

GEORGE W./MARGIE A. BAYBROOK
PO Box 437397
Kamuela, HI 96743
808 885.5533 – gme1@verizon.net

February 13, 2006

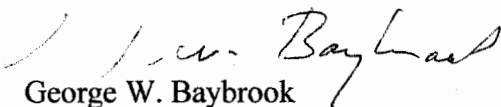
To Whom It May Concern:

In October we sent Ms Jane Dewell of Belt Collins the enclosed materials. Due to a series of circumstances we were not able to send copies to you at that time. Now, due to the fact that the various studies are beginning to be done we wanted to share our mana'o with you as well.

Also, we want to reemphasize four points:

1. As we have been again looking at your various maps it is visually quite obvious that the most direct and cost effective near-term solution is to simply extend the Farm Lots road to the transfer station area.
2. If route A were chosen it would mean the existence of two major intersections within one hundred yards of each other which frankly seems ludicrous to us. [At HELCO and one hundred yards mauka where the old Parker Ranch trail exists onto Kawaihae Rd.]
3. In either case, how will you force the truckers to take this circuitous route? [A sharp right turn at HELCO or above; a stop at Mamalahoa Highway; a left turn by the police station and again a stop at Mamalahoa Highway.] Also, please keep in mind that many trucks run 24/7.
4. A second, very cost effective solution to the traffic problem would be simply to widen Mamalahoa Highway beginning at the North Hawaii Hospital up to beyond Lex Brodie's Tire Store. [This is very obvious if one goes towards Honokaa at any time between 3:30 and 5:30 pm in the afternoon.]

Thank you for your consideration,


George W. Baybrook

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October 7, 2005

Ms. Jane Dewell, Project Manager
Mamalaho Highway-Kawaihae Road Connector Project
Belt Collins Hawaii
3153 N. King St., Ste 200
Honolulu, HI 96819

Dear Ms. Dewell:

I attended the meeting that you held on September 29th that you conducted in Waimea, Hawaii.

My spouse and I would like to submit the following comments:

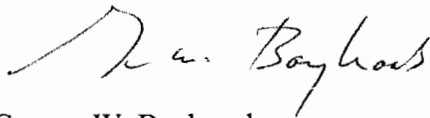
1. First of all the traffic situation is not as bad as it use to be. We know this from first hand experience since we live on Kawaihae Rd. Around 5:00 pm it is still a bit busy but nothing like it use to be four months ago when cars/trucks would be backed up for one mile beginning about 4:00 pm. [It appears construction is slowing].
2. If something has to be done it is our opinion that the easiest, least expensive option is to widen Mamalaho highway through town from the hospital up to about Lex Brodie's repair shop. This is where the major jams occur where the main street goes from two lanes to one going mauka.
3. If the County insists on a bypass then Alternative B would be much better than Alternative A for the following reasons: 1.) the Farm Lots Road already exists so it would be much less expensive. 2.) The road into the transfer station is there, [already used by heavy trucks]. 3.) The crossing of Waikoloa Stream is much more manageable at that point. [The span mauka for Alternative A is very wide and severe]. 4.) Alternate B would not inconvenience the Sandalwood and some of the farmer's homes. 5.) In any case we do not see this connector road as having much use. There would be a few people who might use that route to take their children to school in the morning, a few people from Waikii taking their children to HPA or going on down to Kawaihae or to North Kohala. But no truckers. 6.) Alternative B would not interfere with the planned Greenway project and it would not require a second intersection on Kawaihae Rd just mauka of the present one. 7.) With Alternate A cars and trucks would have to stop on a hill for the necessary traffic light.

4. Another possibility would be to combine Alternative A and B. [This was suggested to me by David Gomes who sits on the committee]. He said you could start off on Alternate A from Mamalahoa Highway and then before the stream cut makai, cross the stream and then come straight in to the transfer station road.

5. **Another route would be to completely skirt the Farm lots by running the connector** from Mamalahoa by the airport AROUND the Farm lots and back into the Transfer Station Road or to come out down below the planned Hawaiian Homes subdivision. [Please see the enclosed map].

Mr. McClure, in e-mail to me admitted these connector roads would NOT alleviate traffic in Waimea. Evidently what he feels is important is "to provide additional connectivity to Waimea", his words.

Sincerely Yours,

A handwritten signature in cursive script that reads "George W. Baybrook". The signature is written in dark ink and is positioned above the printed name.

George W. Baybrook

Margie A Baybrook
PO Box 437397
[66-1579 Kawaihae Road]
Kamuela, Hawaii 96743
[808] 885-5533. [Please leave message]

October 10,2005

Attention: Jane Dewell
Project manager Mamalahoa Highway-
Kawaihae connector road project Belt Collins Hawaii
2153 N. King St. Suite 200
Honolulu, Hawaii 96819-4554

Dear Ms. Dewell,

I am writing to you in response to your invitation given on September 29,2005 at YMCA's Kahilu Town Hall in Waimea regarding the Mamalahoa Highway-Kawaihae connector road project.

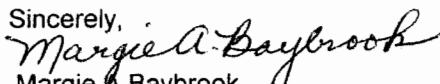
I am strongly opposed to Alternative Alignment A which will pass as close as 50 feet to the Sandalwood subdivision. We own and live on lot 46 [map enclosed], which borders Kawaihae road. If connector Alternate A is built it will come within 50 feet of our master bedroom and also the bedroom of our guest cottage as it meets Kawaihae road. We built a berm along Kawaihae road as a noise and sight barrier before building on our lot, which has helped with truck and car [including boom box] noise and also sight and nighttime lights. If Alternate A is built it will be 24 hour traffic seven days a week as the trucks run with that frequency and cars go by until about 2-3am and then the hotel workers start to come by from 3am on so it is also a 24 hour problem. Alternate A will also necessitate trucks gearing down and then starting up thru 13-15 gears going by our bedroom as everyone will have to stop for the necessary light or stop sign going on or coming off Kawaihae road. Also the trucks going up and down Kawaihae road will have to gear down to stop and start up as they approach the stop sign or traffic light as the case may be. This would cause extra noise for all the homes bordering Kawaihae road, including ourselves. Also there is not room for a berm to be built between our lot boundary and where you have planned to build Alternate A.

I am also very concerned about the loss in value of our property [probably \$100,000-\$200,000,at the least] with the construction of Alternate alignment A. We have invested our entire savings in this piece of real estate and are relying on its value to carry us through the rest of our lives, [We are both in our mid to late 70's]

Our daughter and her husband, Rebecca M. Baybrook and Jim Heckenbach, own this property with us and are willing to be part of a class action law suit in response to the county of Hawaii's plans to construct a by-pass road adjacent to the property at 66-1579 Kawaihae road, Kamuela, Hi. [Letter of intent enclosed]

Thank you for taking the time to read my letter. I hope I was clear in my concerns. Please feel free to communicate with me at any time if the need arises.

Also I would appreciate being contacted as to when your survey teams for the different activities will be on our property. I want to be sure to be at home when they are here.

Sincerely,

Margie A Baybrook

1 SOUTH KOHALA

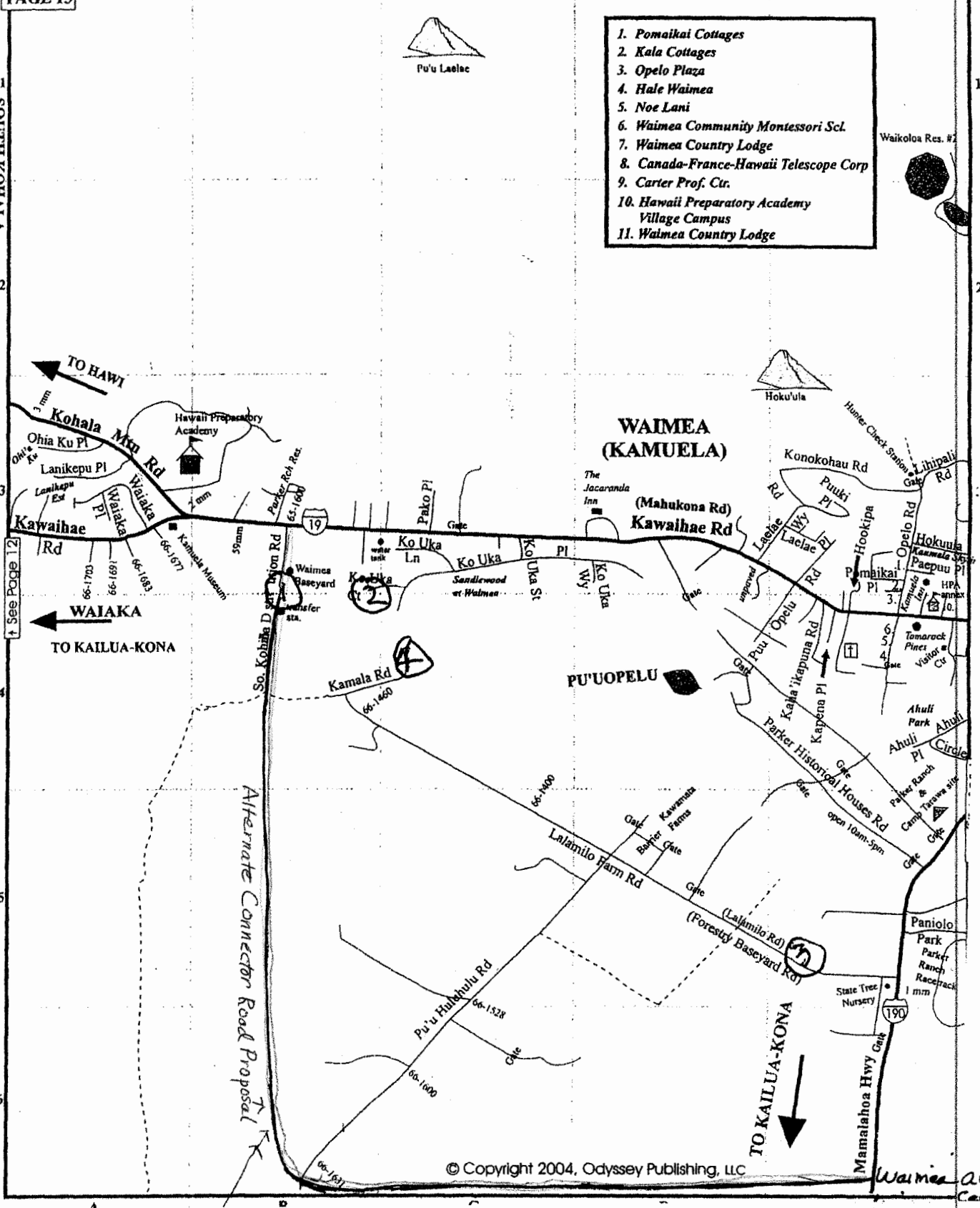
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NOTE: this alternative would not infringe on any farm lots or residential areas and would cross Waikoloa Stream at an easy to cross elevation and utilize an existing intersection on Kawaihae Rd.

REBECCA M. BAYBROOK

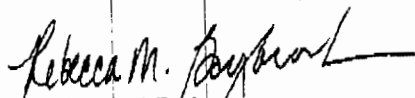
September 29, 2005

George Baybrook
Kamuela, Hawaii

Dear George,

This is to confirm that should it become necessary we are willing to be part of a class action law suit brought in response to the County of Hawaii's plans to construct a by-pass road adjacent to the property at 66-1579 Kawalae Road, Kamuela, Hawaii.

Sincerely,



Rebecca M. Baybrook
Vice President, Human Resources
PDF Solutions, Inc.