

T. R. McCullough Farm

P. O. Box 1271 - Phone 885-4597

Kamuela, Hawaii 96743

January 17, 2006

Mr. Brennon T. Morioka
Deputy Director – Highways
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097

Dear Mr. Morioka,

Thank you for your January 9, 2006 correspondences #2.9689 and #2.9690 concerning the Hawaii Belt Road, Mud Lane to the Kamuela Race Track, Project No. 19E-01-98 and Kawaihae Road Bypass, Waimea to Kawaihae, Project No. HWY-H-07-99, in response to the concerns raised by the Waimea-Lalamilo farmers to these projects in our July 7, 2005 correspondence to Mr. Ronald Tsuzuki.

We have reviewed your two (2) correspondences and find it difficult to respond in a thorough manner, as you have not made available any “definitive” material on the tentative highway alignments you have referenced. However, we do have the following comments on the material that you have provided:

Re. #2.9689

- A. When do you anticipate “an opportunity will be provided to address long-term planning of the Bypass”, Projects No. 19E-01-98 and No HWY-H-07-99?
- B. The farming community of Lalamilo does not intend to become involved with the dialogue surrounding the alignment through Department of Hawaiian Homes Lands. We are supportive of your ongoing dialogue directly with this agency as it should be.

However, we note your advise of the, “task force assembled in the early 1990’s to determine the most acceptable alignment for the Waimea Bypass, resulting in an alignment northerly of the Waimea-Kohala Airport”, and unfortunately we find that the inclusion of the Waimea-Lalamilo farming community appears to have been ignored and did not take part within this process. As the handout we received in the June 2nd Waimea Community Association Meeting was the first seen by the Lalamilo farmers in many years, we were compelled to submit our comments contained within our July 7, 2005 correspondence to Mr. Tsuzuki.

Re: #2.9690

1. The vision for the necessity of the Waimea Bypass dates to the mid-late 1950's; please see our attached "Chronology For Waimea Bypass Highway". We reiterate our July 7th recommendations for the "southerly of the Waimea-Kohala Airport" alignment for sound long-range planning.
2. Although we can appreciate this process, we do have our concerns, which we do not feel have been heard nor adequately considered.
3. Your statement "a highway alignment located southerly of the Waimea-Kohala Airport, would not serve many residents and visitors" is quite frankly, acknowledging a lack of understanding of just what the Bypass is intended to service. Our community is overrun daily with commuter traffic linking the Hilo-Hamakua coast with the North, South Kohala, North Kona coast resorts, Kailua and Kawaihae Harbor/Port facility. Re-routing this project to the Southerly side of the Waimea-Kohala Airport and then the landmark Puu Pa cinder hill adjacent the Lalamilo Farm Lots would be a very minimal realignment that would certainly never adversely deter this ever-increasing cross-island traffic flow and would be an unprecedented long-range solution to this problem for several generations to come. As for residents, what really is the difference if you link into the Bypass from Waimea on the north or south side of the airport as this would only entail another several hundred yards driving to be accomplished? The long-range benefits to all by relocating to the south side of the Waimea-Kohala Airport are unprecedented; please do not ignore this opportunity while these lands are still unencumbered.
4. Your concern of the potential impact to the native flora and fauna, archaeological and cultural resources is appreciated. However, realistically, we are only talking about a distance of less than one mile and I am certain you would have to agree, the flora and fauna are no different on the south side as exists on the north side of the Waimea-Kohala Airport. As for archaeological and cultural resources, the Bishop Museum's extensive investigation and research of this region in the early-mid 1970's for the Potential Bypass corridors resulted in a condition of no significant resources existing. Perhaps this material should be revisited as I'm sure extensive time and financial resources were invested on this process.
5. The successful abatement of adverse noise and visual impact would not be a question if the Bypass were placed to the southerly side of the Waimea-Kohala Airport. We are in agreement of the Hawaiian homestead community and their concerns.

Mr. Brennon T. Morioka

January 17, 2006
Page 3 of 3

We look forward to being kept apprised of these projects.

Respectfully Submitted,

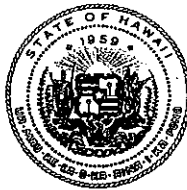


Timothy R. McCullough
Lalamilo Farm #25

Enclosures

- cc: Mr. Larry Nakamoto, President
Kamuela Vacuum Cooling Cooperative
- cc: Mr. Riley Smith, President
Waimea Community Association
- cc: Mr. Bruce McClure, Hawaii County Director
Department of Public Works

LINDA LINGLE
GOVERNOR



RODNEY K. HARAGA
DIRECTOR

Deputy Directors
BRUCE Y. MATSUI
BARRY FUKUNAGA
BRENNON T. MORIOKA
BRIAN H. SEKIGUCHI

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:

HWY-PA
2.9689

JAN - 9 2006

RECEIVED JAN 11 2006

Mr. Timothy R. McCullough
T.R. McCullough Farm
P. O. Box 1271
Kamuela, Hawaii 96743

Dear Mr. McCullough:

Subject: Hawaii Belt Road, Mud Lane to the Kamuela Race Track
Project No. 19E-01-98

Kawaihae Road Bypass, Waimea to Kawaihae
Project No. HWY-H-07-99

Thank you for your letter regarding the alignment alternatives for the above-mentioned projects.

Your proposed highway alignment alternative, from Waimea to the Lalamilo area, has its advantages and will certainly be evaluated during our studies for the Kawaihae Road Bypass. The Waimea Bypass and the Kawaihae Road Bypass are separate projects, and through the Kawaihae Road Bypass study, an opportunity would be provided to address long-term, planning issues for South Kohala.

The tentative highway alignment for the Waimea Bypass has been determined through numerous meetings and agreements with Hawaiian homesteaders and the Department of Hawaiian Home Lands. In the early 1990s, a task force was assembled to determine the most acceptable alignment for the Waimea Bypass, and the result of this effort was an alignment northerly of the Waimea-Kohala Airport. Still, several homesteaders at Puukapu and the Waimea Homesteaders Association are opposing the proposed bypass, and coordination with this community is continuing in order to determine a solution, which would clearly benefit the Hawaiian Homes trust and its beneficiaries at Puukapu.

Based on the above, we believe that your highway alignment proposal may be difficult to immediately implement, and if seriously pursued, it could significantly delay the construction of the proposed Kawaihae Road Bypass. However, as indicated, this southerly alignment has long-term implications and will be considered and appropriately evaluated.

Mr. Timothy R. McCullough
Page 2
JAN - 9 2006

HWY-PA
2.9689

In addition, our current plans for the western portion of the Waimea Bypass indicate that the proposed highway will be located closer to the Waimea-Kohala Airport than as depicted on our meeting handout. Hence, the Draft Environmental Impact Statement for the Hawaii Belt Road, from Mud Lane to the Kamuela Race Track, will soon be available and should be revealing fewer noise and visual quality impacts for nearby homes and businesses, than anticipated.

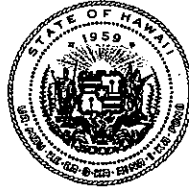
We appreciate your interest in this project. If you have any questions, please contact Ronald Tsuzuki, Head Planning Engineer, Highways Division, at (808) 587-1830.

Very truly yours,

A handwritten signature in black ink, appearing to read 'BDM', with a horizontal line extending to the right.

BRENNON T. MORIOKA
Deputy Director - Highways

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

RODNEY K. HARAGA
DIRECTOR

Deputy Directors
BRUCE Y. MATSUI
BARRY FUKUNAGA
BRENNON T. MORIOKA
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

HWY-PA
2.9690

JAN - 9 2006

RECEIVED JAN 11 2006

Mr. Timothy R. McCullough
T.R. McCullough Farm
P. O. Box 1271
Kamuela, Hawaii 96743

Dear Mr. McCullough:

Subject: Kawaihae Road Bypass, Waimea to Kawaihae
Project No. HWY-H-07-99

Thank you for your letter regarding an alternative alignment for the proposed Hawaii Belt Road, Mud Lane to the Kamuela Race Track, more commonly referred to as the Waimea Bypass.

Your recommended highway alignment resembles several alignment proposals, which are currently being considered and are located southerly of the Waimea-Kohala Airport. However, our current studies indicate that these alternative alignments are not likely to be immediately adopted or replace our proposed alignment, located just northerly of the airport, based on the following:

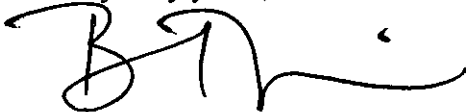
1. The need for an improved highway through Waimea has become increasingly apparent, and after nearly 40 years since the inception of the Waimea Bypass, we believe that an opportunity to implement this facility is now available. At this time, our plans for this highway are based on an alignment northerly of the Waimea-Kohala Airport and considerable documentation has been developed in support of this alternative.
2. In comparison with southerly routes, the alignment proposal just northerly of the Waimea-Kohala Airport is included in the Hawaii Long-Range Transportation Plan and the County General Plan. Indeed, many individuals, governmental agencies and community organizations have formulated their plans, based on an improved highway located northerly of the Waimea-Kohala Airport.
3. A highway alignment, which would be located southerly of the Waimea-Kohala Airport, would not serve as many residents and visitors as a route located northerly of the airport. Waimea Town continues to be the center of activity for South Kohala. The proposed Waimea Bypass would be located closer to Waimea Town, and an important connector, Lindsey Road, would be extended to intersect the proposed bypass.

4. For alternative alignments southerly of the Waimea-Kohala Airport, our project consultant anticipates potential impacts to native flora and fauna, waters of the United States, Hawaiian homelands and archaeological and cultural resources. Consequently, more detailed analyses and coordination may be necessary, and lengthy delays are extremely probable.
5. For the proposed highway alignment northerly of the Waimea-Kohala Airport, we believe that its anticipated noise and visual quality impacts could be successfully abated. Moreover, such impacts are consistent with an urban setting, and as indicated by Hawaiian homesteaders, these impacts would considerably detract from the rural lifestyle of the pasture lots in Waimea.

Your recommended highway alignment, which is located southerly of the Waimea-Kohala Airport, will also be examined in our study for the proposed Kawaihae Road Bypass, from Waimea to Kawaihae. This study will also investigate the requirements of the U.S. Environmental Protection Agency regarding the use of pesticides and other chemicals for agricultural purposes. In addition, we wish to assure you, that any adverse effects of the highway on farming operations at Lalamilo, will be minimized.

We are very appreciative of your interest in our projects, and if any other concerns or problems arise, please feel free to contact us at your earliest convenience.

Very truly yours,



BRENNON T. MORIOKA
Deputy Director - Highways

c: Akinaka & Associates, Ltd.
Edward K. Noda and Associates, Inc.