi Ave. Iomea Pl.	4,000
26	7 C 2125 Ihiihi Ave. Whitmore Ave.	3,000
26	7 C 2129 Kaniahe Uakanikoo	5,000
26	7 C 2134 Kaniko Pl. Kulia	4,000
26	7 C 2232 Kilani Ave. Mango	18,000
26	7 C 2233 Kilani Ave. Westervelt	23,000
26	7 C 2014 Koele Way Milikana Ave. Olive Ave.	30,000
26	7 C 2137 Kulia Uakanikoo	8,000
26	7 C 2015 Ohai Olive Ave.	13,000
26	7 C 2138 Olokani Uakanikoo	7,000

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26 7 C 2142 Uakanikoo Whitmore Ave.	3,000
26 7 C 2133 Uluwale Pl. Uluwale	3,000
27 9 C 0928 Aelike Makaikai	3,000
27 9 C 0843 Ahokele Meheula Pkwy.	4,000
27 9 C 0938 Ainamakua Dr. Ainamakua Dr.	11,000
27 9 C 0930 Ainamakua Dr. Makaikai	16,000
27 9 C 0931 Ainamakua Dr. Meheula Pkwy.	2,000
27 9 C 0932 Ainamakua Dr. Ukuwai	9,000
27 9 C 0919 Hoailona Makaikai	4,000
27 9 C 0917 Kaapeha Makaikai	14,000
27 9 C 0862 Kaapeha Meheula Pkwy.	7,000
27 9 C 0915 Koolani Dr. Meheula Pkwy.	10,000
27 9 C 0918 Makaikai Meheula Pkwy.	10,000
28 9 C 1866 Aaahi Elau Pl.	19,000
28 9 C 1686 Aaahi Keaolani	6,000
28 9 C 1865 Aaahi Kupulau Pl.	6,000
28 9 C 1867 Aaahi Pl. Aaahi	7,000
28 9 C 1665 Ahiku Lanikuhana Ave.	6,000
28 9 C 1664 Ahiku Ualalehu	6,000
28 9 C 1663 Ahiku Waioleka	6,000
28 9 C 1828 Akia Pl. Lanikuhana Ave. Lea Pl.	12,000
28 9 C 1835 Alula Pl. Apele	4,000
28 9 C 1838 Apele Lupua Pl.	4,000
28 9 C 1834 Apele Pl. Apele	4,000
28 9 C 1674 Awiki Kaukoe	9,000
28 9 C 1670 Awiki Lanikuhana Ave.	8,000
28 9 C 1682 Awivi Pl. Awivi Way	12,000
28 9 C 1683 Awivi Pl. Keaolani	6,000
28 9 C 1842 Emoloa Pl. Holanialii Kuanalio Lp.	7,000
28 9 C 1256 Eulu Pl. Eulu	10,000
28 9 C 1847 Hikianalia Pl. Lanikuhana Ave.	2,000
28 9 C 1846 Holanialii Lanikuhana Ave.	6,000
28 9 C 1832 Holanialii Meheula Pkwy.	16,000
28 9 C 1268 Huaala Pl. Kipapa Dr.	6,000
28 9 C 1858 Ialeleiaka Pl. Lanikuhana Ave.	7,000
28 9 C 1851 Iliula Pl. Mahinahou Pl. Mahinahou	6,000
28 9 C 1825 Kahulialii Kealakaa	1,000
28 9 C 1861 Kamaio Lanikuhana Ave.	6,000
28 9 C 1864 Kamaio Mahapili	3,000
28 9 C 1862 Kamaio Polapola Pl.	7,000
28 9 C 1863 Kamaio Pl. Kamaio	5,000
28 9 C 1848 Kauakapuu Lp. Lanikuhana Ave.	17,000
28 9 C 1676 Kaukoe Lanikuhana Ave.	6,000
28 9 C 1857 Kauluikua Pl. Lanikuhana Ave.	7,000
28 9 C 1827 Kealakaa Lanikuhana Ave.	17,000
28 9 C 1852 Kealakaa Mahinahou	6,000
28 9 C 1824 Kealakaa Pl. Kealakaa Kiapaakai Pl.	6,000

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28 9 C 1684 Keaolani Kikalake Pl.	6,000
28 9 C 1685 Keaolani Kilou Pl.	6,000
28 9 C 1680 Keaolani Lanikuhana Ave.	16,000
28 9 C 1681 Keaolani Maealani Pl.	3,000
28 9 C 1655 Keaolani Meheula Pkwy.	16,000
28 9 C 1831 Keaopua Meheula Pkwy.	4,000
28 9 C 1853 Kioele Pl. Mahinahou Neleau Pl.	5,000
28 9 C 1265 Kipapa Dr. Lalai	4,000
28 9 C 1263 Kipapa Dr. Lelewalo	9,000
28 9 C 1266 Kipapa Dr. Lokihi	6,000
28 9 C 1267 Kipapa Dr. Makaholowaa Pl.	6,000
28 9 C 1314 Kipapa Dr. Wehewehe Lp.	25,000
28 9 C 1285 Kipapa Pl. Kipapa Dr.	4,000
28 9 C 1255 Kuahelani Ave. Meheula Pkwy.	48,000
28 9 C 1264 Lalai Pl. Lalai	2,000
28 9 C 1677 Lanikuhana Ave. Laupalai Pl.	7,000
28 9 C 1859 Lanikuhana Ave. Mahapili	21,000
28 9 C 1856 Lanikuhana Ave. Mahinahou Makaamoamo Pl.	15,000
28 9 C 1829 Lanikuhana Ave. Manawahine	10,000
28 9 C 1679 Lanikuhana Ave. Naika Pl. Paionia Pl.	16,000
28 9 C 1671 Lanikuhana Ave. Nape Pl.	7,000
28 9 C 1678 Lanikuhana Ave. Oheala Pl.	5,000
28 9 C 1675 Lanikuhana Ave. Opo Pl.	6,000
28 9 C 1667 Lanikuhana Ave. Poiki	7,000
28 9 C 1830 Lanikuhana Ave. Waileia Pl.	4,000
28 9 C 1259 Lokalia Paailalo	3,000
28 9 C 1260 Lokalia Pl. Lokalia	3,000
28 9 C 1854 Mahinahou Maiaohe Pl.	2,000
28 9 C 1849 Mahinahou Meheula Pkwy.	6,000
29 9 C 1810 Ahanui Pl. Ahanui Way	6,000
29 9 C 1815 Ahaula Alake	11,000
29 9 C 1814 Ahaula Anania Dr.	8,000
29 9 C 1813 Ahaula Waimaka	14,000
29 9 C 1817 Akaku Alake	4,000
29 9 C 1818 Akaku Anania Dr.	13,000
29 9 C 1819 Akaku Pl. Akaku	10,000
29 9 C 1898 Alohilani Lanipaa	6,000
29 9 C 1731 Anania Dr. Lanikuhana Ave.	8,000
29 9 C 1736 Anania Dr. Noholoa Lp.	15,000
29 9 C 1909 Elehei Pl. Wekiu	3,000
29 9 C 1916 Haalohe Lilihewa	7,000
29 9 C 1913 Haalohe Puahehe	4,000
29 9 C 1250 Hamumu Hanile	1,000
29 9 C 1248 Hamumu Pl. Hamumu	1,000
29 9 C 1242 Hinalii Kahikinui Pl.	6,000
29 9 C 1244 Hinalii Kauanomaha Pl.	4,000
29 9 C 1243 Hinalii Luahoomoe Pl.	4,000

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29	9 C 1240 Hinalii Maiaku	29,000
29	9 C 1245 Hinalii Pulehulehu Pl.	6,000
29	9 C 1246 Hinalii Pl. Hinalii	7,000
29	9 C 1748 Hokualii Ct. Hokualii Welehu	14,000
29	9 C 1713 Hokulewa Lp. Hokulewa Pl. Kuahelani Ave.	23,000
29	9 C 1884 Holani Kelewaa	7,000
29	9 C 1883 Holani Lauawa	10,000
29	9 C 1885 Holani Makaioalani	2,000
29	9 C 1239 Holu Pl. Maiaku	17,000
29	9 C 1803 Ihuana Pl. Kealohi	2,000
29	9 C 1910 Imina Pl. Wekiu	6,000
29	9 C 1766 Kaaei Pl. Kiilani	2,000
29	9 C 1878 Kaekae Lehuakona	4,000
29	9 C 1231 Kaomaaku Pl. Makaunulau	4,000
29	9 C 1747 Kapuahi Lahe	8,000
29	9 C 1743 Kapuahi Pl. Kapuahi	13,000
29	9 C 1895 Kaululena Pl. Lauawa	18,000
29	9 C 1805 Kealohi Lanikuhana Ave.	5,000
29	9 C 1793 Kealohi Makapipipi	3,000
29	9 C 1752 Keaopua Lanikuhana Ave.	17,000
29	9 C 1892 Kelewaa Lanipaa	16,000
29	9 C 1893 Kelewaa Pl. Kelewaa	3,000
29	9 C 1769 Kiilani Mahinahou	3,000
29	9 C 1228 Kilohoku Maio	4,000
29	9 C 1229 Kilohoku Paikauhale	9,000
29	9 C 1795 Kou Pl. Makapipipi	4,000
29	9 C 1702 Kuahelani Ave. Lanikuhana Ave.	29,000
29	9 C 1232 Kuahelani Ave. Makaunulau	11,000
29	9 C 1254 Kuahelani Ave. Paia	8,000
29	9 C 1890 Lahai Lanipaa	2,000
29	9 C 1770 Lanikuhana Ave. Lanikuhana Pl.	7,000
29	9 C 1897 Lanipaa Lauawa	3,000
29	9 C 1891 Lanipaa Makaioalani	6,000
29	9 C 1881 Lauawa Makaimoimo	3,000
29	9 C 1768 Leleaka Mahinahou	1,000
29	9 C 1767 Leleaka Pl. Leleaka	4,000
29	9 C 1880 Leleiona Makaimoimo	2,000
29	9 C 1235 Lewanuii Maiaku	37,000
29	9 C 1236 Lewanuii Pl. Lewanuii	6,000
29	9 C 1241 Maiaku Kuahelani	16,000
29	9 C 1234 Maiaku Makaunulau	17,000
29	9 C 1220 Maiaku Paikauhale	6,000
29	9 C 1237 Maiaku Pl. Maiaku	15,000
29	9 C 1223 Maio Makaunulau	8,000
29	9 C 1772 Makapipipi Makohilani	12,000
29	9 C 1796 Makapipipi Uiu Pl.	4,000
29	9 C 1797 Makapipipi Pl. Makapipipi Mamolani Pl.	6,000

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Intersection ID				Cost
29	9 C	1233	Makaunulau Makaunulau	11,000
29	9 C	1222	Makaunulau Paikauhale	16,000
29	9 C	1230	Makaunulau Pl. Makaunulau	2,000
29	9 C	1226	Makeaupea Pl. Paikauhale	4,000
29	9 C	1876	Mulehu Polohilani	4,000
29	9 C	1734	Noholoa Ct. Noholoa Lp.	1,000
29	9 C	1908	Polale Pl. Wekiu	2,000
30	4 R	1279	Alawiki Hui Ulili	5,000
30	4 R	1274	Apoalewa Pl. Hui Iwa	5,000
30	4 R	0649	Haunaukoi Moole	6,000
30	4 R	1273	Hui Aeko Pl. Hui Aeko Way	13,000
30	5 C	2477	Kulanui Naniloa Lp.	4,000
30	8 C	2462	Lualualei Homestead Rd. Moekahi	31,000
30	8 C	2454	McArthur Mill	22,000
30	8 C	2452	McArthur Waianae Valley Rd.	5,000
30	8 C	2448	Midway Waianae Valley Rd.	6,000
30	8 C	2449	Mill Waianae Valley Rd.	20,000
30	5 C	2478	Naniloa Lp. Kulanui Iosepa	2,000
30	8 C	2450	Niihau Waianae Valley Rd.	8,000

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Total Est. Cost for 2003 = \$7,963,000

Intersection ID				Total	Cost
1	9 C	2441	Akaawa Kaiaulu		9,000
1	9 C	2443	Akaawa Leiole		15,000
1	9 C	2442	Akaawa Pl. Akaawa		12,000
1	9 C	2409	Ala Hoi Hauone		23,000
1	9 C	2410	Ala Hoi Hunekai		12,500
1	9 C	2407	Hauone Pl. Hauone		4,000
1	9 C	2426	Hoike Pl. Hoike Way		11,000
1	9 C	2428	Hoike Pl. Hookomo		4,000
1	9 C	2436	Hoina Pl. Panana		8,000
1	9 C	2423	Hookeha Hookomo		2,000
1	9 C	2420	Hookeha Mekila		7,000
1	9 C	2421	Hookeha Pl. Hookeha		7,000
1	9 C	2425	Hookomo Kaleo Pl.		10,500
1	9 C	2427	Hookomo Makakilo Dr.		4,000
1	9 C	2411	Hunekai Oahi Pl.		4,500
1	9 C	2412	Hunekai Pl. Hunekai		16,000
1	9 C	2446	Kaiaulu Uhiuala		4,000
1	9 C	2445	Kaiaulu Pl. Kaiaulu		11,000
1	9 C	2431	Kakoo Pl. Makakilo Dr.		4,000
1	9 C	2424	Kaleo Pl. Kaleo Way		5,500
1	9 C	2415	Kikaha Kuamu		8,000
1	9 C	2419	Kikaha Mekila		500
1	9 C	2418	Kikaha Umena		4,000
1	9 C	2438	Kohea Pl. Kohea Way		5,000
1	9 C	2439	Kohea Pl. Leipapa		1,000
1	9 C	2440	Kohea Pl. Panana		3,000
1	9 C	2414	Kuamu Uahanai		12,000
1	9 C	2444	Leiole Uhiuala		10,000
1	9 C	2432	Makakilo Dr. Painiu Pl.		8,000
1	9 C	2437	Oloa Pl. Panana		4,000
1	9 C	2416	Uahanai Pl. Uahanai		3,000
2	9 C	2637	Papipi Pl. Papipi Rd.		15,000
2	9 C	2640	Papipi Rd. - B Fort Weaver Rd. - B Papipi Pl. - B		2,000
3	9 C	2391	Alaiki Renton Rd.		2,000
3	9 C	2647	Auwaha Renton Rd.		8,000
3	9 C	2386	Bond Malako		6,000
3	9 C	2397	Koka Piipii		10,000
3	9 C	2398	Koka Pohahawai		7,000
3	9 C	2396	Koka Puaina		11,000
3	9 C	2388	Malako Paeko		3,000
3	9 C	2379	Paaniana Park Row		3,000
3	9 C	2384	Park Row Sisal		2,000
3	9 C	2400	Pohahawai Pl. Pohahawai		5,000
3	9 C	2399	Pohahawai Pl. Pohahawai Pl.		24,000
3	9 C	2395	Puaina Wailohia Pl.		10,000

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Intersection ID		Cost
3	9 C 2394 Puaina Waimapuna Pl.	5,000
3	9 C 2392 Renton Rd. Tenney	7,000
4	9 C 0703 Akihiloa Paiwa	18,000
4	9 C 0701 Akihiloa Puloku	13,000
4	9 C 0702 Akihiloa Ulieo	11,000
4	9 C 0677 Anaaina Pl. Apii	4,000
4	9 C 0675 Apii Kumukula	8,000
4	9 C 0678 Apii Pl. Apii	8,000
4	9 C 0684 Halelehua Hina	6,000
4	9 C 0694 Hapapa Niulii	16,000
4	9 C 0697 Hapapa Paiwa	7,000
4	9 C 0695 Hapapa Puloku	11,000
4	9 C 0693 Hapapa Pl. Hapapa	16,000
4	9 C 0681 Hiapo Kuhaulua	11,000
4	9 C 0667 Hiapo Kumuaao	10,000
4	9 C 0687 Hiapo Mahoe	12,000
4	9 C 0686 Hiapo Paiwa	10,000
4	9 C 0653 Hikimoe Kahuaailani	16,000
4	9 C 0652 Hikimoe Kahuaailani Mokuola	8,000
4	9 C 0683 Hina Hoomakoa	10,000
4	9 C 0685 Hina Paiwa	6,000
4	9 C 0682 Hinaea Hoomakoa	12,000
4	9 C 0688 Huakai Mahoe	8,000
4	9 C 2270 Ikepono Pl. Waipahu	8,000
4	9 C 0664 Kahuamoku Paiwa	12,000
4	9 C 0662 Kahuanui Paiwa	8,000
4	9 C 0707 Kaupo Pl. Kaupo Way	10,000
4	9 C 0708 Kaupo Pl. Waipahu	3,000
4	9 C 0674 Kuakahi Kuhaulua	11,000
4	9 C 0668 Kuakahi Kumuaao	8,000
4	9 C 0670 Kuakahi Mapala Pl.	5,000
4	9 C 0671 Kuakahi Pl. Kuakahi	6,000
4	9 C 0669 Kualua Kumuaao	8,000
4	9 C 0673 Kualua Pl. Kuhaulua	8,000
4	9 C 0704 Kupehe Ln. Waipahu	30,000
4	9 C 2273 Makaaloha Waipahu	60,000
4	9 C 0663 Paiwa Kahuamoku Kahuanui	8,000
4	9 C 0698 Paiwa Puloku	16,000
4	9 C 0696 Paiwa Pl. Paiwa	10,000
4	9 C 0706 Peke Ln. Waipahu	45,000
4	9 C 0699 Puloku Ulieo	16,000
4	9 C 0637 Pupukahi Pupumomi	16,000
4	9 C 0636 Pupukahi Pupupuhi	18,000
4	9 C 0638 Pupumomi Pupunohe	22,000
4	9 C 0640 Pupumomi Pupupuhi	15,000
4	9 C 0639 Pupunohe Pupupuhi	16,000
4	9 C 0631 Pupuole Pupupuhi	15,000

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Intersection ID		Cost
4	9 C 0632 Pupuole Pl. Pupuole	14,000
4	9 C 0700 Ulieo Pl. Ulieo	14,000
5	9 C 2363 Aawa Dr. Anaunau	6,000
5	9 C 2356 Aawa Dr. Hamana	5,000
5	9 C 2366 Aawa Dr. Makaaloa	9,000
5	9 C 2352 Aeaee Auhola	3,000
5	9 C 2359 Aeoia Hamana	3,000
5	9 C 0472 Ahole Pl. Kaihuopalaai	3,000
5	9 C 2371 Akekee Pl. Apuu	3,000
5	9 C 0558 Alapine Kaaholo	8,000
5	9 C 0749 Alau Kaamea	4,000
5	9 C 0753 Alau Lelehuna	4,000
5	9 C 0718 Alelo Lumiaina	15,000
5	9 C 0470 Amaama Kaihuopalaai	6,000
5	9 C 0474 Amaama Kapapapuhi	6,000
5	9 C 0732 Anapau Pl. Lumiauu	3,000
5	9 C 2358 Anaunau Hamana	6,000
5	9 C 0599 Anoiki Kamiki	24,000
5	9 C 0504 Anoiki Keahua Lp.	6,000
5	9 C 0600 Anoiki - B Anonui - B	8,000
5	9 C 0601 Anonui Kunia Rd.	7,000
5	9 C 0761 Aoku Mali	11,000
5	9 C 2373 Apuu Makaaloa	6,000
5	9 C 2375 Apuu Pl. Apuu Way	3,000
5	9 C 0597 Awalua Kamiki	4,000
5	9 C 0489 Eleu Ikeloa	11,000
5	9 C 0487 Eleu Puia	8,000
5	9 C 0530 Haalau Kaaholo	4,000
5	9 C 0527 Haalau Palai	11,000
5	9 C 0754 Hahina Nawele	8,000
5	9 C 0564 Hamau Kaaholo	4,000
5	9 C 0563 Hamau Laukani	4,000
5	9 C 0496 Hanauna Ikeloa	4,000
5	9 C 0495 Hanauna Leia	11,000
5	9 C 0490 Heahea Ikeloa	15,000
5	9 C 0491 Heahea Leia	22,000
5	9 C 0492 Heahea Pl. Heahea	10,000
5	9 C 0525 Hohola Kaaholo	4,000
5	9 C 0565 Hoikaika Pl. Kaaholo	8,000
5	9 C 0462 Huluhulu Kaihuopalaai	6,000
5	9 C 0475 Iheihe Pl. Kapapapuhi	3,000
5	9 C 0524 Kaaholo Kaaka	8,000
5	9 C 0555 Kaaholo Kaiao	18,000
5	9 C 0550 Kaaholo Kaiewa	17,000
5	9 C 0532 Kaaholo Kime	17,000
5	9 C 0567 Kaaholo Manena Pl.	3,000
5	9 C 0531 Kaaholo Nolupe	8,000

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Intersection ID	Cost
5 9 C 0559 Kaaholo Opeha	14,000
5 9 C 0529 Kaaholo Palai	7,000
5 9 C 0546 Kaaka Kehela	4,000
5 9 C 0523 Kaaka Leia	7,000
5 9 C 0514 Kaaka Pl. Kaaka	3,000
5 9 C 0748 Kaamea Mahinahina	4,000
5 9 C 0553 Kaapuna Pl. Kaiao	6,000
5 9 C 0752 Kaelee Lelehuna	4,000
5 9 C 0506 Kahakea Kamalo	9,000
5 9 C 0498 Kaiholena Pl. Keahua Lp. Keahua Lp.	3,000
5 9 C 0457 Kaihuopalaai Kaope	9,000
5 9 C 0460 Kaihuopalaai Kaunoa	10,000
5 9 C 0465 Kaihuopalaai Kumimi	16,000
5 9 C 0467 Kaihuopalaai Kupekala	7,000
5 9 C 0464 Kaihuopalaai Lauaunui	20,000
5 9 C 0466 Kaihuopalaai Muiona	9,000
5 9 C 0473 Kaihuopalaai Oola Pl.	11,000
5 9 C 0459 Kaihuopalaai Opaehuna	4,000
5 9 C 0468 Kaihuopalaai Pahau Pl.	6,000
5 9 C 0458 Kaihuopalaai Pololia	16,000
5 9 C 0463 Kaihuopalaai Puhipaka	14,000
5 9 C 0469 Kaihuopalaai Unahiphipi Pl.	6,000
5 9 C 0461 Kaihuopalaai Uouoa	9,000
5 9 C 0611 Kaima Pl. Kupuohi	12,000
5 9 C 0606 Kalae Kupuohi	36,000
5 9 C 0533 Kalaiaha Pl. Kime	5,000
5 9 C 0540 Kalia Pl. Kime	8,000
5 9 C 0502 Kaloli Lp. Keahua Lp.	3,000
5 9 C 0505 Kamalo Kupuohi	6,000
5 9 C 0479 Kapapahuhi Lauaunui	21,000
5 9 C 0476 Kapapahuhi Nehupala Pl.	6,000
5 9 C 0478 Kapapahuhi Omilu Pl.	7,000
5 9 C 0477 Kapapahuhi Puhilaumilo Pl.	3,000
5 9 C 0503 Kapehu Keahua Lp.	34,000
5 9 C 0609 Kauweke Pl. Kupuohi	8,000
5 9 C 0544 Kehela Lahaole Pl.	4,000
5 9 C 0545 Kehela Pl. Kehela	3,000
5 9 C 0726 Kikepa Lumiauau	4,000
5 9 C 0727 Kikepa Pl. Kikepa	4,000
5 9 C 0536 Kime Koniaka Pl.	4,000
5 9 C 0538 Kime Kupuna Lp.	29,000
5 9 C 0537 Kime Makou Pl.	12,000
5 9 C 0535 Kime Nolupe	10,000
5 9 C 0534 Kime Nonohina Pl.	5,000
5 9 C 0541 Kime Pl. Kime	7,000
5 9 C 0588 Koke Pl. Kuoo	4,000
5 9 C 0520 Kuahui Leia	8,000

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5 9 C 0734 Kuhana Pl. Lumiauau	3,000
5 9 C 0589 Kuhao Kuoo	8,000
5 9 C 0590 Kuhao Kupueu Pl.	4,000
5 9 C 0719 Kukula Lumiaina	40,000
5 9 C 0721 Kukula Pakela	4,000
5 9 C 0560 Laukani Opeha	8,000
5 9 C 0485 Lauaunui Okupe	5,000
5 9 C 0519 Leia Kaaholo	10,000
5 9 C 0716 Leihaku Lumiaina	3,000
5 9 C 0737 Lumiauau Makawai Pl.	3,000
5 9 C 0730 Lumiauau Paiwa	3,000
5 9 C 0738 Lumiauau Waho Pl.	3,000
5 9 C 0548 Maaniani Pl. Puhau Way	7,000
5 9 C 2370 Makaaloa Pl. Makaaloa	3,000
5 9 C 0493 Makoa Puia	12,000
5 9 C 0757 Mali Molale	4,000
5 9 C 0756 Molale Pl. Molale	10,000
5 9 C 0483 Okupe Nahawehe	3,000
5 9 C 0484 Okupe Olepekupe	3,000
5 9 C 0482 Okupe Pa	11,000
5 9 C 0481 Okupe Panapanapuhi	6,000
5 9 C 0480 Okupe Paua Pl.	8,000
5 9 C 0528 Palai Pl. Palai	4,000
5 9 C 0739 Pulelo Pl. Pulelo	5,000
6 9 C 0450 Lelepua Leomana Pl.	6,000
6 9 C 0451 Lelepua Upai Pl.	10,000
6 9 C 0452 Lelepua Pl. Lelepua	500
6 9 C 0449 Leomana Pl. Leomana Way	4,000
6 9 C 0455 Lumikula Mui Penakii Pl.	6,000
6 9 C 0454 Penakii Pl. Penakii Way	500
7 9 C 0423 Acacia Rd. Kuala	12,000
7 9 C 0413 Hookiekie Hoomoana	20,000
7 9 C 0414 Hookiekie Hoomoana Waimano Home Rd.	67,000
7 9 C 0415 Hookiekie Waimano Home Rd.	8,000
7 9 C 0408 Hoomalu Noelani	9,000
7 9 C 1423 Hoomalu Waimano Home Rd.	17,000
7 9 C 0410 Leomele Maluwai	9,000
7 9 C 0409 Wahinani Waimano Home Rd.	19,000
8 9 C 0351 Ainanui Lp. Kaahale	19,000
8 9 C 0416 Aumakua Komo Mai Dr.	30,000
8 9 C 0356 Ewelani Kaahale	20,000
8 9 C 1170 Hekaha Moanalua Rd.	14,000
8 9 C 0347 Hiliu Pl. Kaahale	15,000
8 9 C 0375 Hoala Kaulahao	9,000
8 9 C 0374 Hoala Kipikua	19,000
8 9 C 0350 Kaahale Kahaea Pl.	7,000
8 9 C 0357 Kaahale Keikialii	4,500

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8	9 C 0345 Kaahale Kuhao Pl.	4,000
8	9 C 0364 Kaahale Kuini	4,000
8	9 C 0352 Kaahale Leialii	19,000
8	9 C 0349 Kaahale Leihulu Pl.	15,000
8	9 C 0367 Kaahale Naalii	8,000
8	9 C 0346 Kaahale Nakewai Pl.	15,000
8	9 C 0370 Kaahale Nohoalii	32,000
8	9 C 0354 Kaahale Pl. Kaahale	8,000
8	9 C 0379 Kaahumanu Komo Mai Dr.	35,000
8	9 C 0397 Kaahumanu Kuahao Pl. Oihana Pl.	51,000
8	9 C 0422 Komo Mai Dr. Lanikeha Pl.	17,500
8	9 C 0376 Komo Mai Dr. Nahele	35,500
8	9 C 0421 Lanikeha Pl. Lanikeha Way	12,000
8	9 C 0353 Lanikuakaa Leialii	18,000
8	9 C 1171 Moanalua Lp. Moanalua Rd.	8,000
8	9 C 0361 Naalii Pl. Naalii	6,000
9	9 C 2591 Aiea Heights Dr. Olopana	8,000
9	9 C 2497 Aiea Heights Dr. Ulune	12,000
9	9 T 0352 Halawa Heights Rd. Helemauna Pl.	4,000
9	9 T 0348 Halawa Valley Koaha Pl.	11,000
9	9 T 0349 Iwaena Iwaiwa	24,000
9	9 T 0360 Iwaiwa Pl. Iwaiwa	8,000
9	9 T 0361 Iwaiwa Pl. Iwaiwa Way	4,000
9	9 C 1201 Kaahale Kaalo	4,000
9	9 C 2536 Kaamilo Ulune	18,000
9	9 T 0174 Kaimakani Ulune	8,000
9	9 C 0253 Kaonohi Ualo	8,000
9	9 C 0254 Kaonohi Uao Pl.	8,000
9	9 T 0347 Koaha Pl. Koaha Way	11,000
9	9 T 0423 Kulawea Ulune	23,500
9	9 T 0350 Palaialii Pl. Palaialii Way	8,000
9	9 T 0346 Waiua Pl. Waiua Way	8,000
10	1 C 0321 Ala Akulikuli Ala Laulani	23,000
10	1 C 0304 Ala Hahanui Ala Leleu	4,000
10	1 C 0308 Ala Hahanui Ala Napunani	8,000
10	1 C 0322 Ala Ilima Ala Laulani	44,000
10	1 C 0320 Ala Ilima Ala Lehua	12,000
10	1 C 1047 Ala Ilima Ala Maile Pl.	19,000
10	1 C 1045 Ala Ilima Ala Meila Pl.	21,000
10	1 C 1048 Ala Ilima Ala Nanala	18,000
10	1 C 1043 Ala Ilima Ala Nanu	23,000
10	1 C 1042 Ala Ilima Ala Napuaa Pl.	25,000
10	1 C 1044 Ala Ilima Ala Nioi Pl.	23,000
10	1 C 1046 Ala Ilima Pl. Ala Ilima	13,000
10	1 C 0306 Ala Kika Pl. Ala Leie	15,000
10	1 C 0313 Ala Kopiko Ala Napunani	4,000
10	1 C 0312 Ala Kopiko Pl. Ala Kopiko	8,000

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10	1 C	0317	Ala Lehua Ala Liliko	21,000
10	1 C	0305	Ala Leie Pl. Ala Leie	4,000
10	1 C	0316	Ala Liliko Ala Lehua Ala Lilia	13,000
10	1 C	0315	Ala Liliko Ala Lilia Ala Lehua	13,000
10	1 C	1051	Ala Liliko Ala Loke	10,000
10	1 C	0318	Ala Liliko Pl. Ala Liliko	12,000
10	1 C	0310	Ala Lonomea Ala Napunani	4,000
10	1 J	0539	Ala Mahamoe Kaua	11,000
10	1 C	1041	Ala Makahala Pl. Ala Napunani	15,000
10	1 C	1050	Ala Nanala Likini	20,000
10	1 C	1049	Ala Nanu Likini	20,000
10	1 C	0314	Ala Napunani Ala Noni Pl.	6,000
10	1 C	1040	Ala Napunani Ala Poha Pl.	13,000
10	1 C	0203	Lagoon Dr. Ualena Waiwai Lp.	28,000
11	1 C	0575	Ahihi Nihi	12,000
11	1 J	0469	Ahonui N. School	27,000
11	1 C	0188	Ahua Kikowaena	23,000
11	1 C	0192	Ahua Kilihau	19,000
11	1 C	0187	Ahua Pukoloa	26,000
11	1 C	0149	Auiki Kalihi	15,000
11	1 C	0193	Awaawaloa Mapunapuna	10,000
11	1 T	0181	Colburn McNeill	49,000
11	1 T	0206	Colburn Waiakamilo Rd.	32,000
11	1 C	0153	Democrat Kalihi	25,000
11	1 C	0158	Democrat Mokauea	28,000
11	1 T	0267	Gulick Ave. Pacheco	15,000
11	1 C	0161	Hoe Mokauea	8,000
11	1 C	0154	Homerule Kalihi	25,000
11	1 C	0157	Homerule Mokauea	22,000
11	1 C	0152	Kahai Kalihi	23,000
11	1 C	0159	Kahai Mokauea	28,000
11	1 T	0182	Kalani McNeill	12,000
11	1 T	0207	Kalani Waiakamilo Rd.	39,000
11	1 C	0155	Kalihi Republican	18,000
11	1 C	0151	Kalihi Silva	14,500
11	1 T	0186	Kaumualii Kohou	8,000
11	1 T	0239	Kaumualii Mokauea	57,500
11	1 T	0187	Kaumualii Moowaa	12,000
11	1 C	0191	Kilihau Mapunapuna	10,000
11	1 C	0194	Mapunapuna Pl. Mapunapuna	13,000
11	1 J	0464	Martin N. School	16,000
11	1 C	0162	Mary Mokauea	10,000
11	1 T	0203	McNeill Waiakamilo Rd.	24,000
11	1 C	0164	Mokauea Auiki	21,000
11	1 C	0156	Mokauea Republican	22,000
11	1 C	0160	Mokauea Silva	8,000
11	1 T	0201	Mookaula Waiakamilo Rd.	18,000

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11	1 C 0576 Nihi Waialele	19,000
12	1 R 1421 Alaneo Kuakini	21,000
12	1 R 1417 Alaneo Kuakini N. School	10,000
12	1 R 0397 Dayton Ln. Liliha	2,000
12	1 R 0395 Elena Liliha	8,000
12	1 J 0414 Houghtailing N. School	41,000
12	1 J 0397 Houghtailing Peter Buck	18,000
12	1 R 1420 Judd Mahalo	15,000
12	1 J 0417 Kaikuahine Kapalama Ave.	12,000
12	1 T 0277 Kanoa Palama	60,000
12	1 T 0279 Kanoa Pua Ln.	16,000
12	1 J 0415 Kapalama Ave. N. School	36,000
12	1 R 1418 Kuakini Lanakila Ave.	17,500
12	1 R 0394 Kunawai Ln. Liliha	5,000
12	1 R 0400 Liliha Mapu Ln.	19,000
12	1 T 0276 Lopez Ln. Palama	45,000
12	1 J 0385 Meyers Rose	4,000
12	1 J 0386 Middle Rose	25,000
13	1 R 0369 Bachelot N. Kuakini Sereno	3,000
13	2 C 0093 Kawaihahao Mission Ln.	8,000
13	2 J 0923 Nuuanu Ave. Pauoa Rd.	24,000
14	2 J 0354 Alapai Lusitana	23,000
14	2 M 1087 Kauila Nuuanu Ave.	8,000
14	2 J 0373 Lusitana Milo Ln.	4,000
14	2 J 0372 Lusitana Nehe Ln.	2,000
14	2 J 0374 Lusitana Ohelo Ln.	1,000
14	2 J 0371 Lusitana Puowaina Dr.	10,000
15	2 J 0395 Alapai Kinau Lunalilo	8,000
15	2 T 0334 Algaroba Hauoli	15,000
15	2 T 0331 Algaroba Wiliwili	16,000
15	2 T 0100 Citron Hauoli	4,000
15	2 T 0101 Citron Pumehana	17,000
15	2 T 0282 Citron Wiliwili	16,000
15	2 C 2760 Coolidge Isenberg Lime	38,000
15	2 C 2755 Date Paani	24,000
15	2 T 0288 Date Pumehana	23,000
15	2 T 0290 Date Wiliwili	16,000
15	2 T 0287 Fern Hauoli	4,000
15	2 C 2756 Fern Paani	27,000
15	2 T 0294 Fern Pumehana	4,000
15	2 T 0296 Fern Wiliwili	16,000
15	2 T 0300 Hauoli Lime	16,000
15	2 T 0325 Hauoli Waiola	8,000
15	2 J 0168 Hihawai University Ave.	33,000
15	2 C 2759 Hoawa Fern	12,000
15	2 J 0147 Kaipuu Mahiai	8,000
15	2 T 0322 Kuikahi Philip	15,000

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15	2 C 2757 Lime Paani	24,000
15	2 T 0301 Lime Pumehana	12,000
15	2 J 0146 Mahiai Mahiai Pl. Nahaku Pl.	4,000
15	2 T 0330 Makahiki Way Waiola	8,000
15	2 T 0323 Manalo Waiola	4,000
15	2 J 0388 Matlock Ave. Piikoi	8,000
15	2 T 0329 Paani Waiola	19,000
15	2 R 0009 Palm Dr. Young	43,000
15	2 T 0328 Waiola Wiliwili	20,000
16	2 M 1166 Anapuni Nehoa	30,000
16	2 C 2718 Dole Farrington	16,000
16	2 C 2719 Dole McCully Metcalf	47,500
16	2 M 1161 Dominis Keeaumoku	8,000
16	2 J 0799 E. Manoa Rd. Huapala	18,000
16	2 C 2683 Hassinger Pensacola	23,000
16	2 J 0811 Kaloaluki Woodlawn Dr.	12,000
16	2 J 0787 Kolo Pl. Varsity Pl.	15,000
16	2 M 1171 Manoa Rd. Nehoa Punahou	60,000
16	2 M 1169 Nehoa Poki	30,000
16	2 C 2675 Nehoa Prospect	30,000
16	2 J 0789 Varsity Cir. Varsity Pl.	2,000
17	2 R 0146 Cleghorn Kapuni	10,000
17	2 R 0144 Kapili Tusitala	15,000
18	3 J 0184 10th Ave. 10th Ave. Pl. Ahe	22,000
18	3 J 0186 10th Ave. Anueanue Elementary Drwy.	20,000
18	3 J 0173 10th Ave. Hardesty	12,000
18	3 C 0034 10th Ave. Harding Ave.	29,500
18	3 J 0172 10th Ave. Kaau	32,000
18	3 J 0176 10th Ave. Kiwila	36,000
18	3 J 0187 10th Ave. La-I Rd.	30,000
18	3 J 0174 10th Ave. Maluhia	24,000
18	3 J 0175 10th Ave. Paalea	10,000
18	3 J 0179 10th Ave. Waiomao Rd.	60,000
18	3 C 0040 5th Ave. H-1 Harding Ave.	25,000
18	3 C 0039 5th Ave. Harding Ave.	6,000
18	3 J 0170 6th Ave. Keanu Palolo Ave.	36,000
18	3 C 0037 7th Ave. Harding Ave.	35,000
18	3 J 0136 7th Ave. Keanu	18,000
18	3 J 0110 8th Ave. Kaimuki Ave.	18,000
18	3 J 0180 9th Ave. Kiwila	12,000
18	3 J 0183 Ahe Pooleka	12,000
18	3 J 0182 Ahe Pl. Ahe	18,000
18	3 J 0013 Alohea Ave. Kepuhi Pokole	24,000
18	2 J 0156 Date Kamuela Ave.	15,000
18	3 J 0198 Kaau Kekona Pl. Palolo Ave.	40,000
18	3 J 0416 Kaimuki Ave.	16,000
18	3 J 0194 Kalua Pl. Kalua Rd. Palolo Ave.	18,000

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18	3 J 0195 Kalua Rd. Mahana	12,000
18	3 J 0196 Kikilia Pl. Palolo Ave.	12,000
18	3 J 0189 Kiwila Palolo Ave.	22,000
18	2 J 0157 Leialoha Ave. Olokele Ave.	22,000
18	3 J 0197 Loke Pl. Palolo Ave.	10,000
18	3 M 1690 Maunalei Ave.	8,000
18	3 J 0298 Mokihana Mocheau Ave.	4,000
18	2 J 0149 Olokele Ave. Winam Ave.	40,000
18	3 J 0140 Paliatina Pl. Palolo Ave.	8,000
18	3 J 0142 Palolo Ave.	8,000
18	3 J 0192 Palolo Ave. Palolo Rec. Center Drwy.	16,000
18	3 J 0134 Palolo Ave. Uilani Pl.	12,000
19	3 J 0128 13th Ave. Mahina Ave.	8,000
19	3 J 0163 13th Ave. Ocean View Dr. Pahoa Ave.	16,000
19	3 C 0020 13th Ave. Waialae Ave.	9,000
19	3 J 0018 15th Ave. Kilauea Ave.	8,000
19	3 C 0026 16th Ave. Harding Ave.	40,000
19	3 J 0118 20th Ave. Pahoa Ave.	15,000
19	3 J 0143 21st Ave. Harding Ave.	6,000
19	3 J 0217 21st Ave. Pahoa Ave.	19,000
19	3 J 0135 22nd Ave. Harding Ave.	23,000
19	3 J 0218 Ahuawa Lp. Kilauea Ave. Oili Lp.	14,000
19	3 J 0058 Ahuli Pl. Pahoa Ave.	18,000
19	3 J 0216 Ainakoa Ave. Aliikoa	12,000
19	3 J 0215 Ainakoa Ave. Honokoa Pl.	9,000
19	3 J 0214 Ainakoa Ave. Malia	12,000
19	3 J 0212 Alakoa Malia	12,000
19	3 J 0088 Campbell Ave. Castle	16,000
19	3 J 0097 Campbell Ave. Duval	32,000
19	3 J 0276 Campbell Ave. Esther	36,000
19	3 J 0130 Coconut Ave. Kalakaua Ave.	21,000
19	3 J 0101 Esther Kanaina Ave.	31,000
19	3 J 0103 Francis Kanaina Ave.	23,000
19	3 J 0104 George Kanaina Ave.	10,000
19	3 J 0211 Hoakoa Pl. Malia	12,000
19	3 J 0106 Hollinger Kanaina Ave.	27,000
19	3 J 0105 Kanaina Ave. Lakimau	12,000
19	3 J 0219 Keanu Wilhelmina Rise	12,000
19	3 J 0213 Makaikoa Malia	14,000
19	3 J 0061 Moho Pahoa Ave.	12,000
20	3 R 0166 Waieli Waiholo	6,000
20	3 R 0167 Waieli Waiki	8,000
20	3 R 0164 Waieli Waikui	4,000
20	3 R 0165 Waikui Pl. Waikui	4,000
21	3 M 0690 Ahukini Hawaii Kai Dr.	12,000
21	3 R 0289 Ainahou Hawaii Kai Dr.	5,000
21	3 R 0290 Ainahou Kaiolohia Pl.	6,000

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21	3 R 1020 Anapalau Lunalilo Home Rd.	36,000
21	3 R 0294 Hawaii Kai Dr. Kanoenoe	5,000
21	3 R 0270 Hawaii Kai Dr. Maunanani	5,000
21	3 R 0295 Hawaii Kai Dr. Onohi	8,000
21	3 R 0260 Hoa Kuamauna	5,000
21	3 R 0254 Kaekeke Way Puili Pl.	14,000
21	3 R 0250 Kaeleloi Pl. Kuliouou Rd.	8,000
21	3 R 0257 Kaiama Pl. Lunalilo Home Rd.	20,000
21	3 R 0291 Kaiolohia Pl. Kaiolohia Way	2,000
21	3 R 0245 Kalaa Pl. Kuliouou Rd.	2,000
21	3 R 1018 Kalakua Lunalilo Home Rd.	15,000
21	3 R 0268 Kamehame Dr. Maunanani	5,000
21	3 R 0258 Kamiloiki Pl. Lunalilo Home Rd.	9,000
21	3 R 0293 Kanoenoe Makaa	6,000
21	3 R 1019 Kaumakani Lunalilo Home Rd.	36,000
21	3 R 0298 Kuaehu Kuaehu	9,000
21	3 R 0297 Kuaehu Makaa	8,000
21	3 R 0248 Kuliouou Rd. Pila Pl.	5,000
21	3 R 0249 Kuliouou Rd. Puili Pl.	2,000
21	3 M 0745 Lunalilo Home Rd.	12,000
21	3 R 0256 Lunalilo Home Rd. Miloiki	6,000
21	3 R 0296 Makaa Onohi	4,000
21	3 R 0292 Makaa Pl. Makaa	7,000
21	3 R 0253 Oeoe Way Puili Pl.	2,000
21	3 R 0252 Pahupai Puili Pl.	7,000
22	3 R 0276 Honokahua Ipuai	2,000
22	3 R 0274 Honokahua Maloo Pl.	7,000
22	3 R 0280 Ipuai Kealahou	2,000
22	3 R 0278 Kalina Pl. Kealahou	5,000
22	3 R 0282 Kealahou Olili Pl.	7,000
22	3 R 0285 Mokuhano Nahoku Pl.	5,000
22	3 R 0281 Onini Pl. Kealahou	4,000
24	4 C 2655 Hele Keolu Dr.	36,000
24	4 C 2653 Hui Keolu Dr.	20,000
24	4 R 1315 Keolu Dr. Pauku	28,000
25	4 R 0445 Halemuku Waikalua Rd.	17,000
25	4 R 0444 Iakopo Pl. Waikalua Rd. Waikapoki Rd.	5,000
25	4 R 0512 Kamau Pl. Keaahala Rd.	10,000
25	4 R 0602 Lilipuna Rd. Nahiku	7,000
26	7 C 1998 Anoni California Ave.	15,000
26	7 C 2108 California Ave. Circle Dr.	30,000
26	7 C 2067 California Ave. Ekolu Pl. Ma Way	30,000
26	7 C 2070 California Ave. Kalie	30,000
26	7 C 2066 California Ave. Kilea Pl.	15,000
26	7 C 2110 California Ave. Makaweo Ave.	30,000
26	7 C 2111 California Ave. Nanea Ave.	45,000
26	7 C 2083 Glen Ave. - A Crest Ave. - A Royal Palm Dr. - A	30,000

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26	7 C 2087 Glen Ave. - B Crest Ave. - B Royal Palm Dr. - B	30,000
26	7 C 2147 Kuahiwi Ave. Olive Ave.	45,000
26	7 C 2149 Olive Ave. Walker Ave.	45,000
27	9 C 0848 Aahu Pl. Paalii	7,000
27	9 C 0927 Aelike Kahele	3,000
27	9 C 1209 Ahea Lauae	11,000
27	9 C 0846 Ahunalii Pl. Paalii	3,000
27	9 C 0913 Ailona Makaikai	20,000
27	9 C 0953 Ainamakua Dr. Alakaina	3,000
27	9 C 0934 Ainamakua Dr. Hookanahe	3,000
27	9 C 0935 Ainamakua Dr. Kanae	6,000
27	9 C 0951 Ainamakua Dr. Lahui	3,000
27	9 C 1211 Ainamakua Dr. Lauae	14,000
27	9 C 0946 Ainana Pl. Puneki	6,000
27	9 C 0956 Akaluli Alakaina	3,000
27	9 C 0958 Akaluli Konaku	3,000
27	9 C 0971 Akeake Pakau	15,000
27	9 C 0965 Akeake Puulu	3,000
27	9 C 0844 Akuli Pl. Paalii	4,000
27	9 C 0897 Ala Oki Haakualiki	16,000
27	9 C 0955 Alakaina Kahualea	3,000
27	9 C 0909 Aoakua Kuahewa	4,000
27	9 C 0910 Aoakua Makaikai	30,000
27	9 C 0885 Auina Kaapeha	3,000
27	9 C 0902 Haakualiki Meheu	10,000
27	9 C 0901 Haakualiki Pl. Haakualiki	6,000
27	9 C 0950 Hakala Lahui	4,000
27	9 C 0921 Hoailona Kahele	7,000
27	9 C 0898 Hookowa Pl. Hookowa	3,000
27	9 C 1213 Hookupu Meanui	3,000
27	9 C 0943 Hoomua Puneki	6,000
27	9 C 0916 Kaapeha Kuauli	8,000
27	9 C 0880 Kaapeha Luaehu	3,000
27	9 C 0959 Kahualea Konaku	21,000
27	9 C 0963 Kailewa Pakau	6,000
27	9 C 0905 Koliliko Makaikai	6,000
27	9 C 0961 Konaku Malielie	12,000
27	9 C 0903 Koolani Dr. Meheu	3,000
27	9 C 0890 Kopalani Kuikepa Pl.	4,000
27	9 C 0891 Kopalani Ohi	10,000
27	9 C 0888 Kopalani Ululele Pl.	4,000
27	9 C 0911 Kowa Makaikai	17,000
27	9 C 0908 Kuahewa Oliliko	18,000
27	9 C 0860 Kuanoni Pl. Luaehu	7,000
27	9 C 0850 Kuaoa Meheula Pkwy.	11,000
27	9 C 0849 Kuaoa Paalii	3,000
27	9 C 0851 Kuaoa Paea	3,000

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27	9 C 0914 Kuena Makaikai	15,000
27	9 C 0949 Lahui Puneki	7,000
27	9 C 0948 Lahui Pl. Lahui	1,000
27	9 C 1210 Lauae Liho	3,000
27	9 C 0886 Lehiwa Dr. Meheu	20,000
27	9 C 0857 Lehiwa Dr. Meheula Pkwy.	12,000
27	9 C 0861 Luaehu Pl. Luaehu	6,000
27	9 C 0906 Makaikai Oliliko	36,000
27	9 C 0912 Makaikai Pl. Makaikai	12,000
27	9 C 0894 Meheu Ohi	4,000
27	9 C 1219 Milia Naaualii Pl.	6,000
27	9 C 0847 Paalii Paeheu Pl.	10,000
27	9 C 0845 Paalii Paehia Pl.	10,000
28	9 C 2236 Akamainui Kahelu Ave.	4,000
28	9 C 2238 Akamainui Palii	6,000
28	9 C 2239 Akamainui Wikao	7,000
28	9 C 2237 Kahelu Ave. Palii	7,000
29	9 C 1902 Lanikuhana Ave. Makaimoimo	8,000
29	9 C 1761 Lanikuhana Ave. Makohilani	18,000
30	4 C 2602 Ahilama Rd. Waihee Rd.	35,000
30	4 R 1292 Ahuimanu Rd. Hakuahale	10,000
30	4 R 1287 Ahuimanu Rd. Henoheno	10,000
30	4 R 1280 Alawiki Ekehene Way	10,000
30	4 R 1281 Alawiki Haanopu Way	5,000
30	4 R 1286 Alawiki Hui lo	10,000
30	4 R 1282 Alawiki Ipu Lepo Way	10,000
30	4 R 1283 Alawiki Kaaohua Way	10,000
30	4 R 1285 Alawiki Maiapilo Way	5,000
30	8 C 2476 Awaawahea Pl. Awaawahea Way	6,000
30	4 R 1291 Hakuahale Waipaipai	15,000
30	4 R 1275 Halemanu Hua Pl.	10,000
30	4 R 1277 Halemanu Nukupuu	10,000
30	4 R 1276 Halemanu Puapoo Pl.	5,000
30	4 R 1278 Halemanu Pl. Halemanu	15,000
30	4 R 1290 Henoheno Waipaipai	15,000
30	4 R 1289 Henoheno Waipua Pl.	10,000
30	4 R 1288 Henoheno Pl. Henoheno	15,000
30	8 C 2474 Hookele Kulauku	6,000
30	6 C 2482 Iliohu Pl. Iliohu Way	7,000
30	5 C 2479 Iosepa Naniioa Lp.	14,000
30	5 C 2480 Kapuhi Pl. Kapuhi	4,000
30	8 C 2463 Kaukama Rd. Kulakoa	3,000
30	8 C 2475 Kaukama Rd. Kulauku	2,000
30	8 C 2466 Kulakoa Kulakumu Pl.	3,000
30	8 C 2464 Kulakoa Kulala Pl.	8,000
30	8 C 2465 Kulakoa Kulapa Pl.	13,000
30	8 C 2469 Kulakoa Kulawae	4,000

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Intersection ID					Cost
30	8 C	2468	Kulawae Pl.	Kulawae	3,000
30	5 C	2481	Maika Pl.	Maika Way	8,000
30	8 C	2461	Moeha	Moekahi	4,000
30	8 C	2457	Moeha	Moelima	2,000
30	8 C	2455	Moekaa Pl.	Moelima	8,000
30	8 C	2460	Moekahi	Moekolu	5,000
30	8 C	2459	Moekahi	Moelua	10,000
30	8 C	2456	Moelima Pl.	Moelima	4,000
30	4 C	2601	Waihee Rd.	Ahilama Rd. Kamehameha Hwy.	15,000

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Total Est. Cost for 2004 = \$7,995,500

Intersection ID		Total	Cost
1	9 C 2634 Kinohi Pl. Makakilo Dr.		19,000
1	9 C 2429 Makakilo Dr. Liolio Pl. Makamai Lp.		15,000
1	9 C 2433 Makakilo Dr. Palahia		16,000
1	9 C 2631 Panana Welo		18,000
1	9 C 2632 Panana - A Hame - A Welo - A		8,000
2	9 C 2643 Kauiki Kehue		29,000
2	9 C 2642 Kaunolu Kehue		12,000
2	9 C 2644 Kilaha North Rd.		12,000
4	9 C 0713 Awalai Waipio Point Access Rd.		15,000
4	9 C 2271 Awamoi Waipahu		19,000
4	9 C 2257 Cane Haul Rd. Waipahu		15,000
4	9 C 2255 Haaa Hoaeae		30,000
4	9 C 2254 Haaa Loaa		8,000
4	9 C 2242 Hene Honowai		16,000
4	9 C 2245 Hene Kipou		16,000
4	9 C 2297 Hianakiu Waipahu		8,000
4	9 C 2291 Hiapo Waipahu		8,000
4	9 C 2252 Hoaeae Honowai		20,000
4	9 C 2253 Hoaeae Loaa		30,000
4	9 C 2256 Honowai Waipahu		45,000
4	9 C 2320 Kahuahale Kahuanui		8,000
4	9 C 0657 Kahuailani Mokuola		3,000
4	9 C 0659 Kahuailani Puamano Pl.		4,000
4	9 C 2300 Kahualei Pl. Waipahu		14,000
4	9 C 2308 Kahualena Waipahu		16,000
4	9 C 2321 Kahualii Kahuanui		8,000
4	9 C 2311 Kahuanani Kahuanui		16,000
4	9 C 2319 Kahuanui Kahuapili		8,000
4	9 C 2301 Kahuanui Waipahu		34,000
4	9 C 2299 Kahuapaa Pl. Waipahu		19,000
4	9 C 2272 Kopaa Waipahu		30,000
4	9 C 0630 Leokane Leoleo		10,000
4	9 C 0634 Leokane Leonui		22,000
4	9 C 0628 Leokane Leoleo		8,000
4	9 C 0627 Leokane Leowaena		39,000
4	9 C 0633 Leokane Pupuole		28,000
4	9 C 0635 Leoleo Leonui		12,000
4	9 C 0629 Leonui Leoleo		20,000
4	9 C 0626 Leonui Leowaena		12,000
4	9 C 0712 Poailani Cir. Waipio Point Access Rd.		15,000
4	9 C 2298 Waipahu Waipahu		8,000
6	9 C 0816 Oli Lp. Kepakepa Paaono		8,000
7	9 M 0083 Hoolana Waimano Home Rd.		12,000
7	9 M 0032 Hoolaulea Waimano Home Rd.		8,000
7	9 C 0411 Hoomoana Komo Mai Dr.		53,000

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Intersection ID			Cost
7	9 C 0412	Hoouii Pl. Komo Mai Dr.	12,000
7	9 M 0037	Komo Mai Dr. Waimano Home Rd.	8,000
7	9 M 0122	Kuahaka Kumano	12,000
7	9 M 0084	Kuahaka Waimano Home Rd.	12,000
7	9 M 0033	Maiha Cir. Waimano Home Rd.	8,000
7	9 C 1424	Nanakai Waimano Home Rd.	40,000
8	9 C 0420	Amoomoo Auhuhu	26,000
8	9 C 1507	Hookanike Kaahumanu	30,500
8	9 C 0377	Kaahahele Kilinoe	33,500
8	9 C 1508	Kaahumanu Noelani	34,000
8	9 C 1169	Lii Ipo Moanalua Lp.	15,000
9	9 T 0243	Aliipoe Dr. Hokea	8,000
9	9 T 0244	Aliipoe Dr. Paihi	16,000
9	9 T 0236	Aliipoe Dr. Ulune	12,000
9	9 C 2499	Hoio Pl. Hoio	12,000
9	9 T 0437	Hulumanu Pohue	8,000
9	9 C 1203	Kaahahele Komo Mai Dr.	29,000
9	9 C 1010	Kahapili Kaonohi	16,000
9	9 C 0255	Kalaloe Kohomua	12,000
9	9 C 1024	Kaonohi Puaalii	19,000
9	9 C 1007	Kaonohi Pl. Kaonohi	18,000
9	9 C 0251	Koauka Lp. Koauka	20,000
9	9 C 1025	Lipoa Pl. Lipoa Pl.	18,000
10	1 C 1067	Ala Akulikuli Likini	8,000
10	1 C 1059	Ala Ilima Ala Lilikoi Likini	26,000
10	1 C 1058	Ala Kapua Likini	8,000
10	1 C 1055	Ala Laulani Likini	8,000
10	1 C 1052	Ala Lehua Likini	16,000
10	1 C 1054	Ala Lehua Pl. Ala Lehua	8,000
10	9 C 1121	Ala Oli Haloa Dr.	24,000
10	9 C 1128	Anapa Kukila	12,000
10	1 C 0329	Bouganville Dr. Lawehana	26,000
10	9 C 1157	Epukane Hakupapa	12,000
10	1 C 0213	Frontage Rd. Lagoon Dr. Peltier Ave.	4,000
10	1 C 0207	Frontage Rd. - A Camp Catlin Rd. - A Paiea - A	15,000
10	9 C 1130	Haloe Dr. Kukila	26,000
10	1 C 1091	Kahikolu Pl. Salt Lake Blvd.	30,000
10	1 J 0513	Kalania Pl. Mahiole	8,000
10	1 C 0205	Koapaka Ohohia	30,000
10	9 C 1129	Kukila Anapa Haloe Dr.	8,000
10	9 C 1127	Kukila Anapa Olino	12,000
10	1 J 0512	Maalahi Mahiole	16,000
10	1 J 0514	Mahiole	4,000
10	1 C 0206	Ohohia Ualena	10,000
11	1 J 0559	Ahonui Linapuni	12,000
11	1 C 0184	Ahua Awaawaloa	12,000
11	1 C 0185	Ahua Kahikapu	13,000

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Intersection ID	Cost
11 1 C 0186 Ahua Mokumoa	27,000
11 1 C 0189 Ahua Paa	22,000
11 1 T 0238 Ahuula Mokauea	66,500
11 1 C 0177 Ala Hao Pl. Sand Island Access Rd.	11,000
11 1 T 0202 Alokele Moonui Waiakamilo Rd.	44,000
11 1 J 0565 Aoa Kam IV Rd.	14,000
11 1 C 0173 Auiki Pahounui Dr. Sand Island Access Rd.	28,000
11 1 C 0165 Auiki Puuhale Rd.	10,000
11 1 C 0147 Auiki Silva	11,000
11 1 J 0462 Dement N. School	10,000
11 1 C 0144 Democrat Libby	14,000
11 1 C 0168 Democrat Puuhale Rd.	16,000
11 1 T 0240 Eluwene Mokauea	69,000
11 1 J 0549 Gulick Ave. Owawa	12,000
11 1 J 0563 Halina Naai	15,000
11 1 T 0190 Hau Kalani	12,000
11 1 J 0553 Hauiki Kino	12,000
11 1 C 0145 Homerule Libby	8,000
11 1 C 0169 Homerule Puuhale Rd.	18,000
11 1 C 0143 Kahai Libby	11,000
11 1 C 0167 Kahai Puuhale Rd.	15,000
11 1 T 0237 Kahanu Mokauea	16,000
11 1 C 0195 Kahikapu Mapunapuna	13,000
11 1 C 0180 Kakoi Kilihau	18,000
11 1 C 0166 Kaliawa Puuhale Rd.	8,000
11 1 C 0174 Kaliawa Sand Island Access Rd.	11,000
11 1 T 0211 Kaluaopalena Laumaka	22,000
11 1 J 0554 Kam. IV Rd. Kini Pl.	16,000
11 1 J 0475 Kam. IV Rd. Lakoloa Pl.	18,000
11 1 T 0183 Kamenani Mookaula	12,000
11 1 J 0552 Kino Lima	10,000
11 1 T 0185 Kohou Mookaula	8,000
11 1 C 0146 Libby Republican	11,000
11 1 C 0196 Mapunapuna Mokumoa	23,000
11 1 C 0190 Mapunapuna Paa	11,000
11 1 J 0472 Meyers Notley	30,000
11 1 T 0184 Mookaula Moowaa	12,000
11 1 T 0188 Moonui Moowaa	23,000
11 1 J 0473 N. School Private Rd.	8,000
11 1 J 0548 Nalani Owawa	12,000
11 1 C 0175 Pahounui Dr. Mohonua Pl.	12,000
11 1 C 0176 Pahounui Dr. Sand Island Access Rd.	8,000
11 1 C 0170 Puuhale Rd. Republican	11,000
12 1 J 0424 Ahiahi Houghtailing	49,000
12 1 J 0425 Alani Houghtailing	30,000
12 1 J 0429 Aupuni Houghtailing	15,000
12 1 J 0401 Brigham Kapalama Ave.	12,000

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Intersection ID				Cost
12	1 J 0426	Hala Dr.	Houghtailing	30,000
12	1 R 0407	Halapia Pl.	Liliha	30,000
12	1 J 0428	Houghtailing	Kealia Dr.	30,000
12	1 J 0427	Houghtailing	Konia	30,000
12	1 J 0410	Houghtailing	Monte Cooke Pl.	8,000
12	1 J 0430	Houghtailing	Naio	30,000
12	1 T 0266	Iwilei Rd.	Pacific	45,000
12	1 R 0406	Kanani Pl.	Liliha	30,000
12	1 J 0400	Kapalama	Peter Buck	16,000
12	1 T 0265	Kuwili	Pine	21,000
12	1 T 0275	Lakimela Ln.	Palama	30,000
12	1 R 0363	Loikalo Pl.	N. School Pohaku	10,000
12	1 T 0264	Pine	Sumner	8,000
12	1 R 0415	Wyllie Pl.	Wyllie	10,000
13	1 R 0418	Craigside Pl.	Nuuanu Ave.	12,000
13	1 R 0416	Kawananakoa Pl.	Nuuanu Ave.	32,000
13	1 R 0417	Nuuanu Ave.	Robinson Ln.	12,000
13	1 R 0452	Nuuanu Ave.	Wyllie Pl. Wyllie	8,000
14	2 T 0041	Ahui	Pohukaina	12,000
14	2 J 0364	Alapai	Green	19,000
14	2 M 1152	Anianiku	Auwaiolimu	75,000
14	2 T 0043	Auahi	Kamani	12,000
14	2 J 0375	Concordia	Kuakini Lusitana	18,000
14	2 J 0646	Iolani Ave.	Queen Emma N. School	41,000
14	2 J 0228	Kaia	Pauoa Rd.	4,000
14	2 J 0384	Kaloko Ln.	Pacific Heights Rd.	8,000
14	2 T 0042	Kamani	Pohukaina	12,000
14	2 T 0052	Kamani	Queen	8,000
14	2 J 0645	Kanealii Ave.	Lusitana Pauoa Rd.	41,000
14	2 J 0382	Ladd Ln.	Lusitana	8,000
14	2 J 0307	Liko Ln.	Naone Pauoa Rd.	34,000
14	2 J 0658	Lunalilo	Ward Ave.	37,000
14	2 M 1077	Lusitana		15,000
14	2 J 0378	Lusitana	Quintal Ln.	1,000
14	2 J 0379	Lusitana	San Antonio Ave.	19,000
14	2 J 0308	Pakohana	Pauoa Rd.	15,000
15	2 R 0428	Elsie	Young	10,000
15	2 T 0059	Kamakee	Kawaiahao	1,000
15	2 T 0326	Pumehana	Waiola	4,000
16	2 M 1176	Clement	Oliver Wilder Ave.	16,000
16	2 C 2682	Davenport	Pensacola	16,000
16	2 T 0362	Dole	Frank Kanewai	39,000
16	2 C 2709	Dominis	Poki	6,000
16	2 J 0802	E. Manoa Rd.	Keama Pl.	37,000
16	2 J 0801	E. Manoa Rd.	Ono Rd.	8,000
16	2 C 2707	Enos Ln.	Makiki	8,000
16	2 M 1175	Evelyn	Wilder Ave.	8,000

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Intersection ID	Cost
16 2 C 2686 Hassinger Piikoi	23,000
16 2 M 1164 Heulu Makiki	8,000
16 2 J 0859 Hoonanea Metcalf	34,000
16 2 C 2681 Karratti Ln. Pensacola	8,000
16 2 J 0394 Lunalilo Makiki	20,000
18 3 J 0029 10th Ave. Kilauea Ave.	38,000
18 3 J 0030 11th Ave. Kilauea Ave.	16,000
18 3 J 0036 12th Ave. Alohea Ave.	16,000
18 3 J 0162 12th Ave. Pahoia Ave.	12,000
18 3 J 0199 7th Ave. Kaau	20,000
18 3 J 0259 7th Ave. Maunaloa Ave.	16,000
18 3 C 0035 9th Ave. Harding Ave.	24,000
18 3 J 0028 9th Ave. Kilauea Ave.	16,000
18 3 J 0181 Ahe Kiwila	18,000
18 3 J 0073 Alohea Ave. Edna	6,000
18 3 J 0023 Alohea Ave. McCorriston	14,000
18 3 J 0072 Alohea Ave. Wela	4,000
18 2 J 0153 Ekela Ave. Winam Ave.	20,000
18 3 J 0141 Hoanoho Pl. Palolo Ave.	12,000
18 3 M 1592 Kalua Pl. Palolo Ave.	16,000
18 3 J 0190 Kauhana Palolo Ave.	12,000
18 3 J 0178 Kilihune Pl. Paalea Palolo Ave.	28,000
18 2 J 0158 Leialoha Ave. Lukepane Ave.	18,000
18 2 J 0150 Lukepane Ave. Winam Ave.	16,000
18 3 J 0177 Mahana Maoi Paalea	28,000
18 2 J 0154 Makaleka Ave. Winam Ave.	28,000
18 3 J 0012 Malie Pl. Pokole	8,000
18 3 J 0299 Maunaloa Ave. Paahana	8,000
18 3 J 0297 Mooheau Ave. Paliuli	10,000
18 3 J 0296 Mooheau Ave. Winam Ave.	26,000
18 3 J 0191 New Jersey Ave. Palolo Ave.	16,000
18 3 M 1587 Palolo Ave.	36,000
19 3 C 0021 14th Ave. - A Waialae Ave. - A	4,000
19 3 C 0022 14th Ave. - B Waialae Ave. - B	14,000
19 3 C 0024 15th Ave. Waialae Ave.	16,000
19 3 C 0025 16th Ave. Waialae Ave.	28,000
19 3 J 0001 22nd Ave. Diamond Head Rd.	38,000
19 3 J 0203 22nd Ave. Kaimuki Ave.	6,000
19 3 J 0043 22nd Ave. Kilauea Ave.	44,000
19 3 J 0346 22nd Ave. Pahoia Ave.	12,000
19 3 J 0002 22nd Ave. Puu Panini Ave.	30,000
19 3 J 0004 22nd Ave. Ulupua Pl.	15,000
19 3 M 1450 Akiaki Pl. Kilauea Ave. Oili Lp.	16,000
19 3 J 0054 Amau Hunakai	8,000
19 3 J 0074 Apuwai Pl. Kilauea Ave.	12,000
19 3 J 0200 Brokaw Kanaina Ave.	8,000
19 3 M 1715 Campbell Wauke	4,000

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Intersection ID	Cost
19 3 J 0201 Catherine Kanaina Ave.	8,000
19 3 M 1729 Coconut Ave. Diamond Head Rd.	16,000
19 3 J 0131 Coconut Ave. Kiele Ave.	8,000
19 3 J 0494 Diamond Head Rd. Kahala Ave. Kulamanu	18,000
19 3 M 1716 Diamond Head Rd. Monsarrat Trousseau	16,000
19 3 J 0076 Elepaio Kilauea Ave.	11,000
19 3 C 0023 Elizabeth Waialae Ave.	8,000
19 3 J 0284 Hinano Leahi Ave.	26,000
19 3 J 0631 Huanui (Private Rd.)	12,000
19 3 J 0630 Huanui Hunalewa	12,000
19 3 J 0629 Huanui Hunapaa	12,000
19 3 J 0628 Huanui Puu Panini Ave.	8,000
19 3 J 0632 Huanui Pl. Huanui	16,000
19 3 J 0052 Hunakai Koae	8,000
19 3 J 0675 Hunakai Koloa	22,000
19 3 J 0676 Hunakai Onaha	24,000
19 3 J 0051 Hunakai Puulani Pl.	8,000
19 3 J 0677 Hunakai Ulumaika	34,000
19 3 J 0205 Kaimuki Ave. Luawai	12,000
19 3 J 0204 Kaimuki Ave. Pilialo	16,000
19 3 J 0282 Kaunaoa Leahi Ave.	18,000
19 3 J 0075 Kilauea Ave. Luawai Puu Panini Ave.	18,000
19 3 J 0045 Kilauea Ave. Onaha	8,000
19 3 J 0283 Leahi Ave. Makini	20,000
19 3 J 0220 Leahi Ave. Pualei Cir.	19,000
19 3 J 0206 Luakaha Luawai	12,000
19 3 J 0062 Moa Paho Ave.	12,000
19 3 J 0063 Moa Pueo	23,000
19 3 M 1797 Moho Paho Ave.	16,000
19 3 M 1699 Mooheau Winam Ave.	16,000
19 3 J 0627 Palekaua Puu Panini Ave.	15,000
19 3 J 0626 Palekaua Pl. Palekaua	12,000
20 3 R 1182 Ani Hind luka Dr.	4,000
20 3 R 1151 Halekamani Halemaumau	24,000
20 3 M 0475 Halemaumau Niu Valley Inter. School Drwy.	8,000
20 3 R 1130 Halemaumau Pl. Halemaumau	12,000
20 3 R 1139 Mahimahi Ulua	14,000
20 3 R 1265 Makalena W. Hind Dr.	36,000
20 3 R 1135 Mamaki Ulua	14,000
20 3 R 1266 Nenu W. Hind Dr.	26,000
20 3 R 1134 Puamamane Ulua	14,000
21 3 R 1077 Ainapo Pepekeo	26,000
21 3 R 1260 Anahola Lunailo Home Rd.	21,000
21 3 R 1064 Awini Pl. Kawaihae	24,000
21 3 R 0301 Ehu Pl. Hawaii Kai Dr. Kaluanui Rd.	8,000
21 3 R 1078 Hahaione Pepekeo	24,000
21 3 R 1067 Hakalau Pl. Kawaihae	10,000

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Intersection ID				Cost
21	3 M	0689	Hawaii Kai Dr. Kalalea	16,000
21	3 R	1106	Hawaii Kai Dr. Kumukahi Pl.	19,000
21	3 R	0976	Hawaii Kai Dr. Lunalilo Home Rd.	28,000
21	3 M	0746	Hawaii Kai Dr. Mokuhano	8,000
21	3 R	1004	Kalanipuu Lunalilo Home Rd.	46,000
21	3 R	1065	Kawaihae Keokea Pl.	31,000
21	3 R	1005	Koamano Lunalilo Home Rd.	10,000
21	3 M	0668	Lunalilo Home Rd.	8,000
21	3 R	1259	Lunalilo Home Rd. Poipu Dr.	10,000
21	3 R	1009	Lunalilo Home Rd. Wailua	19,000
21	3 R	1075	Pepeekeo Pl. Pepeekeo	17,000
21	3 M	0574	Wailua	8,000
23	4 M	0804	Kailuana Lp. N. Kalaheo Ave.	8,000
23	4 M	0799	Namala Pl. N. Kalaheo Ave.	8,000
24	4 R	1354	Akaakaawa Keolu Dr. Keolu Dr.	32,000
24	4 R	1383	Akake Pl. Keolu Dr.	14,000
24	4 R	1353	Akamai Keolu Dr.	36,000
24	4 R	1384	Akanahe Pl. Keolu Dr.	10,000
24	4 R	1390	Akea Pl. Keolu Dr.	17,000
24	4 R	1386	Akeke Pl. Akumu Keolu Dr.	22,000
24	4 R	1387	Akekeke Pl. Keolu Dr.	10,000
24	4 R	1388	Akiahala Keolu Dr.	12,000
24	4 R	1391	Akiohala Keolu Dr.	17,000
24	4 R	1389	Akipohe Keolu Dr.	12,000
24	4 C	2660	Alala Pl. Alala Rd.	20,000
24	4 M	0786	Alala Rd. Paumakua Pl.	8,000
24	4 M	0798	Auwina Wanaao Rd.	8,000
24	4 R	0370	Keolu Dr. Kiukee Pl.	4,000
24	4 R	1317	Keolu Dr. Pahumele Pl.	12,000
24	4 R	1404	Keolu Dr. Papalani	17,000
24	4 M	0880	Keolu Dr. Punana Lp.	12,000
24	4 R	1311	Keolu Dr. Wanaao Rd.	28,000
24	4 R	1309	Palawiki Paopua Lp. Wanaao Rd.	26,000
24	4 R	1414	Paopua Lp. Wanaao Rd.	17,000
24	4 R	1413	Papalani Wanaao Rd.	21,000
25	4 M	1029	Ahui Nani Pl. Kamehameha Hwy.	8,000
25	4 R	0663	Alaloa Heeia	20,000
25	4 R	0665	Alaloa Koaena	8,000
25	4 R	0513	Anoi Rd. Keeahala Rd.	30,000
25	4 R	0691	Auna Heeia	10,000
25	4 R	0686	Heeia Hoaina	10,000
25	4 R	0662	Heeia Kalimaloa	8,000
25	4 R	0692	Heeia Punawai	10,000
25	4 R	0601	Humu Lilipuna Rd.	18,000
25	4 R	0787	Ihifani Puohala	30,000
25	4 M	1027	Ipuka Kamehameha Hwy.	8,000
25	4 R	0515	Keeahala Pl. Keeahala Rd.	30,000

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Intersection ID		Cost
25	4 R 0516 Keaahala Rd. Pahuwai Pl.	10,000
25	4 R 0830 Kenela Koa Kahiko	30,000
25	4 R 0832 Koa Kahiko Mealele	15,000
25	4 R 0825 Koa Kahiko Namoku	30,000
25	4 R 0831 Koa Kahiko Puali	30,000
25	4 R 0786 Kulauli Puohala	60,000
25	4 R 0850 Lehuuila Namoku	10,000
25	4 R 0851 Lipalu Namoku	14,000
25	4 R 0519 Luana Pl. Paleka Rd.	20,000
25	4 R 0785 Makalani Puohala	30,000
25	4 R 0808 Mokulele Dr. Namoku	26,000
25	4 R 0852 Nakuluai Namoku	32,000
25	4 R 0776 Pua Alowalo Pua Inia	60,000
25	4 R 0779 Pua Inia Puohala	15,000
25	4 R 0777 Pua Inia Waiawi	60,000
25	4 R 0784 Pua Makahala Puohala	30,000
26	7 C 2106 California Ave. Circle Dr.	30,000
26	7 C 2006 California Ave. Cypress Ave.	45,000
26	7 C 2061 California Ave. Grand View Pl.	30,000
26	7 C 2109 California Ave. Hauola Ave.	30,000
26	7 C 2064 California Ave. Hill Dr.	15,000
26	7 C 2074 California Ave. Hoomaha	30,000
26	7 C 2007 California Ave. Ilima	30,000
26	7 C 2097 California Ave. Iliwai Dr.	30,000
26	7 C 1999 California Ave. Kaalalo Pl.	11,000
26	7 C 2004 California Ave. Kaliponi	30,000
26	7 C 2063 California Ave. Karsten Dr.	60,000
26	7 C 2009 California Ave. Koele Way	30,000
26	7 C 2071 California Ave. Koikoi	30,000
26	7 C 2005 California Ave. Leiawapuhi Pl.	45,000
26	7 C 2068 California Ave. Leilehua Rd.	30,000
26	7 C 2072 California Ave. Moemoe Pl.	30,000
26	7 C 2107 California Ave. Rose	30,000
26	7 C 2075 California Ave. Uluwehi	45,000
26	7 C 1990 Holoku Pl. Kilani Ave.	30,000
26	7 C 1992 Ilima Kilani Ave.	60,000
26	7 C 1993 Kaliponi Kilani Ave.	15,000
26	7 C 2091 Kellog Kilani Ave.	45,000
26	7 C 2095 Kilani Ave. Koa	30,000
26	7 C 2012 Kilani Ave. Kukui	30,000
26	7 C 2011 Kilani Ave. Nihiwai Pl.	8,000
26	7 C 1989 Longley Pl. Kilani Ave.	30,000
26	7 C 1991 Mala Kilani Ave.	30,000
26	7 C 2229 Palm Pl. Palm	30,000
28	9 C 1615 Hakupokano Lp. Kaloapau	12,000
28	9 C 1629 Hokuwa Kawai	15,000
28	9 C 1630 Hokuwa Kuahelani Ave.	12,000

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Intersection ID		Cost
28	9 C 1637 Hokuloa Lp. Kuahelani Ave.	15,000
28	9 C 1625 Kahoea Kuahelani Ave.	8,000
28	9 C 1619 Kailiula Lp. Kaloapau	30,000
28	9 C 1621 Kaloapau Kehepue Lp.	25,000
28	9 C 1624 Kaloapau Kuahelani Ave.	10,000
28	9 C 1305 Kanamee Naholoholo	11,000
28	9 C 1635 Kaopua Lp. Kuahelani Ave.	13,000
28	9 C 1318 Kipapa Dr. Kuahelani Ave. Moenamanu	12,000
28	9 C 1288 Kipapa Dr. Moenamanu	17,000
28	9 C 1319 Kipapa Dr. Moenamanu Kuahelani Ave.	20,000
28	9 C 1313 Kipapa Dr. Nawenewene Cir.	15,000
28	9 C 1287 Kipapa Dr. Wainihi	29,000
28	9 C 1638 Kuahelani Ave. Hokuloa Lp. Kupuku Cir.	16,000
28	9 C 1317 Kuahelani Ave. Kipapa Dr. Moenamanu	12,000
28	9 C 1289 Kuahelani Ave. Moenamanu	31,000
29	9 C 1697 Alapoi Hokupalemo	11,000
29	9 C 1695 Alapoi Kuahelani Ave.	14,000
29	9 C 1696 Alapoi Pl. Alapoi	11,000
29	9 C 1751 Anania Ct. Anania Dr. Kaholo	21,000
29	9 C 1723 Anania Dr. Hakamoia	11,000
29	9 C 1749 Anania Dr. Hokualii	24,000
29	9 C 1745 Anania Dr. Kapuahi	24,000
29	9 C 1720 Anania Dr. Kaukalia	13,000
29	9 C 1717 Anania Dr. Kiaha Lp.	22,000
29	9 C 1722 Anania Dr. Puanane Lp.	21,000
29	9 C 1649 Hokuahiahi Keahilele	11,000
29	9 C 1648 Hokuahiahi Kuahelani Ave.	8,000
29	9 C 1708 Hokualea Hokuili	8,000
29	9 C 1703 Hokualea Kuahelani Ave.	27,000
29	9 C 1688 Holaniku Kaweo Pl.	10,000
29	9 C 1687 Holaniku Kuahelani Ave.	13,000
29	9 C 1742 Kaholo Kapuahi	11,000
29	9 C 1771 Lanikuhana Ave. Makohilani	10,000
29	9 C 1756 Leleaka Mahinahou	34,000
29	9 C 1774 Makohilani Papolohiwa	8,000
30	6 C 2612 Achiu Ln. Kamehameha Hwy.	30,000
30	6 C 2617 Akule Apuhihi	18,000
30	6 C 2621 Akule Aweoweo	36,000
30	8 C 2594 Analipo Hoaha	15,000
30	8 C 2593 Analipo Luualalei Homestead Rd. Mill	27,000
30	8 C 2595 Analipo Puhano	12,000
30	8 C 2596 Analipo Pl. Analipo	12,000
30	6 C 2616 Apuhihi Au	34,000
30	6 C 2620 Au Aweoweo	13,000
30	6 C 2630 Goodale Ave. Haona Nahoa	18,000
30	6 C 2606 Haleiwa Rd. Kamehameha Hwy.	15,000
30	6 C 2629 Haona Goodale Ave.	13,000

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Intersection ID		Cost
30	8 C 2598 Hokupaa Leihoku	21,000
30	4 R 1308 Hui Aeko Pl. Hui Aeko	15,000
30	4 M 0359 Hui Akepa Pl. Hui Iwa	8,000
30	4 M 0358 Hui Akikiki Pl. Hui Iwa	8,000
30	4 M 0361 Hui Iwa	8,000
30	4 M 0360 Hui Iwa Pl. Hui Iwa	8,000
30	6 C 2613 Kamehameha Hwy. Kilioe Pl.	11,000
30	8 C 2597 Leihoku Luaualei Homestead Rd.	8,000

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Total Est. Cost for 2005 = \$6,089,000

Intersection ID				Total	Cost
1	9 M 0273	Akaula	Anipeahi		16,000
1	9 M 0274	Anipeahi	Anipeahi Pl. Ualehei		16,000
1	9 M 0276	Anipeahi	Aoloko		8,000
1	9 M 0275	Anipeahi	Auwaea		16,000
1	9 M 0271	Anipeahi	Awawa		8,000
1	9 M 0277	Anipeahi	Palailai		12,000
1	9 M 0272	Anipeahi	Pilipono		8,000
1	9 M 0312	Aoloko	Makakilo Dr.		12,000
1	9 M 0307	Makakilo Dr.	Newa		8,000
1	9 M 0300	Makakilo Dr.	Nohohale		8,000
1	9 M 0280	Nenelea	Palailai		8,000
1	9 M 0299	Nohohale	Palailai		8,000
1	9 M 0281	Nohona	Palailai		16,000
1	9 M 0297	Nohopono	Palailai		8,000
2	9 M 0225	Aiami Pl.	North Rd.		8,000
2	9 M 0224	Apai Pl.	North Rd.		8,000
2	9 M 0222	Apoke Pl.	North Rd.		8,000
2	9 M 0221	Apole Pl.	Kilipoe North Rd.		8,000
2	9 M 0261	Hanakahi	Hanaloa		16,000
2	9 M 0259	Hanakahi	Kauiki		16,000
2	9 M 0262	Hanakahi	Kaunolu		16,000
2	9 M 0256	Hanakahi	Laupapa		16,000
2	9 M 0226	Hanakahi	North Rd.		8,000
2	9 M 0223	Kauwili	North Rd.		8,000
2	9 M 0247	Kehue	North Rd.		12,000
3	9 C 2651	Pepper Row	Renton Rd.		2,000
4	9 C 2276	Haunuu	Hiapo		8,000
4	9 C 0665	Kahuamoku Pl.	Kahuamoku		15,000
7	9 C 0715	Ala Ike	Waiawa Rd.		4,000
7	9 M 0030	Hoochai	Hoolaulea		32,000
7	9 M 0017	Hoochai	Hoomoana		32,000
7	9 M 0038	Hoochai	Komo Mai Dr.		12,000
7	9 M 0043	Hoohalia	Komo Mai Dr.		8,000
7	9 M 0076	Hoochie Pl.	Hoomoana		30,000
7	9 M 0042	Hoohoihoi	Hoomoana		8,000
7	9 C 1468	Hoohulu	Komo Mai Dr.		16,000
7	9 C 1478	Hookanike	Hoomalu		16,000
7	9 M 0066	Hookupa	Hoolaulea		16,000
7	9 M 0061	Hookupa	Komo Mai Dr.		30,000
7	9 M 0077	Hoolana	Hoomoana		60,000
7	9 M 0056	Hoolaulea	Hoolehua		24,000
7	9 M 0027	Hoolaulea	Hoolele		8,000
7	9 M 0026	Hoolaulea	Hoomalolo		24,000
7	9 M 0019	Hoolaulea	Hoomoana		12,000
7	9 M 0065	Hoolaulea	Hoona		8,000

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Intersection ID	Cost
7 9 M 0068 Hoolaulea Hualau	8,000
7 9 M 0069 Hoolaulea Huikahi	8,000
7 9 M 0060 Hoolaulea Komo Mai Dr.	16,000
7 9 M 0073 Hoolehua Komo Mai Dr.	16,000
7 9 M 0021 Hoolele Hoomalolo	12,000
7 9 C 1487 Hoomaemae Waimano Home Rd.	14,000
7 9 M 0020 Hoomalolo Hoomoana	12,000
7 9 M 0022 Hoomalolo Hoowae	16,000
7 9 C 1483 Hoomoana Waimano Home Rd.	20,000
7 9 M 0090 Kaluipo Kuahaka	16,000
7 9 M 0115 Kaumahana Pl. Kaweloka	8,000
7 9 M 0117 Kaumoli Kumoana	8,000
7 9 M 0100 Kaumoli Paakamaa	16,000
7 9 M 0113 Kaweloka Kuahaka	16,000
7 9 M 0114 Kaweloka Kuloko	8,000
7 9 M 0120 Kaweloka Kumano	12,000
7 9 M 0119 Kaweloka Kumano Kumoana	8,000
7 9 M 0116 Kaweloka Kumoana	8,000
7 9 M 0118 Kaweloka Kumoana Kumano	8,000
7 9 M 0099 Kaweloka Paakamaa	8,000
7 9 M 0128 Kuahaka Kuokoa	16,000
7 9 M 0106 Kuahaka Leomele	12,000
7 9 M 0105 Kuahaka Paakamaa	8,000
7 9 M 0085 Kuahaka Palamoi	16,000
7 9 M 0135 Kuahaka Palekaiko	12,000
7 9 C 1488 Leomele Waimano Home Rd.	14,000
7 9 C 1489 Noelani Waimano Home Rd.	40,000
7 9 M 0104 Paakamaa Palamoi	12,000
7 9 M 0103 Paakamaa Puananala	8,000
7 9 C 1604 Waihona Pl. Waihona	15,000
8 9 C 0418 Aalii Pl. Auhuhu	32,000
8 9 C 1558 Aapi Pl. Komo Mai Dr.	8,000
8 9 C 1557 Aeo Pl. Komo Mai Dr.	8,000
8 9 C 1576 Ahaiki Aumakua	16,000
8 9 C 1577 Ahakapu Aumakua	8,000
8 9 C 1584 Ahamoa Aumakua	8,000
8 9 C 1552 Akalakala Komo Mai Dr.	8,000
8 9 C 1590 Alaulau Aumakua	8,000
8 9 C 1597 Amokemoke Anapanapa Aumakua	16,000
8 9 C 1589 Amokemoke Aumakua	16,000
8 9 C 1585 Anapanapa Aumakua	8,000
8 9 C 0417 Anini Pl. Auhuhu	34,500
8 9 C 1563 Aniuniu Aumakua	8,000
8 9 C 1448 Apala Lp. Kiawe Nahele	16,000
8 9 C 1450 Apala Lp. Nahele	8,000
8 9 C 1564 Apapa Aumakua	8,000
8 9 C 1430 Apelekoka Hapaki	8,000

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Intersection ID		Cost
8	9 C 1547 Apoepoe Komo Mai Dr.	24,000
8	9 C 1562 Auhuhu Aumakua	16,000
8	9 C 1560 Auhuhu Komo Mai Dr.	8,000
8	9 C 1555 Aumakua Komo Mai Dr.	8,000
8	9 C 1523 Aupaka Komo Mai Dr.	16,000
8	9 C 1541 Awahina Komo Mai Dr.	16,000
8	9 C 1554 Awalii Komo Mai Dr.	8,000
8	9 C 1459 Hapaki Komo Mai Dr.	8,000
8	9 C 1457 Hapaki Oliwa	8,000
8	9 C 1433 Hapaki Piku Pl.	8,000
8	9 C 1510 Hinu Pl. Noelani	15,000
8	9 C 1497 Hoohiki Hookanike	16,000
8	9 C 1492 Hoohiki Pl. Hoohiki Noelani	30,000
8	9 C 1506 Hookanike Hoomahilu	29,000
8	9 C 1443 Ipuala Lp. Nahele	8,000
8	9 C 1512 Kamahao Koahehe	11,000
8	9 C 1511 Kamahao Noelani	12,000
8	9 C 1513 Kamahao Pl. Kamahao	18,000
8	9 C 1545 Komo Mai Dr. Komo Mai Dr.	24,000
8	9 C 1556 Komo Mai Pl. Komo Mai Dr.	22,000
8	9 C 1451 Nahele Oliwa	8,000
8	9 C 1428 Nahele Wilou	8,000
8	9 C 1449 Nahele Pl. Nahele	8,000
8	9 C 1509 Noelani Nola	8,000
8	9 C 1193 Pono Pono Hale	15,000
9	9 T 0293 Aliipoe Dr. Pohue	8,000
9	9 T 0357 Halawa Heights Rd. Hulumanu	16,000
9	9 C 1006 Iho Pl. Palula Way	10,000
9	9 C 2506 Iliee Kaamilo	16,000
9	9 C 0247 Kaamilo Kaimu Lp.	16,000
9	9 C 2505 Kaamilo Kalamoho Pl.	8,000
9	9 C 2504 Kaamilo Kalawina Pl.	8,000
9	9 C 0249 Kaamilo Keapua Pl.	8,000
9	9 C 2527 Kaamilo Kuawa	8,000
9	9 C 2507 Kaamilo Kulawai	8,000
9	9 C 2522 Kaamilo Lauhulu	8,000
9	9 C 2516 Kaamilo Lupea	8,000
9	9 C 2523 Kaamilo Mahipua	8,000
9	9 C 2517 Kaamilo Maohu Pl.	8,000
9	9 C 2526 Kaamilo Neki	8,000
9	9 C 2529 Kaamilo Olena	8,000
9	9 C 2518 Kaamilo Pakalana	8,000
9	9 C 0250 Kaamilo Pl. Kaamilo	8,000
9	9 C 1002 Kaonohi Kaonohi	8,000
9	9 C 0997 Kaonohi Malualua	16,000
9	9 C 0996 Kaonohi Onikiniki Pl.	8,000
10	1 C 1082 Aila Aliamanu	8,000

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Intersection ID	Cost
10 1 C 1083 Aila Likini	8,000
10 1 C 1074 Ala Aloalo Ala Hapuu	8,000
10 1 C 1078 Ala Aloalo Likini	16,000
10 1 C 1080 Ala Aloalo Puuku Mauka Dr.	8,000
10 1 J 0496 Ala Amoamo Ala Mahamoe	10,000
10 1 C 0989 Ala Aolani Ala Aoloa Lp.	8,000
10 1 C 0990 Ala Aolani Ala Hekili Pl.	8,000
10 1 C 0991 Ala Aolani Ala Hoku Pl.	8,000
10 1 C 0994 Ala Aolani Ala Iolani	8,000
10 1 C 0981 Ala Aolani Ala Lani	8,000
10 1 C 1076 Ala Aupaka Pl. Likini	8,000
10 1 C 1075 Ala Awapuhi Likini	8,000
10 1 C 1068 Ala Hapuu Likini	8,000
10 1 C 0979 Ala Kiao Pl. Ala Lani	8,000
10 1 J 0498 Ala Kolopua Ala Mahamoe	8,000
10 1 C 0980 Ala Lani Pl. Ala Lani	8,000
10 1 J 0500 Ala Mahamoe Ala Nolonolu	14,000
10 1 J 0503 Ala Mahamoe Ala Waiopua	5,000
10 1 J 0506 Ala Mahamoe Mahiole	8,000
10 1 J 0530 Ala Mahamoe Unulau Pl.	12,000
10 1 J 0525 Ala Mahamoe Pl. Ala Mahamoe Kolopua	8,000
10 1 C 1039 Ala Napunani Ala Opeha Pl.	8,000
10 1 C 1038 Ala Napunani Ala Puaala Pl.	8,000
10 1 C 1036 Ala Napunani Ala Puumalu	16,000
10 9 C 1119 Ala Oli Laakea	16,000
10 9 C 1120 Ala Oli Olaloa	8,000
10 1 C 1027 Ala Oliko Pl. Ala Puumalu	8,000
10 1 C 1030 Ala Pili Lp. Ala Puumalu	16,000
10 1 C 1034 Ala Pue Pl. Ala Puumalu	8,000
10 1 C 1028 Ala Punene Pl. Ala Puumalu	8,000
10 1 C 1029 Ala Puumalu Pl. Ala Puumalu	8,000
10 9 C 1139 Anapa Olino	8,000
10 9 C 1158 Hakupapa Haloa Dr.	8,000
10 9 C 1152 Haloa Dr. Halupa	16,000
10 9 C 1138 Haloa Dr. Molehu Dr.	24,000
10 9 C 1153 Haloa Dr. Molina	8,000
10 9 C 1125 Haloa Dr. Olino	12,000
10 9 C 1159 Haloa Dr. Piikea	20,000
10 9 C 1155 Halupa Hakupapa	8,000
10 9 C 1164 Halupa Punih	8,000
10 1 C 1116 Keaka Dr. Manuwa Dr.	16,000
10 9 C 1126 Kukila Olino	16,000
10 1 C 1111 Likini Pakini	16,000
10 1 C 1110 Likini Puolo Dr.	8,000
10 1 C 1102 Likini Wanaka	8,000
10 1 C 1084 Likini Pl. Likini	8,000
10 1 C 1100 Maluna Wanaka	8,000

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Intersection ID	Cost
10 9 C 1140 Molehu Dr. Olino	16,000
10 9 C 1141 Molehu Dr. Puanakau	8,000
10 9 C 1162 Palahinu Pl. Piikea	8,000
10 9 C 1161 Piikea Punihi	8,000
10 9 C 1160 Piikea Pl. Piikea	8,000
10 1 C 1088 Puuku Makai Dr. Wanaka	8,000
10 1 C 1089 Puuku Mauka Dr. Wanaka	8,000
10 1 C 1098 Salt Lake Blvd. Maluna Wanaka	15,000
11 1 M 0397 Ahuahu Pl. Kalihi	8,000
11 1 J 0570 Apt. 2284B Kalena Dr.	8,000
11 1 J 0568 Kalaiwa Way Kalena Dr.	20,000
11 1 J 0572 Kalaunu Kalaunu	8,000
11 1 J 0571 Kalaunu Kalena Dr.	16,000
11 1 J 0574 Kalena Dr. Kam. IV Rd.	15,000
11 1 M 0391 Kalihi	4,000
11 1 C 0578 Kalihi Kuikele	8,000
11 1 C 0579 Kalihi Mahani Lp.	15,000
11 1 M 0390 Kalihi Nalanieha	45,000
11 1 M 0394 Kalihi Papai	4,000
11 1 M 0396 Kalihi Ukiuki Pl.	8,000
11 1 J 0575 Kam IV Rd.	12,000
12 1 R 0411 Analu Liliha	35,000
12 1 R 0409 Ekekela Pl. Liliha	15,000
12 1 R 0726 Huene Wyllie	30,000
12 1 R 0727 Lanai Wyllie	30,000
12 1 R 0412 Liliha Wyllie	34,000
12 1 R 0874 Malua Dr. Mamalu	1,000
12 1 R 0724 Mauiola Pl. Rooke Ave. Wyllie	45,000
12 1 R 0414 Pikake Pl. Wyllie	8,000
12 1 R 0725 Puunui Ave. Wyllie	30,000
14 2 J 0309 Akaka Ln. Namokueha Pauoa Rd.	10,000
14 2 J 0362 Alapai Captain Cook Ave. Magellan Ave.	20,000
14 2 J 0242 Alapai Iolani Ave. Prospect	36,000
14 2 J 0363 Alapai Manele	10,000
14 2 J 0247 Alapai Spencer	45,000
14 2 M 1083 Barron Ln. S. School	8,000
14 2 M 1137 Captain Cook Ave.	16,000
14 2 J 0248 Captain Cook Ave. Emerson	40,000
14 2 M 1084 Diamond Ln. N. School	8,000
14 2 J 0224 Emerson Green	19,000
14 2 J 0227 Emerson Prospect	30,000
14 2 J 0365 Frear Magellan Ave.	15,000
14 2 T 0400 Green Thurston Victoria	8,000
14 2 J 0246 Iolani Ave. Miller	36,000
14 2 J 0245 Iolani Ave. Pele	21,000
14 2 J 0262 Kaia Kanealii Ave.	4,000
14 2 J 0265 Kanealii Ave. Naone	8,000

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Intersection ID		Cost
14	2 J 0922 Krauss Morreira Tantalus Dr.	12,000
14	2 J 0325 Leilehua Ln. S. School	10,000
14	2 T 0399 Lunalilo Victoria	4,000
14	2 J 0358 Lusitana Pele	22,000
14	2 J 0243 Miller Prospect	15,000
14	2 J 0620 Pacific Heights Rd. Pauoa Rd.	44,000
14	2 J 0310 Pauoa Rd. Puna Ln.	30,000
16	2 M 1186 Ahualani Pl. Manoa Rd. Piper's Pali	28,000
16	2 J 0834 Akaka Pl. E. Manoa Rd. Pakanu	12,000
16	2 M 1185 Alihilani Manoa Rd.	12,000
16	2 C 2687 Davenport Piikoi	8,000
16	2 C 2694 Dominis Makiki	30,000
16	2 J 0804 Doris Pl. E. Manoa Rd.	14,000
16	2 M 1252 E. Manoa Rd.	16,000
16	2 J 0830 E. Manoa Rd. Kaamilo Dr.	26,000
16	2 J 0820 E. Manoa Rd. Kahaloa Dr.	41,000
16	2 J 0819 E. Manoa Rd. Kahewai Pl.	13,000
16	2 J 0832 E. Manoa Rd. Kinohou Pl. Kolomana Pl.	18,000
16	2 J 0803 E. Manoa Rd. Koaniani Way	10,000
16	2 J 0807 E. Manoa Rd. Kolowalu	27,000
16	2 J 0818 E. Manoa Rd. Loi	12,000
16	2 J 0805 E. Manoa Rd. Oahu Ave.	32,000
16	2 J 0833 E. Manoa Rd. Pakanu	19,500
16	2 M 1208 Halelani Dr. Manoa Rd. Pawaina	16,000
16	2 M 1184 Judd Hillside Rd. Manoa Rd.	45,000
16	2 M 1187 Lanihuli Dr. Manoa Rd.	12,000
16	2 M 1188 Linoahu Way Manoa Rd.	8,000
16	2 J 0913 Loulu Oahu Ave.	4,000
16	2 M 1207 Manoa Rd. Halelani Dr.	12,000
16	2 M 1232 Manoa Rd. Nipo	8,000
16	2 M 1216 Manoa Rd. Oahu Ave. Pawaina	16,000
16	2 M 1215 Manoa Rd. Peneku Pl.	8,000
16	2 M 1214 Manoa Rd. Poelua	8,000
16	2 J 0849 Manoa Rd. Waakaua	12,000
18	3 M 1530 10th Ave. Hinahina	16,000
18	3 M 1555 10th Ave. Kaalani	8,000
18	3 M 1563 10th Ave. Makanui Pl.	8,000
18	3 M 1529 10th Ave. Pakui	12,000
18	3 M 1565 10th Ave. Palolo Ave. Palolo Pl.	8,000
18	3 M 1603 Ahinahina Pl. Palolo Ave.	12,000
18	3 M 1651 Alencastre St. Louis Dr.	8,000
18	3 M 1567 Carlos Long Orchid	8,000
18	3 M 1566 Carlos Long Palolo Ave.	12,000
18	3 M 1572 Gardenia Jasmine	8,000
18	3 M 1580 Ginger Orchid	8,000
18	3 M 1601 Kanekopa Pl. Palolo Ave.	8,000
18	3 M 1584 Kaululoa Pl. Palolo Ave.	12,000

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Intersection ID		Cost
18	3 M 1607 Keanu Palolo Ave.	16,000
18	3 M 1602 Lamaloa Pl. Palolo Ave.	12,000
18	3 M 1599 Palolo Ave. Palolo Terrace	8,000
18	3 M 1600 Palolo Ave. Wiliama Pl.	8,000
19	3 M 1484 16th Ave. Anuheia Claudine	28,000
19	3 M 1421 Ainakoa Ave. Halekoa Dr.	16,000
19	3 M 1504 Anuheia Koko Head Ave.	8,000
19	3 M 1482 Anuheia Koko Head Ave. Wilhelmina Rise	8,000
19	3 M 1483 Anuheia Pelu Pl.	8,000
19	3 M 1506 Center Sierra Dr.	4,000
19	3 M 1440 Halehaka Halekoa Dr.	12,000
19	3 M 1425 Halekoa Dr. Uhi Pl.	8,000
19	3 M 1488 Iwi Way Palua Pl. Paula Dr.	8,000
19	3 M 1505 Koko Head Ave. Sierra Dr.	8,000
19	3 M 1486 Paloma Pl. Paula Dr.	8,000
19	3 M 1485 Paula Dr. Puumalu Pl.	8,000
19	3 M 1726 Pualei Cir. Pualei Cir.	8,000
20	3 R 1184 Aholehole Hind luka Dr.	10,000
20	3 R 1187 Ailuna Alahee Hind luka Dr.	24,000
20	3 R 1183 Alamuku Hind luka Dr.	10,000
20	3 R 0211 Alaweo Laukahi	10,000
20	3 R 0210 Alaweo Pl. Alaweo	10,000
20	3 R 1181 Ani Hao	15,000
20	3 R 1268 Apo Dr. W. Hind Dr.	24,000
20	3 R 1207 E. Hind Dr. Hind luka Dr.	12,000
20	3 R 1213 E. Hind Dr. Hind Pl. Limu Pl.	20,000
20	3 R 1211 E. Hind Dr. Manauwea	22,000
20	3 R 1215 E. Hind Dr. Nehu Pl.	16,000
20	3 R 1208 E. Hind Dr. Olapa	10,000
20	3 R 1209 E. Hind Dr. Opihi	42,000
20	3 R 1214 E. Hind Dr. Papai	38,000
20	3 R 1210 E. Hind Dr. Uhiuhi	14,000
20	3 R 1185 Halapepe Hind luka Dr.	20,000
20	3 R 1174 Hao Hema Pl.	10,000
20	3 R 1175 Hao Nohu	10,000
20	3 R 1173 Hao Waihou	10,000
20	3 R 1188 Hind luka Dr. luka Pl.	10,000
20	3 R 1186 Hind luka Dr. Kimokeo	10,000
20	3 R 0230 Hind luka Dr. Lawelawe	34,000
20	3 R 0178 Kamole Laukahi	8,000
20	3 R 1272 Kiholo W. Hind Dr.	10,000
20	3 M 1378 Laukahi	8,000
20	3 R 1270 Nohu W. Hind Dr.	14,000
20	3 R 1267 Oio Dr. W. Hind Dr.	20,000
20	3 R 0174 Waianiani Pl. Waiholo	10,000
20	3 R 0173 Waiholo Waiiki	10,000
20	3 R 0175 Waiholo Pl. Waiholo	10,000

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21 3 R 1091 Ainapo Hahaione	20,000
21 3 R 1090 Ainapo Kahena	20,000
21 3 R 1080 Ainapo Kalopa	10,000
21 3 R 1081 Ainapo Kauna	10,000
21 3 R 1079 Ainapo Kii	12,000
21 3 R 1088 Ainapo Kulani	10,000
21 3 R 1082 Ainapo Pl. Ainapo	10,000
21 3 R 0981 Alakoko Lunalilo Home Rd.	14,000
21 3 R 0985 Awaawaanoa Pl. Wainiha Waioli	22,000
21 3 R 0983 Eleele Pl. Lunalilo Home Rd.	10,000
21 3 M 0540 Hapuna Pl. Hawaii Kai Dr.	8,000
21 3 R 1072 Hawaii Kai Dr. Kawaihae Puakea Pl.	24,000
21 3 R 1073 Hawaii Kai Dr. Ookala Pl.	12,000
21 3 R 1074 Hawaii Kai Dr. Opihikao Pl.	19,000
21 3 R 1068 Hawaii Kai Dr. Pohoiki Pl.	20,000
21 3 R 0969 Kalapaki Lunalilo Home Rd.	10,000
21 3 R 1061 Kawaihae May Way	12,000
21 3 R 1063 Kawaihae Pl. Kawaihae	12,000
21 3 R 0977 Kipu Pl. Lunalilo Home Rd.	12,000
21 3 R 0979 Kuahono Lunalilo Home Rd.	10,000
21 3 R 0982 Luhi Pl. Lunalilo Home Rd.	12,000
21 3 R 0978 Lunalilo Home Rd. Maniniholo	26,000
21 3 R 0980 Lunalilo Home Rd. Opaekaa	10,000
21 3 R 0970 Lunalilo Home Rd. Wainiha	34,000
21 3 R 0971 Maniniholo Wainiha	10,000
22 3 R 0907 Eaea Pl. Kealahou Olowalu Pl.	26,000
22 3 R 0922 Honokahua Kahului	22,000
22 3 R 0919 Honokahua Kepaniwai	10,000
22 3 R 0915 Honokahua Mokuhanu	10,000
22 3 R 0911 Huialoa Kealahou	12,000
22 3 R 0909 Inuwai Pl. Kealahou Muolea Pl.	20,000
22 3 R 0906 Kahului Kealahou	22,000
22 3 R 0957 Kahului Mokuhanu	10,000
22 3 R 0912 Kealahou Manulele Pl.	12,000
22 3 R 0914 Kealahou Mokuhanu	26,000
22 3 R 0913 Kealahou Mokuhanu Pl.	10,000
22 3 R 0927 Keka Mokuhanu	20,000
22 3 R 0956 Mokuhanu Oilipuu Pl.	10,000
22 3 R 0954 Mokuhanu Pl. Mokuhanu	10,000
24 4 M 0803 Aikahi Lp. Mokapu Rd.	45,000
25 4 M 0365 Auloa Rd. Lunaanai	8,000
25 4 M 1076 Kaneohe Bay Dr. Malukai Pl. Puuohalai Pl.	8,000
25 4 R 1425 Lunaanai Lunaanela	12,000
25 4 R 1426 Lunaanai Lunahelu	22,000
25 4 R 1424 Lunaanai Pl. Lunaanai	12,000
25 4 M 0369 Lunaanela Lunahelu	16,000
25 4 M 0377 Lunahelu Maunawili Cir.	8,000

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25 4 M 0378 Lunahelu Maunawili Rd.	8,000
25 4 M 0376 Lunahelu Pl. Lunahelu	8,000
25 4 M 0381 Lunahooia Pl. Maunawili Rd.	8,000
25 4 M 0382 Lunahooko Pl. Maunawili Lp. Maunawili Rd.	16,000
27 9 C 0929 Ukuwai Makaikai	4,000
28 9 C 1640 Alaalaa Lp. Kuahelani Ave.	8,000
28 9 C 1639 Alaalaa Lp. Kuahelani Ave. Kupuku Cir.	38,000
28 9 C 1292 Alo Pl. Kipapa Dr. Pohina Pl.	16,000
28 9 C 1297 Ikaloo Kipapa Dr.	12,000
28 9 C 1293 Ikaloo Pl. Ikaloo Kipapa Dr.	16,000
28 9 C 1294 Kaaona Pl. Kipapa Dr. Makulu Pl.	16,000
28 7 C 2235 Kahelu Ave. Wikao	17,000
28 9 C 1606 Kaloapau Kuahelani Ave.	8,000
28 9 C 1631 Kaopua Lp. Kuahelani Ave.	8,000
28 9 C 1303 Kipapa Dr. Ia Pl. Kaulia Pl.	16,000
28 9 C 1312 Kipapa Dr. Kanamee Wailoa Lp.	16,000
28 9 C 1302 Kipapa Dr. Kuahelani Ave.	27,000
28 9 C 1304 Kipapa Dr. Naholoholo	8,000
28 9 C 1310 Kipapa Dr. Naholoholo Wailoa Lp.	16,000
28 9 C 1295 Kipapa Dr. Waia Lp.	33,000
28 9 C 1820 Lanikuhana Ave. Meheula Pkwy.	17,000
28 9 C 1311 Nawenewene Cir. Nawenewene Cir.	10,000
28 9 C 1346 Waiehu Pl. Waimakua Dr.	13,000
28 9 C 1347 Waihou Waimakua Dr.	10,000
28 9 C 1344 Waihonu Waikalani Dr.	15,000
28 9 C 1341 Waihonu Waimakua Dr.	15,000
28 9 C 1345 Waikalani Dr. Waikalani Pl.	14,000
29 9 C 1656 Alapoai Hokuahiahi	8,000
29 9 C 1701 Alapoai Kuahelani Ave.	16,000
29 9 C 1716 Aouli Pl. Kuahelani Ave.	8,000
29 9 C 1661 Hokuahiahi Kaweloalii	8,000
29 9 C 1711 Hokuhele Pl. Kuahelani Ave.	8,000
29 9 C 1709 Hokuili Kuahelani Ave.	16,000
29 9 C 1712 Hokuili Pl. Hokuili Kuahelani Ave.	16,000
29 9 C 1710 Hokulewa Lp. Kuahelani Ave.	8,000
29 9 C 1659 Kaweloalii Kuahelani Ave.	8,000
29 9 C 1754 Keaoopua Mahinahou	14,000
29 9 C 1753 Keaoopua Pl. Keaoopua	8,000
30 4 R 1293 Ahuimanu Pl. Hui Aukuu Pl.	10,000
30 4 R 1295 Ahuimanu Pl. Hui Koloa Pl.	22,000
30 4 R 1294 Ahuimanu Pl. Hui Ulili	10,000
30 6 C 2618 Apuhihi Au	15,000
30 6 M 0051 Goodale Ave. Naho	8,000
30 6 C 2625 Goodale Ave. Nauahi	22,000
30 6 M 0053 Goodale Ave. Naukana	16,000
30 8 M 0160 Hale Ekahi Dr. Lualualei Homestead Rd.	30,000
30 8 M 0159 Hale Elua Lualualei Homestead Rd.	45,000

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30	8 C 2600	Helelua Pl.	Helelua	14,000
30	4 M 0423	Hihimanu	Kakaina	8,000
30	8 M 0162	Hokuukali	Lualualei Homestead Rd.	8,000
30	4 R 1307	Hui Aeko	Hui Iwa Hui Kelu	20,000
30	4 R 1301	Hui Alala	Hui Ulili	10,000
30	4 R 1298	Hui Ilo	Hui Ulili	10,000
30	4 R 1303	Hui Iwa	Hui Kelu	26,000
30	4 R 1296	Hui Nene	Hui Ulili	10,000
30	8 M 0141	Ihuku	Lualualei Homestead Rd.	8,000
30	6 M 0006	Kaimanu Pl.	Waialua Beach Rd.	8,000
30	8 M 0158	Kawili	Lualualei Homestead Rd.	45,000
30	6 C 2624	Kupahu	Nauahi	12,000
30	4 M 0421	Lukanela	Mekia Pl.	4,000
30	4 M 0422	Lukanela	Poalima	4,000
30	8 M 0171	Momona Pl.	Waianae Valley Rd.	8,000

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