



**State of Hawaii**  
**DEPARTMENT OF**  
**TRANSPORTATION**

**YEAR ENDING JUNE 30**

**1970**

JOHN A. BURNS  
GOVERNOR



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

FUJIO MATSUDA  
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IN REPLY REFER TO:

HONORABLE JOHN A. BURNS  
Governor, State of Hawaii  
Honolulu, Hawaii

Dear Governor Burns:

The State Department of Transportation herewith submits its Annual Report for the year ending June 30, 1970.

It was an exciting year in terms of trends, growth and accomplishments.

We welcomed the first Boeing 747 at our fast-expanding Honolulu International Airport. We ushered into service a new small boat harbor at Honokohau, Hawaii County, and a second container yard in Honolulu Harbor. We completed the Lunalilo Freeway, the portion of H-1 which passes through the heart of urban Honolulu.

Construction contracts awarded during the year totaled \$70.5 million. For the first time, construction contracts awarded for airports (\$41,249,708) exceeded those for highways (\$26,057,343).

On January 20, our Department rounded out its first decade as the nation's first state-level agency to bring land, sea and air facilities under one gubernatorial appointee. This integrated form of organization has proved highly advantageous in meeting the growth needs of our unique archipelago community.

One of the major concerns of the new decade will be the problem of providing for continued economic development without sacrifice of air and water quality, desirable noise limits, scenic beauty and cultural values.

With your continued leadership, we are confident that our progress in transportation can be fully consonant with the goal of protecting and enhancing our environment in all its aspects.

Very truly yours,

FUJIO MATSUDA  
Director

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Map of State Airports and Harbors and Federal-Aid Highway System. . . . .	Inside Back Cover

# AIRPORTS



## AIRPORTS DIVISION

Honolulu International Airport welcomed its first regularly scheduled jumbo jet flight on March 3, 1970, with a dedication program for the new Diamond Head Gull Wing Terminal, one of the world's first airport facilities specifically designed to handle the Boeing 747.

On the day that the fiscal year ended, the Airports Division closed the Big Island's Kona Airport and was preparing for the overnight move to the new Ke-ahole Airport, scheduled to open July 1, 1970.

These events were just the highlights of a year notable for rapid growth of passenger traffic, especially overseas traffic, and strenuous efforts to prepare for the long-range implications of the settlement of the trans-Pacific route case and the advent of the jumbo jet service in the Pacific.

The total volume of overseas passengers arriving in, and departing from, the State of Hawaii at its two principal airports, Honolulu International Airport and General Lyman Field at Hilo, increased from 3,477,003 (revised estimate for the 1968-1969 Fiscal Year) to 4,582,551 for 1969-1970, according to figures supplied by airlines.

Inter-island passenger traffic increased by 14.5 per cent to a total of 2,872,454 passenger movements, according to the same sources, but air cargo, both inter-island and overseas, failed to keep pace with the growth of passenger traffic.

The air cargo total reportedly dropped from 117,200 tons to 78,747 tons, or about 32.2 per cent.

We have been working with airlines to improve the accuracy of our statistical reporting system, and believe we have been making steady progress in this area. At present, however, past figures may not furnish reliable bases for comparisons.

On July 21, 1969, five airlines were awarded routes to Hawaii, and Northwest Airlines, Pan American World Airways and United Airlines were awarded additional routes.

The new carriers, as announced by the White House, are American Airlines, Braniff, Continental, Trans-World Airlines and Western Airlines.

With the exception of TWA, the new carriers were also awarded routes into Hilo.

Pan American initiated 747 service into Honolulu on March 3 with one daily 747 flight, and within a month expanded this schedule to two. In July, 1970, three additional airlines are expected to begin scheduled 747 service to Honolulu.

The huge 747, capable of carrying from 397 to 490 passengers, will place increasing demands upon all phases of terminal facilities.

The decisions of President Nixon and the Civil Aeronautics Board will mean the advent of new non-stop service to the Midwest and East Coast points, as well as to Anchorage, Alaska.

Inter-island traffic should receive a great boost from the CAB requirement that each new carrier sign common fare agreements with Hawaiian Airlines and Aloha Airlines. These agreements will be under terms more favorable to the local carriers than are the present agreements with Northwest, Pan American and United.

Hilo's new air links to about two dozen Mainland cities are expected to stimulate both the Big Island's tourist industry and its exports of fruits and flowers.

The new air industry developments have given fresh impetus to the expansion and improvement program throughout the State's entire airport system.

The 747 facilities, which were rushed to completion in preparation for the Pan Am inaugural flight, included two gates with two holding rooms, loading bridges and fueling facilities on the new Diamond Head "gull wing" extension of John Rodgers Terminal.

The Ewa gull wing extension had two gates and holding rooms completed by the end of the fiscal year 1969-1970, and a third was to be completed in July, 1970.

In addition, five more hardstands were being constructed for parking and loading of aircraft by conventional boarding stairs.

Each of the five new holding rooms has two floors (a main floor and a mezzanine) and is being served by bus trains at the main, or second, level. After future construction is completed, departing passengers will travel by bus on one level and arriving passengers on the other.

Ground level sections of both the Diamond Head and Ewa wings will be devoted to airline operational equipment needs and office spaces. Airlines will begin construction on these leased spaces early in fiscal year 1970-1971

The Inter-Island Terminal was modified, enlarged and partially air-conditioned by November, 1969. Expansion of the Domestic Arrivals area was completed in December, as well as additional area allocated for the interim International Arrivals Terminal. More than 60,000 square feet of new office space was added to terminal facilities in August.

A 2,000-car, five-story parking structure was completed in February, 1970.

The inauguration of the use of bus trains was another move to cope with transportation within the airport itself. Each of these three-unit vehicles can carry more than 120 persons.

To improve air traffic flow and lessen aircraft noise, Runway 4R-22L was rebuilt and lengthened to 9,000 feet. This runway's normal tradewind approach is completely over water and is equipped with a "visual approach slope indicator" or "VASI" to assist in the safe landing of aircraft. It is anticipated that the Federal Aviation Administration will install an electronic instrument landing system when funds are available.

Realignment of Taxiways "A" and "Z," fronting the terminal areas, was completed in April as part of the airfield modifications required to make way for new construction. New taxiway routes "G" and "L" to the Inter-Island Terminal went into service in September.

In the midst of its busy construction program, Honolulu International Airport continued to play host to royalty and to provide a backdrop to world history.

On the very day that the first Pan Am 747 nosed into the newly completed gate at the Diamond Head gull wing, a plane carrying her Britannic Majesty, Queen Elizabeth, Prince Philip and Princess Anne, made a 45-minute refueling stop in Honolulu enroute to New Zealand.

Charles Lindbergh, who made the first solo flight across the Atlantic, was among the dignitaries who greeted the inaugural 747, just minutes after the Queen's royal VC-10 jetliner took off for Fiji.

On April 18, 1970, the joint arrival of President Nixon and Astronauts Lovell, Swigert and Haise was celebrated with ceremonies hurriedly arranged on the ramp area adjacent to Lagoon Drive.

Other dignitaries who arrived at Honolulu International Airport included the prime minister of Peru, the vice premier of the Republic of China, the Canadian prime minister, the governor general of Malta and the Australian ambassador to the United States.

The increasing commercial traffic at Honolulu International Airport has intensified the need for the establishment of State general aviation airport on Oahu.

The Department of Transportation has concluded negotiations with the United States Air Force to lease a portion of Bellows Field for general aviation activities in the Waimanalo area. At the end of the fiscal year, the lease was being reviewed in Washington, D.C. by the Department of Defense.

The 4,500-foot runway at Ford Island was opened to civilian pilots on February 2, and quickly proved its value in reducing the number of flight training operations at Honolulu International Airport.

Through June 30, there were 41,872 takeoffs and landings at Ford Island. Honolulu International recorded about 1,200 takeoffs and landings by students in June. Prior to the opening of the Ford Island runway, the total had been approximating 5,000 a month.

Service to Hilo by the new carriers awarded routes under the trans-Pacific route case was started by Braniff on September 1, 1969. Continental followed on September 9, 1969, and Western on November 1, 1969.

Pan American, United and Northwest were already serving Hawaii's "second gateway city."

On July 4, 1969, the \$775,000 overseas "interim" terminal building at General Lyman Field was dedicated. The building was constructed to provide temporary relief pending completion of permanent new terminal facilities for both overseas and inter-island traffic.

Other work at General Lyman Field included the resurfacing of Runway 8-26 and the construction of additional employee parking area.

The opening of the new Ke-ahole Airport, scheduled for the first day of the new fiscal year - July 1, 1970, looks forward to the long-range growth of the Kona Coast and air transportation.

As early as 1962, a study of the old Kona airport indicated that its locations on the outskirts did not provide adequate space for expansion and that the airport would probably have to be relocated.

Lighting, fuel storage and parking space are all inadequate and the 4,500-foot runway is too short for a fully-loaded DC-9.



Ke-ahole Airport will open with a 6,500-foot runway, a parallel taxiway, one high-speed turnoff, wide aprons and ample parking area. The terminal consists of a cluster of high-beam Polynesian-style buildings topped with shake roofs.

Occupying an ample site on State lands, Ke-ahole is capable of expansion to serve international jet traffic, should the need develop.

It was the first airport ever built for the State of Hawaii with a consultant firm furnishing the total project management. The Bechtel Corporation, through its contract with the State, provided a complete package of services, including preliminary engineering, detailed design, drawings and specifications, assistance in contract award, construction inspection and other services usually performed by State employees.

The design services for architectural and civil engineering work were provided under the basic Bechtel contract by local architects and engineers under subcontract to the Bechtel Corporation.

The contract relationship has been similar to that between the State and the Ralph M. Parsons Company for the expansion of Honolulu International Airport.

The services of these companies has enabled the Department to sidestep staffing problems and meet pressing deadlines posed by booming tourist travel and the newest developments in air technology.

Ke-ahole Airport was constructed within 13 months after the first 1,000-pound dynamite charge was exploded on the lava beds on May 27, 1969. Crews worked 12-hour shifts, six days a week, to accomplish this feat.

Edward Sullam, architect, has begun plans for the expansion of the terminal facilities of the Waimea-Kohala Airport, formerly Kamuela Airport. The plans will include additional lobby and baggage claim facilities as well as parking lot and ground transportation improvements.

The change of the name of Kamuela Airport to Waimea-Kohala Airport, as approved by Governor John A. Burns, was based on requests of Mayor Shunichi Kimura of the Big Island and the County Council and residents of the area.

The Island of Hawaii's County Council has adopted Waimea as the official name for the area in which the airport is located. A 1969 legislative resolution requested that the airport be designated as Waimea-Kohala to prevent confusion with Waimea, Kauai.

Work on the terminal expansion at Molokai Airport was completed in August, 1969. This project resulted in additional space for the new snack bar concession and provided covered loading on the curbside of the terminal building. Additional terminal improvements planned for this airport include enlarged lobby space and baggage claims areas.

On May 26, 1970, the contractor was given notice to proceed with the extension of Runway 5-23 at Kalaupapa. The work will extend the runway from 1658 feet of pavement to 2750.

On January 13, 1970, the Island of Kauai was hit by winds recorded as high as 84 miles per hour at Lihue Airport. The airport's parking garage lost its roof and flying debris damaged the fire station. Repairs have been made, and insurance claims submitted for \$5,000.

As the fiscal year closed, work was progressing on a new FAA control tower at Lihue Airport, which is expected to be commissioned by November or December, 1970.

Both Lihue and Molokai airports face topographical limitations which pose a problem in long-range planning. It will be necessary to relocate or realign existing runways to accommodate the all-jet operations planned by inter-island carriers.

On March 2, 1970, the contractor completed work on an extension of Runway 3-21 at Lihue Airport from 5,100 to 6,000 feet in length. The project included extending the taxiway and installing new taxiway lighting.

Airports Division management is deeply conscious of its role in protecting and enhancing the environment. The completion of the long-sought reef runway at Honolulu International Airport will reduce noise pollution in Kalihi-Palama and the downtown area. If Federal funding for this project becomes available at the optimum rate we can reasonably expect, the reef runway could be operational in the latter part of calendar year 1973.

Through membership in the Airport Operators Council International, Hawaii has been represented in a broad-scale, many-faceted effort to reduce noise and air pollution originating from aircraft operations and to forestall the development of pollution problems from proposed new types of planes, such as the supersonic transport.

Our airport planners have been constantly striving to contribute to the visual beauty of Hawaii by careful attention to the design and landscaping of our airports. It was with deep satisfaction that we learned in April, 1970, that the Kahului Air Terminal had won for its architects, Vladimir Ossipoff & Associates, an award from the American Institute of Architects, Hawaii Chapter, for excellence in design.

Airport construction contracts awarded during the 1970 fiscal year totaled \$41,249,708.04, including \$28,814,207.61 for work at Honolulu International Airport and \$12,435,500.43 for other airports.

During the year work was also underway on airport construction projects totaling \$27,746,740.11 for which contracts had been awarded prior to July 1, 1969.

CONSTRUCTION CONTRACTS AWARDED BETWEEN  
JULY 1, 1969, AND JUNE 30, 1970

OAHU

Honolulu International Airport

Inter-Island Terminal Improvements. 0-90-1(4).

K. Nagata Construction, Inc. Contract awarded June 17, 1970.  
\$197,289.00.

Installation of Nine Loading Bridge Units for Gull Wing  
Gate Positions (Ewa Concourse). 0-90-2(9)A.

Rigging International. Contract awarded April 17, 1970.  
\$74,777.00.

Construction of Gull Wing Gate Positions 25, 26 & 27 (Ewa).  
0-90-2(11)B.

Healy Tibbitts Construction Co. Contract awarded August 25,  
1969. Completed October 28, 1969. \$493,314.00.

Construction of Gull Wing Gate Positions 25, 26 & 27 (Ewa).  
0-90-2(11)C.

Nordic Construction, Ltd. Contract awarded August 25, 1969.  
\$7,408,368.00.

Construction of the Diamond Head Connecting Link Down Ramp and  
Ride System Turnaround. 0-90-2(16).

Haas & Haynie Corporation. Contract awarded December 10, 1969.  
Completed January 26, 1970. \$413,643.00.

Construction of the Ewa Connecting Link Down Ramp. 0-90-2(17).

Nordic Construction, Ltd. Contract awarded February 20, 1970.  
Completed May 6, 1970. \$331,087.00.

Furnishing and Installing Furniture for Holding Room and Public  
Areas, Gull Wing Gate Positions 10 and 11. 0-90-2(20).

Western Contract Furnishers. Contract awarded November 20,  
1969. Completed February 19, 1970. \$109,881.50.

Furnishing and Installing Furniture for Holding Room and Public  
Areas, Gull Wing Gate Positions 25, 26 & 27. 0-90-2(22).

Western Contract Furnishers. Contract awarded March 20, 1970.  
Completed June 22, 1970. \$179,269.00.

Furnishing and Installing Furniture for Holding Rooms and Public  
Areas, Gull Wing Gate Positions 25, 26 & 27. 0-90-2(22).

Valdastri, Ltd. Contract awarded March 20, 1970. Completed  
July 10, 1970. \$50,178.41.

Honolulu International Airport (cont'd)

Construction of the Ground Floor Tenant Ewa Gull Wing Building Gate Positions 25 & 26 from Column 1 thru 20. 0-90-2(24)A. General Constructors, Inc. Contract awarded June 17, 1970. \$343,900.00.

Ewa Gull Wing Utilities. 0-90-2(25). Nordic Construction, Ltd. Contract awarded January 19, 1970. Completed May 22, 1970. \$529,378.00.

Ewa Extension - Domestic Arrivals Foundations and Basement. 0-90-3(4). Walker-Moody Construction Co., Ltd. Contract awarded December 1, 1969. \$2,425,450.80.

Construction of Service Court Areas Including Third Level Roadway. 0-90-3(6). Nordic Construction, Ltd. Contract awarded May 28, 1970. \$3,311,105.50.

Furnishing, Delivering, Installing & Maintaining Elevators and Escalators - Domestic Arrivals Terminal Ewa Extension. 0-90-3(13). Atlas Electric Company, Inc. Contract awarded December 30, 1969. \$638,660.00.

Temporary Foreign Arrivals & Domestic Arrivals Roof Additions and Passenger Walkway. 0-90-4(3). R. K. W. Tom, Inc. Contract awarded August 8, 1969. Completed October 26, 1969. \$1,107,000.00.

Construction of Auto Parking Exit Plaza. 0-90-5(7)R. Pacific Contractors, Inc. Contract awarded October 29, 1969. Completed December 12, 1969. \$136,785.00.

Site Work for Domestic Arrival Parking Lot Modification. 0-90-5(10). Ralph S. Inouye Co., Ltd. Contract awarded July 9, 1969. Completed August 20, 1969. \$129,403.00.

Inter-Island Parking Lot Modifications. 0-90-5(11). Hi-Way Transportation and Contracting Co., Ltd. Contract awarded November 20, 1969. Completed January 7, 1970. \$63,600.00.

Construction of the Ewa Concourse Grading and Paving. 0-90-6(5). Hawaiian Dredging & Construction Company. Contract awarded August 25, 1969. Completed April 20, 1970. \$3,411,000.00.

Honolulu International Airport (Cont'd)

Extension and Reconstruction of Runway 4R-22L. 0-90-7(2)R.  
Hawaiian Dredging & Construction Company. Contract awarded  
January 26, 1970. \$5,340,352.50.

Construction of Electrical & Communication Duct System  
(Diamond Head), Phase 1 and 2. 0-90-9(6).  
M. F. Williams, Inc. Contract awarded August 8, 1969.  
Completed October 23, 1969. \$310,000.00.

Construction of Electrical and Communication Duct System  
(Diamond Head) Phases 3, 4, 5 & 6. 0-90-9(6).  
Royal Contracting Company, Ltd. Contract awarded August 8,  
1969. Completed February 5, 1970. \$679,400.00.

Construction of Central Fire Alarm System. 0-90-9(11).  
Jack Endo, Inc. Contract awarded May 22, 1970.  
\$45,145.60.

Procurement of Passenger Tractor/Train Unit Busses for Intra-  
Terminal Transport. 0-90-10(2).  
Minibus, Inc. Contract awarded August 28, 1969.  
\$1,038,104.30.

Printing, Collating, Binding and Delivering Contract Specifi-  
cations for HIA. 0-90-11(2).  
Instant Printers, Inc. Contract awarded June 15, 1970.  
\$4,800.00.

Construction of an Addition to the Fire and Rescue Building  
Station No.4. 0-90-12(1).  
Podmore Construction, Inc. Contract awarded July 30, 1969.  
Completed September 23, 1969. \$13,450.00.

Signs for Interim Foreign Arrivals, HIA. 0-90-12(5)R.  
Menehune Signs, Inc. Contract awarded November 4, 1969.  
Completed December 26, 1969. \$6,448.00.

Construction of a Traffic Signal and Miscellaneous Related  
Walkway Work. 0-90-12(15).  
Mid-Pacific Electric, Inc. Contract awarded February 4, 1970.  
Completed April 19, 1970. \$4,060.00.

Furnishing and Installing 4-inch Water Line in Vicinity of the  
Parking Structure. 0-90-12(16).  
Pacific-Basin Contractors. Contract awarded February 19, 1970.  
Completed March 13, 1970. \$7,800.00.

Honolulu International Airport (cont'd)

Supplying Labor, Materials and Supervision to Reactivate Irrigation Mains and Laterals. 0-90-12(16)A.  
Pacific-Basin Contractors. Contract awarded April 10, 1970.  
Completed April 28, 1970. \$3,898.00.

Furnishing all Materials, Equipment, and Labor for Concrete Surface Treatment in the Parking Structure. 0-90-5(8)I.  
Highway Construction Co., Ltd. Contract awarded March 11, 1970. Completed March 16, 1970. \$6,660.00.

HAWAII

General Lyman Field

Resurfacing Runway 8-26. H-97  
James W. Glover, Ltd. Contract awarded November 25, 1969.  
\$443,172.50.

Clearing and Grubbing Portions of General Lyman Field. H-91A.  
Yamada & Sons. Contract awarded March 6, 1970.  
Completed June 19, 1970. \$256,496.00.

Construction of Employee Parking Lot. H-98.  
James W. Glover, Ltd. Contract awarded March 23, 1970.  
Completed May 16, 1970. \$30,605.00.

Additional Work for Overseas Terminal Building. H-99.  
Isemoto Contracting. Contract awarded April 2, 1970.  
\$60,100.00.

Ke-ahole Airport

Construction of Inter-Island Terminal. H-95.  
Glenn Construction. Contract awarded September 3, 1969.  
\$4,518,000.00.

Completion of Airport & Paving of Kailua-Kawaihae Road. H-87C.  
Federal Aid.  
Stewart-Pacific-Erickson. Contract awarded December 12, 1969.  
\$4,667,733.00.

Furnishing & Installing of Signs, Graphics & Parking Meters.  
H-95A.  
J. F. Shea Co., Inc. Contract awarded April 15, 1970.  
\$129,266.00.

Ke-ahole Airport (cont'd)

Furnishing & Installing Furniture, Trash Receptacles, Ash Trays. H-95C.

Theo. H. Davies. Contract awarded April 7, 1970.  
\$12,661.43.

Construction of Control Tower. H-95B(R).

Mars Constructors. Contract awarded June 5, 1970.  
\$174,998.00.

MAUI

Kahului Airport

Resurfacing of Runways 5-23 & 2-20. M-94.

Hawaiian Bitumuls & Paving Co., Ltd. Contract awarded  
October 21, 1969. Completed March 14, 1970. \$470,555.50.

Additions to Terminal Building. M-66-2.

Service Contracting. Contract awarded May 13, 1970.  
\$126,456.00.

Kalaupapa Airport

Extension of Runway 5-23. M-78.

Haitsuka Bros. Contract awarded May 18, 1970. \$186,100.00.

Lanai Airport

Installation of Runway & Taxiway Lights. M-83R.

Mid-Pac Electric. Contract awarded November 4, 1969.  
\$73,434.

KAUAI

Lihue Airport

Extension & Widening of Runway 3-21. K-30.

J. A. Thompson. Contract awarded July 17, 1969.  
Completed March 2, 1970. \$1,285,923.00.



CONSTRUCTION PROJECTS UNDERWAY DURING FISCAL YEAR 1970  
UNDER CONTRACTS AWARDED PRIOR TO JULY 1, 1969

OAHU

Honolulu International Airport

Renovations & Additions to Inter-Island Terminal Phase II.  
0-90-1(3).

K. Nagata Construction, Inc. Contract awarded March 25, 1969.  
Completed September 2, 1969. \$1,761,684.00.

Gull Wing Gate Positions - Diamond Head & Ewa Buildings,  
Installation and Maintenance of Escalators & Equipment.  
0-90-2(2).

Atlas Electric Company, Inc. Contract awarded March 18, 1969.  
Completed June 10, 1970. \$377,499.00.

Furnishing & Delivery of Water Cooling Tower. 0-90-2(4).

Oahu Air Conditioning Company. Contract awarded April 15,  
1969. Completed August 26, 1969. \$25,292.00.

Furnishing and Delivery of Centrifugal Water Chilling Package,  
Diamond Head Gull Wing. 0-90-2(4).

Carrier Air Conditioning. Contract awarded April 15, 1969.  
Completed December 23, 1969. \$68,411.20.

Gull Wing Concourse - 747 Gates (5) Procurement of Loading  
Bridges, Gull Wing Gates. 0-90-2(9).

Heathair Corporation. Contract awarded June 6, 1969.  
\$1,241,650.00.

Construction of Gull Wing Gate Positions 10 and 11. 0-90-2(10).

Haas & Haynie Corporation. Contract awarded June 10, 1969.  
Completed February 20, 1970. \$3,750,000.00.

Office Addition and Alternations for Ticket Lobby Building.  
0-90-3(3).

Thoht Construction Company. Contract awarded April 9, 1969.  
Completed July 16, 1969. \$219,560.00.

Renovations & Additions to Domestic Arrivals & Elevated  
Concourse. 0-90-4(2).

R. K. W. Tom, Inc. Contract awarded February 25, 1969.  
Completed July 15, 1969. \$1,363,000.00.

Prestressed Concrete Joists, Proposed Parking Structure.  
0-90-5(3).

Honolulu Construction and Draying Co., Ltd. Contract  
awarded February 3, 1969. Completed December 5, 1969.  
\$412,285.88.

Honolulu International Airport (cont'd)

Delivery and Installation of 6 Elevators for Parking Structure. 0-90-5(4).

Atlas Electric Company. Contract awarded February 25, 1969. Completed April 2, 1970. \$184,855.00.

Construction of Superstructure for 2000 Car Parking Structure. 0-90-5(8).

Hawaiian Dredging & Construction Company. Contract awarded May 7, 1969. Completed February 9, 1970. \$5,264,000.00.

Taxiways "G" & "L" & Addition to Inter-Island Apron. 0-90-6(2).

Hawaiian Dredging & Construction Company. Contract awarded January 29, 1969, Completed July 9, 1969. \$1,991,283.00.

Construction of Diamond Head (East) Concourse Taxiways "A" & "Z" & Miscellaneous Paving. 0-90-6(4)R.

Highway Construction Company, Ltd. Contract awarded May 1, 1969. Completed December 18, 1969. \$3,446,063.00.

Furnishing and Delivery of Steel Pipe for Fueling System. 0-90-8(1).

Honiron, Division of Ward Foods, Inc. Contract awarded February 24, 1969. Completed September 12, 1969. \$324,355.90.

Gates 1 thru 5 Hydrant Relocation. 0-90-8(3).

Walker Moody Construction Company, Ltd. Contract awarded April 1, 1969. Completed July 31, 1969. \$324,355.90

Furnishing and Delivery of 48D Volt Unit Sub-Station for Gull Wing Gate Positions. 0-90-9(4).

Atlas Electric Company, Contract awarded April 21, 1969. Completed October 10, 1969. \$66,994.20.

Furnishing, Delivering and Supervising Installation of Equipment for Seventeen (17) Complete Baggage Claim System Units. 0-90-10(1).

Rex Chainbelt, Inc. Contract awarded January 29, 1969. Completed July 19, 1969. \$222,754.48.

Printing, Binding, Collating, Storing, & Delivering of Plans & Specifications for Construction Packages. 0-90-11(1).

Your Secretary. Contract awarded February 3, 1969. Completed February 4, 1970. \$29,745.45.

Printing, Binding, Collating, Storing, & Delivering of Plans & Specifications for Construction Packages. 0-90-11(1).

Honolulu Blueprint & Supply, Inc. Contract awarded February 25, 1969. \$12,800.00.

## HAWAII

### General Lyman Field

Construction of Terminal Building & Parking Lot Alterations.  
H-92.

Glenn Construction. Contract awarded November 7, 1968.  
Completed August 13, 1969. \$774,550.00.

Furnishing & Delivering of Lobby Furniture. H-96.

Sen Company, Inc. Contract awarded June 9, 1969.  
Completed September 9, 1969. \$7,584.00.

### Ke-ahole Airport

Grading & Drainage of Terminal Building Site, Apron, Parking  
Lot & Access Road. H-87A.

Stewart-Pacific-Erickson. Contract awarded May 12, 1969.  
Completed January 13, 1970. \$1,311,248.00.

Grading & Drainage of Runway & Taxiway. H-87B. Federal Aid.

Stewart-Pacific-Erickson. Contract awarded May 22, 1969.  
\$3,176,000.00.

## MAUI

### Kahului Airport

Construction of Drainage & Airfield Improvements. M-82.  
Federal Aid.

Ige Construction, Inc. Contract awarded June 30, 1969.  
\$1,049,626.00.

Construction of Air Cargo Building. M-87.

Service Contracting. Contract awarded May 16, 1969.  
Completed February 13, 1970. \$85,336.00.

### Molokai Airport

Improvements to Terminal Building. M-86.

Tom Tanaka. Contract awarded March 17, 1969.  
Completed September 12, 1969. \$61,740.00.

Resurfacing of Runway 5-23. M-74.

Nanakuli Paving & Rock. Contract awarded December 18, 1968.  
Completed July 1, 1969. \$145,490.00.

AIRPORTS DIVISION  
FINANCIAL STATISTICS  
Combined Balance Sheet - June 30, 1970 and 1969

	JUNE 30	
	1970	1969
<u>ASSETS:</u>		
Cash	\$ 48,744,804	\$ 49,632,350
Receivables:		
Accounts and Notes, Net	937,982	341,386
Interest	626,835	
Aviation Fuel Tax	387,099	341,701
Recoverable Costs from U. S. Government-Airport Aid	155,561	370,389
Due from Other Funds	332,760	3,338,333
Materials and Supplies, at Cost	61,630	55,415
Land, at Cost or at Value Assigned at Grant	5,432,002	5,432,002
Buildings and Improvements, at Cost	42,087,163	40,797,530
Equipment and Motor Vehicles, at Cost	1,841,338	1,621,780
Construction in Progress	87,788,035	24,577,942
Amount Available and to be Provided for the Retirement of Bonds and Payments of Interest	239,918,403	117,077,939
Bonds Authorized, Unissued	27,959,116	18,038,700
Deposits	1,500	1,500
TOTAL ASSETS	\$456,274,228 <u>1/</u>	\$261,626,967 <u>1/</u>
<u>LIABILITIES, RESERVES, &amp; FUND BALANCES:</u>		
Liabilities:		
Contracts Payable	3,929,860	2,388,006
Contracts Payable - Retained Percentage	2,286,733	792,269
Due to Other Funds	252,234	3,169,196
Salaries & Wages Payable	17,987	12,557
Accrued Vacation	407,068	346,507
Matured Bonds Payable	2,725,860	43,862
Accrued Interest Payable	4,322,545	654,286
Matured Premium Payable	97,625	
Deferred Premium Payable	50,512	
Tenants' Deposits	75,461	59,375
Reserve:		
Bond Requirements	10,774,368	3,926,490
Encumbrances	8,087,176	17,194,783
Long-Term Debt:		
Bonds Payable	123,947,775	71,280,773
Interest Payable-Future Years	115,970,628	45,797,166
Investment in Land & Fixed Assets	137,148,538	72,429,254
Fund Balances	46,179,858	43,532,443
TOTAL LIABILITIES, RESERVES, AND FUND BALANCES	\$456,274,228 <u>2/</u>	\$261,626,967 <u>2/</u>

1/ Includes amount to be provided for the payment of interest.

2/ Includes interest payable in future years.

AIRPORTS DIVISION  
FINANCIAL STATISTICS  
Combined Analysis of Changes in Fund Balances  
For Fiscal Years Ended June 30, 1970 and 1969

	FISCAL YEAR	
	1970	1969
Fund Balances, July 1, 1969 & 1968	\$ 43,532,443	\$ 25,436,744
Add Reserve for Encumbrances	17,194,783	872,743
Add:		
Revenues	16,475,929	10,139,273
Legislative Appropriation and Authorization		
General Obligation	10,000	34,000
Airport Revenue Bonds	74,920,416	42,470,000
Special Fund	4,150,000	140,000
Transfer from Other Funds	10,482,048	4,813,794
Proceeds from Sale of General Obligation Refunding Bonds		<u>11,500,000</u>
	<u>\$106,038,393</u>	<u>\$ 69,097,067</u>
Deduct:		
Operating Expenses	\$ 5,078,320	\$ 4,565,108
Equipment & Motor Vehicle - Operating Fund	283,264	191,365
Capital Expenditures - Projects Funds	64,527,330	18,070,977
Debt Service Charges	19,618,053	2,004,480
Transfer to Other Funds	14,632,048	5,162,911
Reserves	6,847,878	3,926,490
Revenue Bonds Discounts and Sales Expense	<u>1,511,692</u>	<u>757,997</u>
	<u>\$112,498,585</u>	<u>\$ 34,679,328</u>
Reserve for Encumbrances	\$ 8,087,176	\$ 17,194,783
Fund Balances, June 30, 1970 & 1969		
Revenue Fund	7,979,245	\$ 8,584,290
Aviation Bond Fund*		11,925,713
Aviation Bond Reserve Fund*		1,361,568
Aviation Operation and Maintenance Fund*		283,795
Airport Revenue Bond Funds	38,200,613	20,422,948
Capital Improvement Fund*		<u>954,129</u>
	<u>\$ 46,179,858</u>	<u>\$ 43,532,443</u>

\* Funds terminated and transferred to Revenue Fund in accordance with provisions of the "Certificate of the Director of Transportation Providing for the Issuance of State of Hawaii Airports System Revenue Bonds."

AIRPORTS DIVISION  
FINANCIAL STATISTICS  
Consolidated Statement of Receipts, Expenditures and Balances  
For Fiscal Years Ended June 30, 1970 and 1969

	FISCAL YEAR	
	1970	1969
Balances, July 1, 1969 & 1968	\$ 50,443,786	\$ 11,074,145
Adjustment:		
1949 Revenue Bonds Authorized but Unissued	3,000,000	
	\$ 47,443,786	\$ 11,074,145
 Add Receipts:		
Airport Operating Revenues	\$ 6,788,408	\$ 5,277,008
Aviation Fuel Tax Collections	4,601,581	4,068,103
Reimbursement of Expenses	466,887	71,358
Interest Earned on Investments	1,787,076	87,331
Advance from State Treasury	24,157,836	14,513,684
Advances from Revenue Fund		1,013,288
Federal Grant	2,313,948	1,377,016
Appropriations	42,000	807,099
Loan Repayment	888,288	4,643,035
Accrued Interest on G. O. Bonds Sold	65,200	
Accrued Interest - Revenue Bonds Sold	258,523	171,095
Proceeds from Revenue Bond Sales	63,842,499	39,270,321
Provision to Debt Service Reserve	5,756,165	3,245,835
Vacation Transfer-In	4,958	12,651
Proceed from Sale of G. O. Refunding Bonds		11,500,000
Trust Fund Deposits	36,025	29,251
Others	40	
	\$111,009,434	\$ 86,087,075
 Deduct Expenditures:		
Operating Expenses	\$ 5,712,576	\$ 4,904,413
Bond Sale Expenses	314,818	
Debt Service Charges	17,921,842	3,339,931
Provision to Debt Service Reserve	5,756,165	3,245,835
Vacation Transfer-Out	10,205	4,252
Trust Fund and Other Refunds	87,051	49,537
Loan to Revenue Bond Fund & Other Funds		888,288
Transfer to Other Funds		13,099
Loan Repayments	24,157,836	19,156,719
Construction in Progress	62,403,108	15,115,360
	\$116,363,601	\$ 46,717,434
 Cash Balances, June 30, 1970 and 1969		
Encumbered Cash	\$ 12,909,373	\$ 20,294,557
Unencumbered Cash	29,180,246	30,149,229
	\$ 42,089,619	\$ 50,443,786

## DEPARTMENTAL STAFF

The Departmental Staff exists primarily to provide functional leadership, coordination, counsel and certain services for the major program divisions - Airports, Harbors and Highways.

The seven staff officers serve directly under the head of the Department and his deputies.

As a staff officer, the Assistant State Highway Safety Coordinator occupies a special category. He serves under the Highway Safety Coordinator, who is chairman of the Hawaii Safety Council, an advisory board to the Governor established by the Hawaii Highway Safety Act.

The position of Highway Safety Coordinator is being filled in an acting capacity by the Transportation Department's Deputy Director for Operations, and for administrative purposes the Coordinator's office has been placed in the Department of Transportation.

The initial appointee as Assistant State Highway Safety Coordinator completed his first full fiscal year of operations in the 12-month period ending June 30, 1970.

His first annual report is a story of all-out action against one of Hawaii's top public health problems. For calendar year 1969, accidents were rated number three among the 38 causes of civilian death listed by the State Department of Health, and motor vehicle accidents caused more deaths (124) than all other accidents combined.

The Highway Safety Coordinator's Office brings together representatives from designated State government agencies, the four county governments, and a wide range of professional, business, military and community organizations in a many-pronged attack against highway accidents.

The Hawaii State Highway Safety Council, headed by the Highway Safety Coordinator, includes 11 members who serve ex officio. The Governor names 20 other persons on the basis of their interest in highway safety.

During fiscal year 1970, Hawaii's Highway Safety Program (a five-year plan) received Federal approval, which has enabled the State to continue to receive matching Federal funds to underwrite its projects.

During the fiscal year, the State applied for and received a grant of \$13,524 for the leasing of two "driver simulation units." Using one of these training devices, a teacher will be able to instruct a large number of students simultaneously and provide uniform instructions to all participants. The two units are expected to arrive from the Mainland in October, 1970.

An application for \$60,000 was approved in June, 1970, for continuance of the overall driver education program until June 30, 1971. The sum allowed for the inclusion of a third "simulation unit." In December, 1969, the State received \$15,000 in Federal funds toward support of the basic program.

These three allocations bring to a total of \$143,524 the amount of Federal money which Hawaii has received so far for the support of its driver education program for the period July 1, 1968, to June 30, 1971.

A seven-member Medical Advisory Board was set up to develop a program which would evaluate motorists who may suffer from mental or physical conditions that could impair their driving ability.

A Debris Hazard Control and Cleanup Committee was established to formulate rules and regulations concerning the prompt removal of damaged vehicles and dangerous spillage and debris after accidents. The rules were adopted by the Council on June 15, 1970.

The Council also adopted rules and regulations issued under the following titles, "Police Traffic Services Procedures," "Design, Construction and Maintenance of Public Streets and Highways," and "The Design, Placement and Maintenance of Traffic Control Devices."

Governor Burns approved plans for including a color photo of the licensee on all driver's licenses issued. By sometime early in 1971, all counties should be ready to issue the new type of license card as new drivers apply for licenses and old licenses are renewed. It will take about five years before all Hawaii drivers have license cards with color photos.

A change in the design of the motor vehicle inspection sticker was developed and will become effective in 1971. Replacing the old sticker will be a combination of two stickers, one signifying the expiration year. The change is expected to reduce the inventory problem for both the counties and the official inspection stations which issue stickers to drivers.



The sticker signifying the expiration month will be suitable for issue in any year, so that the issuing agencies need only discard unused supplies of stickers symbolizing the year.

Development of a comprehensive traffic records system continued under Federal grants totaling more than \$500,000. Motor vehicle registration records of the Neighbor Island counties were converted to computer format and safety inspection information became part of the input. During fiscal year 1971, accident investigation procedures are to be refined so that a more sophisticated record-keeping system may be developed. The new data will aid in the study of the relative effect of each contributing factor of a highway crash.

A renewed effort in combatting the drinking driver was also in the planning stages at the end of the year. Because the drinking driver has been the apparent cause of 44 per cent of Hawaii's traffic fatalities of the past five years, the Council has assigned top priority to this problem.

A major disappointment was the failure of the 1970 session of the State Legislature to reduce from .15 to .10 the percentage of alcohol in the blood which is used as the legal criterion for being under the influence of alcohol.

The Council will continue its efforts to obtain this reduction, which would bring Hawaii's law up to the standards of the National Highway Safety Bureau.

Except for the Assistant Highway Safety Coordinator, the Departmental Computer Engineer is the newest staff officer. The Engineering Computer Services Office was established at staff level in July, 1968.

During fiscal year 1970, this office made great strides in obtaining for the Department additional cost-saving and time-saving benefits from computerization.

District offices on Hawaii, Maui and Kauai are now linked to the ECS office in Honolulu by means of a teletype network. This network, called the Data Communication System, was installed during April, 1970.

Its primary purpose is the transmission of engineering computer input and output between the engineering personnel in the District offices and the computer in the ECS office. Previously, the complete cycle of submission to return of engineering data took about three and one-half to four days. The DCS reduces that time to minutes.

Essentially, the system offer engineers on the Neighbor Islands the prompt service previously available only to main office engineers.

As the fiscal year ended, the ECS office was preparing a long-awaited physical telephone connection between the Transportation Department's IBM 1130 Computer system and the SWIS (Statewide Information Service) IBM 360/50 Computer, which is located in the Liliuokalani Building.

One of the heaviest users of the new capabilities of the ECS office is expected to be the Advance Transportation Planning Office.

The primary function of the ATP office is the continuous modification of the statewide transportation systems network plan, which is a guideline for the Department's Capital Improvement Program and for other planning both within and outside the Department.

During fiscal year 1969-1970, the ATP office adjusted the original airport and harbor computer planning models developed in 1968 by the General Electric Company - TEMPO, a private Consultant firm, to meet present analytical needs of the Department.

The reprogrammed harbor model will provide information for a 15-year period immediately ahead, and for additional five-year intervals to the year 2000.

The airport model has been adjusted to provide more information on the generation of passenger traffic.

Peat, Marwick, Livingston and Company, in December, 1969, completed a study for the Department of Transportation on the development of a comprehensive plan to provide in the early 1970's a suitable transportation system to carry passengers and baggage between the Honolulu International Airport and Waikiki.

As a result of this report and much favorable testimony, the State Legislature adopted House Resolution No. 389. The resolution supported the concept of self-propelled water transportation and urged the State Department of Transportation to provide land, terminal and repair facilities at both Keehi Lagoon and within Waikiki for the system.

In line with this resolution, the ATP office has investigated several possible terminal sites which were being reviewed by other State and City agencies as the fiscal year closed.

The ATP office directed the efforts of participating government agencies in the execution of the first full year of the operations plan detailed by the Continuing Oahu Urban Transportation Planning Process. Major accomplishments included updating of the data banks on land use, traffic accidents, parking, highway and street travel time.

The ATP office actively participated in the development of a second year program for the City and County's Model Cities Project, and in coordination and review of various applications for Federal grants for the proposed City-County mass transit system.

The purposes for which these funds were requested ranged from the acquisition of facilities and equipment for an Island-wide bus system to a detailed study of a rapid transit system.

The Governor and the mayors of Hawaii, Kauai, and Maui have executed the basic document which is the first step toward the establishment of a federally-aided transportation planning process for the respective counties.

Known as the "Memorandum of Understanding," the document sets forth the manner in which the State and the county shall work together in a continuing, comprehensive planning process to coordinate transportation with all other areas of public planning.

The City and County of Honolulu and the State of Hawaii have been cooperating in the continuous comprehensive transportation planning process under a "Memorandum of Understanding" signed by the Mayor and the Governor on July 2, 1964.

The ATP staff continued a "Staggered Work Hour Study," which had been initiated early in 1969.

The scope of the study was expanded to include government employees living on Windward Oahu, East Oahu and in Central Honolulu, in order to supplement data previously gathered in the Leeward Oahu Study.

As a joint venture of the City and County of Honolulu and the State, a geographic base file for the urbanized area of Honolulu was prepared for the Bureau of the Census under the supervision of the ATP office.

The file will provide the base for the mechanical assignment of geographic identifications, such as census tracts, blocks and zip codes, to any local data identified by street addresses.

The Advance Transportation Planning Office on June 30, 1970, had 10 authorized positions, not including student hires.

In all, 90 positions, including 13 student jobs, existed at departmental level on the last day of the fiscal year.

Distribution of the 77 full-time, permanent positions was as follows: Office of the Director, 11; Office Services, 19; Personnel, 6; Budget and Internal Control, 7; Programs and Contracts, 8; Property Management, 1; Highway Safety, 3; Advance Transportation Planning, 10; and Engineering Computer Services, 12.

For the entire Department of Transportation, the total number of positions was 2,016, including 190 jobs for student "summer hires."

The total was divided as follows: departmental level, 90; Airports Division, 588.75 (including 55 students); Harbors Division, 258.25 (16 students), and Highways Division, 1,079 (106 students).

The positions encompassed more than 300 classes, ranging from the highest level of professionals and executives to unskilled laborers. Most positions are filled by regular civil service procedures, but the 120 crash and fire crew members required by Neighbor Island airports, and the two Harbors District Managers are employed by personal service contracts.

The 190 positions authorized under the Student Hire Program were in the following areas: engineering, 85; clerical and allied fields, 76; labor and trades helpers, 29.

On June 30, 1970, all student positions were committed. However, even with the higher State salaries now offered students, and with the new authority to pay overtime, starting July 1, 1970, it again took active recruitment to fill these positions with students meeting the desired qualifications.

The personnel management program is the responsibility of the Departmental Personnel Office. The program includes a centralized system of payroll preparation and processing, as well as safety, training, personnel development services, and other functions.

The Departmental Personnel Office also provide staff support necessary for uninterrupted, continuous divisional operations during periods staff members of the divisions' personnel offices are on vacation or sick leave.

During the fiscal year which ended June 30, 1970, the Departmental Personnel Office acquired a number of new functions which were formerly performed by the Department of Personnel Services.

Included were the authority to determine the suitability of applicants for civil service employment, the responsibility for the custody and maintenance of official employee personnel folders, and the recruitment for unskilled labor (General Laborer I, Groundskeeper I and Janitor II) classes on Oahu.

The Department of Transportation presented 17 appeals for salary range adjustments before the public employee Compensation Appeals Board, and four classification appeals before the Civil Service Commission. Generally speaking, the Department has been successful in its appearances before these agencies.

The Department of Transportation participated in the Legislature's Student Observer Day by giving 13 high school students the opportunity to visit its offices and learn something of its operations firsthand.

Kamaaina Day, an annual event held in December at the University of Hawaii, proved unusually fruitful this fiscal year - the Department recruited four engineering students through its participation.

Because of increased workloads, rigid schedules and the changing nature of work requirements, it was necessary to reorganize certain branches and districts in the Airports, Harbors and Highways divisions. The reorganizations necessitated a number of reassignments, some of them resulting in new classes. The Department's Personnel Office worked closely with the budget, finance and personnel services staff members in each division to perfect the reorganizations and to justify, establish and fill the new positions.

Completed projects included the reorganization of the Airports Division's Engineering Branch, all of the Harbors Division's district offices, and the Highways Division's Design Branch.

Other major completed work included the conversion of all Department of Transportation employees to a new salary schedule effective July 1, 1970, and the development of instructions and procedures to complete forms used in the State's new payroll system.

A short course in first-aid was presented exclusively for 20 women employees of the Department of Transportation, at their request. The State Department of Labor and Industrial Relations furnished experienced, certified instructors.

All supervisors of the Department of Transportation took part in a course, "Introduction to Collective Bargaining," sponsored by the Department of Personnel Services.

The Department of Transportation announced 101 vacancies within the Department during the fiscal year, and, in accordance with its policy, made promotions from within to all but 20 positions. A total of 462 positions were filled at the "entry level," the first step in a class series. The Department lacked sufficient numbers of employees qualified for promotion to some higher positions, and therefore resorted to open market competition to fill these vacancies.

The Departmental Personnel Office assumed responsibility for publishing the departmental employee newsletter, "The Carrier," and for maintaining and issuing the personnel and position listing for the entire Department on a quarterly basis. The lists were formerly submitted by the divisions and assembled and issued at the departmental level. Computers have simplified the task of maintaining the lists, and the shift of responsibility has reduced the workload of the divisional personnel offices.

The Department successfully sponsored a legislative proposal to reduce inequities in the rate of overtime pay. Signed into law as Act 70, it became effective July 1, 1970.

The Personnel Office continued its policy for providing training and developmental opportunities to meet operational needs. During the fiscal year, there were 2,096 enrollments in classes representing 17,083 man-hours of training at a total cost of \$22,276.

The activities included a one-day seminar sponsored by the Department of Transportation to acquaint its supervisors with the State's new payroll system, and a seminar on project management for 25 top managers.

The latter course was developed and conducted by the Ralph M. Parsons Company, project manager of the Honolulu International Airport expansion program, and the task of keeping this complex and massive program on schedule served as the case study for the seminar.

The Department also sponsored a 30-hour course, "Industrial Safety for Supervisors," conducted by Mr. Edward Lum, retired Industrial Safety Education Specialist. County personnel on all islands were invited to join Department of Transportation supervisors as classmates.

A one-day seminar on "The Design and Construction of Post-Tensioned Box Girder Bridges" was arranged by the Department for 70 employees and interested private consultants. The seminar was conducted by three experts in the field with the support and cooperation of the Western Concrete Reinforcing Steel Institute.

Of particular note is the fact that during the fiscal year ending June 30, 1970, not a single employee grievance was filed with the Department. We believe this record reflects great credit upon the Department's employee relations program.

Tasks facing the Departmental Personnel Officer at the close of the fiscal year included the updating of the position organizational manual, the development of a departmental policy and procedure on overtime, and preparations for meeting requirements of the new collective bargaining act.

One of the busiest departmental staff offices is the Property Management Office, which consists of one person. He provides staff services to the Director and to the three operational divisions in the management of millions of dollars worth of revenue-producing lands and facilities under the control of the Department.

By far the biggest area of his operations is the Airports Division. Total revenues realized during the year ending June 30, 1970, from management of the State's airport properties was \$7,333,307.

Of this total, \$4,630,470 came from concession fees, ground transportation service, rentals, coin-operated lockers and storage.

Revenues from aeronautical use of land, buildings, equipment, operational fees and uncovered storage of aircraft brought in \$1,192,296.

"Use fees," including landing fees, airport and terminal use charges, accounted for \$952,171, and non-aeronautical revenues from lands and buildings totaled \$252,150. Sale of salvaged materials, interest income and other miscellaneous income came to \$306,210.

For the Harbors Division, the Property Management Officer reported a total of \$2,046,752 in revenues, including \$1,940,657 from commercial harbors, which was earmarked for the "Special Fund," supporting harbor construction and operations. The remainder, \$106,185, was generated by the State's small boat harbors and went into the State's General Fund.

These revenues were derived from leases, licenses and revocable permits. On June 30, 1970, 118 leases and licenses were in effect, and revocable permits totaled 104. Twelve new licenses and 62 revocable permits were issued during the fiscal year.

The activities of the Property Management Officer on behalf of the Highways Division are generally limited to the rental and disposition of buildings affected by highway projects.

There were 40 revocable permits for these premises outstanding on June 30, 1970, and the number of revocable permits issued during the year was 16.

Total rental realized from these highway properties during the year was \$45,296.37. Nine public auction sales were conducted for the sale of houses affected by the highway construction program. They brought in a total of \$55,057.

Under Act 33, signed into law on May 20, 1970, the Department of Transportation was authorized to implement the establishment of an "energy corridor" between Barbers Point and Honolulu. The Property Management Officer was assigned the task of coordinating the preparations for the initial meetings with suppliers and consumers, held on June 15 and 16, 1970.

The corridor will be primarily for the transmission of petroleum products by pipeline.

The Programs and Contracts Office is responsible for preparing the Department of Transportation's Capital Improvements Program, for the processing of fund allotments for capital improvement projects, and for the processing of construction and consultant contracts.

The Department's Capital Improvements Program authorized for 1969-1970 by Act 155 of the 1969 Legislature included appropriations totaling \$170,995,000, divided as follows: airports, \$73,952,000; harbors, \$33,315,000; and highways, \$63,728,000.

During fiscal year 1970, the Programs and Contracts Office processed 136 construction, purchasing and maintenance contracts with contract award amounts totaling about \$105 million.

In addition, the office processed 53 formal consultant contracts totaling \$1,624,000.

Review of the Department's operating budget is the responsibility of the Budget and Internal Control Office.

Actual expenditures from the operating budget for the year which ended June 30, 1970, were as follows: departmental administration, \$900,635; airports, \$11,173,161; harbors, \$6,883,719; and highways, \$11,384,931.



By comparison, the department's operating budget for the fiscal year which will end on June 30, 1971, as appropriated in Act 175, included \$1,149,574 for departmental administration, \$18,552,838 for the Airports Division, \$8,045,266 for the Harbors Division, and \$12,974,232 for the Highways Division.

The increases in every area reflected the new salary schedule and the continuing growth in transportation operations.

Two auditors have been authorized to augment the present staff of one and provide the internal controls necessary for the most effective use of the Department's budgeted funds. The new positions should be filled by the end of the calendar year 1970.

As the fiscal year closed, the Budget and Internal Control Office was engaged in preparing an audit manual for the Highways Division.

"Ecology" became a household word throughout the nation during fiscal year 1970.

The Director of Transportation and his Deputy for Operations were called upon to take part in a number of meetings, conferences and surveys generated by a deepening interest in protecting Hawaii's air, water and scenic beauty from pollution and disfigurement.

They have described how the Department is striving to end traffic congestion and its noxious effects, to provide a noise-reducing, off-shore reef runway for Honolulu International Airport, and to minimize the danger of oil spills and other pollution in the public harbors.

A careful study of water and reef conditions in the vicinity of Keehi Lagoon is to precede any final decisions regarding the design of the reef runway.

Attractive architecture and landscaping and respect for archeological features, natural resources and scenic assets have figured importantly in the planning of Hawaii's airports, harbors and highways, as evidenced by the three awards won by transportation projects during the year.

Increasing public concern for environmental matters should help the Department do an even better job in these areas in the years ahead.

ADMINISTRATIVE DIRECTORY  
June 30, 1970

Director of Transportation . . . . .Fujio Matsuda  
Deputy Director for Operations. . . . .E. Alvey Wright  
Deputy Director for Planning and Engineering. . . . . Vacant  
Deputy Director for Finance . . . . .Lawrence F. O. Chun

Staff Officers

Departmental Personnel Officer. . . . .Lenore L. Hammond  
Programs and Contracts Officer. . . . .Munny Y. M. Lee  
Property Management Officer . . . . .Paul H. Arizumi  
Business Management Officer . . . . . Noboru Hirai  
State Transportation Planner. . . . . Ah Leong Kam  
Departmental Computer Engineer. . . . . Carl O. Nagami  
Assistant State Highway Safety Coordinator. . . H. K. Bruss Keppeler

Division Chiefs

Airports. . . . .Owen Miyamoto  
Harbors . . . . .Melvin E. Lepine  
Highways. . . . .Tetsuo Harano

District Officers

Oahu

Airport Manager . . . . .William H. Kraft  
Harbor District Manager . . . . . J. B. McCormick  
Highway District Engineer . . . . .Tit Mun Chun

Hawaii

Airport Manager . . . . . O. A. Byrne  
Harbor Master . . . . . Robert McNeill (acting)  
Highway District Engineer . . . . . Charles L. Schuster

Maui

Airport Manager . . . . .Thomas F. Hanchett  
Harbor Master . . . . . P. A. Lilly  
Highway District Engineer . . . . . Hideo Hayashi

Kauai

Airport Manager . . . . .Sidney J. Lawrence  
Harbor Master . . . . .Carl A. Forsen  
Highway District Engineer . . . . .Edwin Nakano

DEPARTMENT OFFICES

Departmental Administration Offices

Director  
Department of Transportation  
State of Hawaii  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Airports Offices

Airport Manager, Hawaii  
Department of Transportation  
State of Hawaii  
General Lyman Field  
Hilo, Hawaii 96720

Airport Manager, Oahu  
Department of Transportation  
State of Hawaii  
Honolulu International Airport  
Honolulu, Hawaii 96819

Airport Manager, Maui  
Department of Transportation  
State of Hawaii  
Kahului Airport  
Kahului, Hawaii 96732

Airport Manager, Kauai  
Department of Transportation  
State of Hawaii  
Lihue Airport  
Lihue, Hawaii 96766

Harbors Offices

Harbor Master, Hawaii  
Department of Transportation  
State of Hawaii  
Pier 1, Hilo  
P. O. Box 1555  
Hilo, Hawaii 96720

Harbor Master, Oahu  
Department of Transportation  
State of Hawaii  
700 Fort Street  
P. O. Box 397  
Honolulu, Hawaii 96809

Harbor Master, Maui  
Department of Transportation  
State of Hawaii  
Pier 2, Kahului  
P. O. Box 201  
Kahului, Hawaii 96732

Harbor Master, Kauai  
Department of Transportation  
State of Hawaii  
Nawiliwili, Kauai  
P. O. Box 821  
Lihue, Hawaii 96766

## Highways Offices

District Engineer, Hawaii  
Department of Transportation  
State of Hawaii  
50 Makaala Street  
P. O. Box 276  
Hilo, Hawaii 96720

District Engineer, Maui  
Department of Transportation  
State of Hawaii  
962 Keaolu Street  
Kahului Kai (NASKA)  
P. O. Box 700  
Kahului, Hawaii 96732

District Engineer, Oahu  
Department of Transportation  
State of Hawaii  
727 Kakoi Street  
Honolulu, Hawaii 96819

District Engineer, Kauai  
Department of Transportation  
State of Hawaii  
State Office Building  
3060 Eiwa Street  
P. O. Box 1711  
Lihue, Kauai 96766

FOR FURTHER INFORMATION

The Annual Report of the State Department of Transportation is intended to provide an over-all view of the Department's activities.

The three major divisions of the Department and their various branches also issue periodical or special reports of a more technical nature.

Persons interested in a special phase of the Department's operations are invited to direct specific requests for information to the division concerned.

Copies of major reports are usually available for examination at the Public Archives, the University of Hawaii Library, the State of Hawaii Library, the Municipal Reference Library, and the County libraries of Hawaii, Maui and Kauai.

Persons interested in details of the Department's tentative long-range construction program are referred to the Governor's Capital Improvements Program.

## PHOTO DESCRIPTIONS

Front Cover - This Boeing 747 finds accommodations "A-OK" at the new Diamond Head Gull Wing extension of John Rodgers Terminal. Honolulu International Airport was one of the first airports in the world to provide facilities tailored to the dimensions of the "Jumbo Jet."

Page 1 - This view of the Aloha Airlines baggage claim area from the Kahului Airport restaurant is just one of the many attractive vistas which helped the terminal to win a design award for its architect, Vladimir Ossipoff & Associates.

Page 21 - Initiation of a second container yard in Honolulu Harbor was an accomplishment which promises long-range benefits for the people of Hawaii in terms of increased shipping capacity and competitive new services.

Page 37 - The new road from Honokohau to Ke-ahole is part of a proposed new highway which will eventually extend from Hookena to Kawaihae, about 55 miles. Selection of the route was the subject of "The West Hawaii Corridor Study," which has won both local and national awards for engineering excellence.

Back Cover - (Top) Modern discoverers of Hawaii will encounter this cluster of Polynesian huts as they disembark at the new Ke-ahole Airport. Big Island's new facility is about seven and one-half miles north of the Kona Airport, which on June 30, 1970, ended operations after nearly 22 years of service.

(Bottom) The prize-winning Alapai Pedestrian Overpass spans the last link of the Lunalilo Freeway to reach completion. Extending from Pele Street to Keeaumoku Street, the 1.5-mile segment was dedicated on July 1, 1969.

## DESCRIPTION OF MAP

The map at right depicts the general location of the State Department of Transportation airports and harbors and the Federal-aid Highway System in Hawaii.

### AIRPORTS

The nine commercial Airports under the jurisdiction of the Airports Division include Lihue Airport on Kauai; Honolulu International Airport on Oahu; Molokai Airport on Molokai; Lanai Airport on Lanai; Hana and Kahului airports on Maui; and Waimea-Kohala and Kona airports and General Lyman Field (Hilo) on Hawaii.

The four general aviation airports administered by the Airports Division include Port Allen Airport on Kauai, Dillingham Field on Oahu, Kalaupapa Airport on Molokai, and Upolu Airport on Hawaii.

### HARBORS

The six commercial deepwater harbors under the jurisdiction of the Harbors Division are located at Nawiliwili and Port Allen on Kauai, at Honolulu Harbor on Oahu, at Kahului on Maui, and at Hilo and Kawaihae on Hawaii.

Kewalo Basin on Oahu is a light-draft commercial harbor.

The Harbors Division administers barge landings at Kalaupapa and Kaunakakai on Molokai, and at Kawaihae and Kailua-Kona on Hawaii.

The Harbors Division's 19 small boat harbors are located as follows: at Kikiaola, Port Allen, Kukuiula and Nawiliwili on Kauai; at Haleiwa, Pokai Bay, Keehi Lagoon, Ala Wai Harbor and Heeia-Kea on Oahu; at Kaunakakai on Molokai; at Manele Bay on Lanai; at Maalaea and Lahaina on Maui; and at Kawaihae (where there are two small boat harbors), on the Wailoa River (two), at Honokohau and at Kailua-Kona, all on Hawaii.

### FEDERAL-AID HIGHWAY SYSTEM

The colored lines on the map show the Federal-aid Highway Primary (including Interstate) and Secondary systems, consisting of the designated principal network of highways on each of the major islands.

The solid colored lines show the portions which have been constructed by the State with the help of Federal funds.

The remainder of the system consists of proposed Federal-State construction, certain existing county road sections and certain National Park and military roads.

