Exhibit C

DAVID Y. IGE
GOVERNOR

JADE T. BUTAY
DIRECTOR

Deputy Directors
ROY CATALANI
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
MAUI DISTRICT
650 PALAPALA DRIVE
KAHULUI, HAWAII 96732-2321

IN REPLY REFER TO:
HWY-M 2.224-18

RECEIVED
11/20/2025
10:58 am
STATE OF HAWAII
LAND USE COMMISSION

May 31, 2018

Mr. Robert Goddard
Goodfellow Bros., Inc.
1300 N. Holopono Street, Suite 201
Kihei, Hawaii 96753

Dear Mr. Goddard:

SUBJECT: PUAA SUBDIVISION
INTERSECTION IMPROVEMENTS of KAMAAINA ROAD
AND MAUI VETERANS HIGHWAY
STATE PERMIT NO. MA 180004

This is to acknowledge the subject permit work within the State right-of-way was inspected and satisfactorily completed as of May 31, 2018.

If no defects arise during the one (1) year guarantee period, the performance bond will be returned after May 31, 2019.

The responsibility will be yours to notify our office within 45 days prior to the end of the one (1) year guarantee period to schedule a final inspection to release the performance bond.

If you have any questions, please call Mr. Mark Adams, at (808) 873-3375.

Sincerely,

CMatsuda

for ROBIN K. SHISHIDO, P.E.
District Engineer, Maui

/mka

TABLE 13

The existing and recommended turn lanes and storage lane lengths at the intersection of Mokulele Highway at Kama'aina Road are summarized as Table 12. The turn lanes consist of three components: the taper, the deceleration length and the storage length. The deceleration length is a function of the design speed of the roadway. It is the length required for a driver to safely decelerate from the travel speed of the roadway to a stop condition at the beginning of the storage area. The storage length calculations are described above.

Table 12 Assessment of Deceleration Lane Requirements

Intersection	Approach & Movement		Existing [1] Taper (feet)	Existing [1] Deceleration Length (feet)	Existing [1] Storage (feet)	Recommended Taper (feet)	Recommended Deceleration Length (feet)	Recommended Storage (feet)
Mokulele Hwy at Kama'aina Road	NB	Left	180	510	60	180	510	60
		Right	180	475	60	180	475	60
	SB	Left	180	485	60	180	485	450
		Right	180	430	60	180	430	60

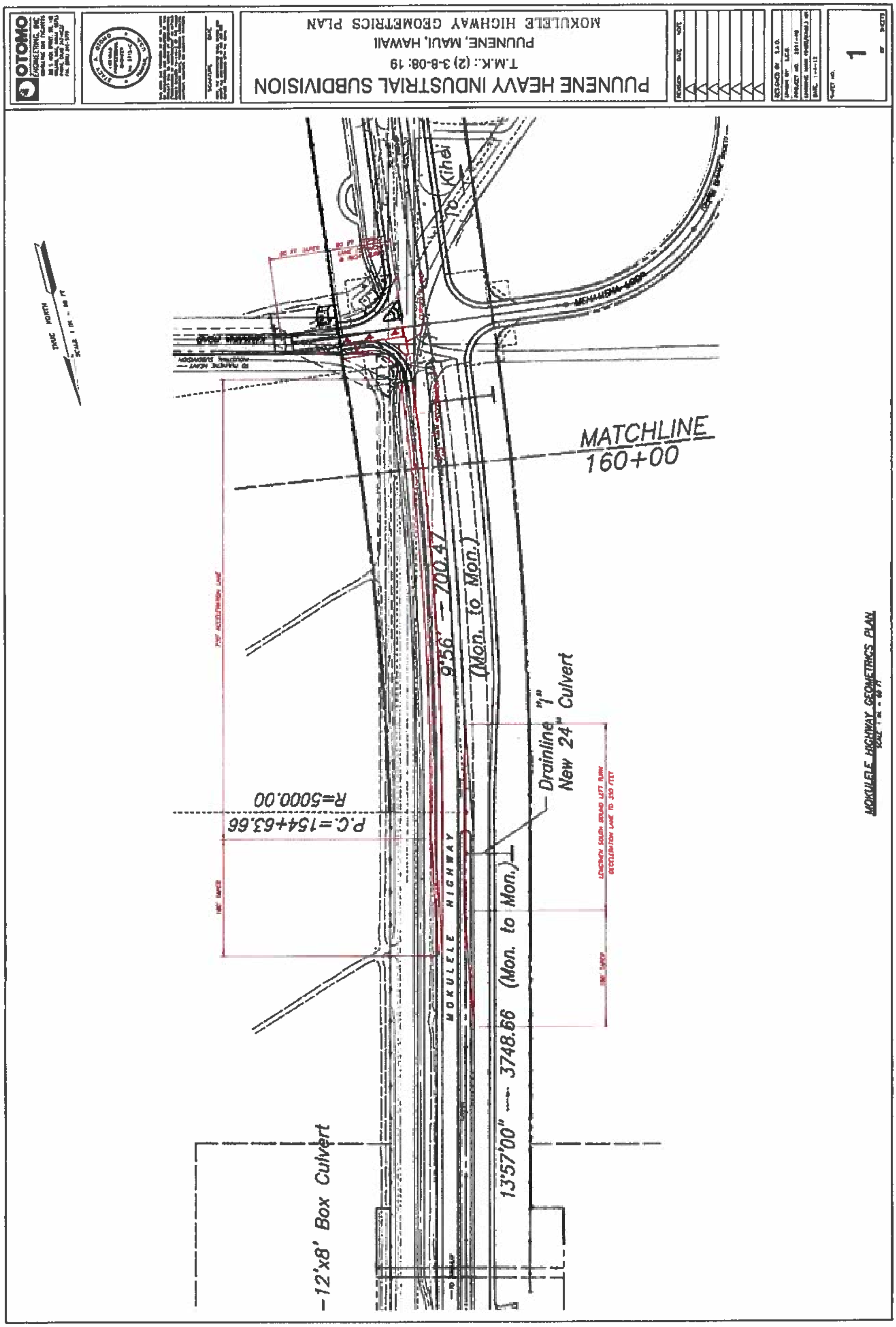
NOTE:
(1) Existing lengths were obtained from construction plans of the subject intersection. Plans are dated June 2005.

Summary Mitigation Measures and Recommendations

Table 13 is a summary of mitigation required at the intersection of Mokulele Highway at Kama'aina Road. A drawing of these mitigation improvements prepared by the project's civil engineer is presented as Appendix I.

Table 13 Summary of Recommended Mitigation for 2015 Background Conditions

Intersection	Mitigation Required to Mitigate Existing (2011) Deficiencies	Mitigation Required to Mitigate Background Deficiencies	Mitigation Required to Mitigate Background Plus Project Deficiencies
Mokulele Hwy at Kama'aina Rd and Mehameha Loop	No mitigation required.	No mitigation required.	1. Modify westbound approach to provide a separate right turn lane. Right turn should be signalized to run concurrently with southbound left turn. 2. Increase traffic signal cycle length to 75 seconds. 3. Provide acceleration lane for westbound to northbound right turns. 4. Lengthen southbound left turn deceleration lane from 60 feet to 450 feet.


PUUNENE HEAVY INDUSTRIAL SUBDIVISION
T.M.K.: (2) 3-8-08: 19
PUUNENE, MAUI, HAWAII
MOKULELE HIGHWAY GEOMETRICS PLAN
OTOMO
1
MATCHLINE
160+00
To Kihei
MEHAMEHA LOOP
9'56" — 700.47
(Mon. to Mon.)
"1" Drainline
New 24" Culvert
R=5000.00
P.C.=154+63.66
MOKULELE HIGHWAY
13°57'00" — 3748.66 (Mon. to Mon.)
12'x8' Box Culvert
MOKULELE HIGHWAY GEOMETRICS PLAN