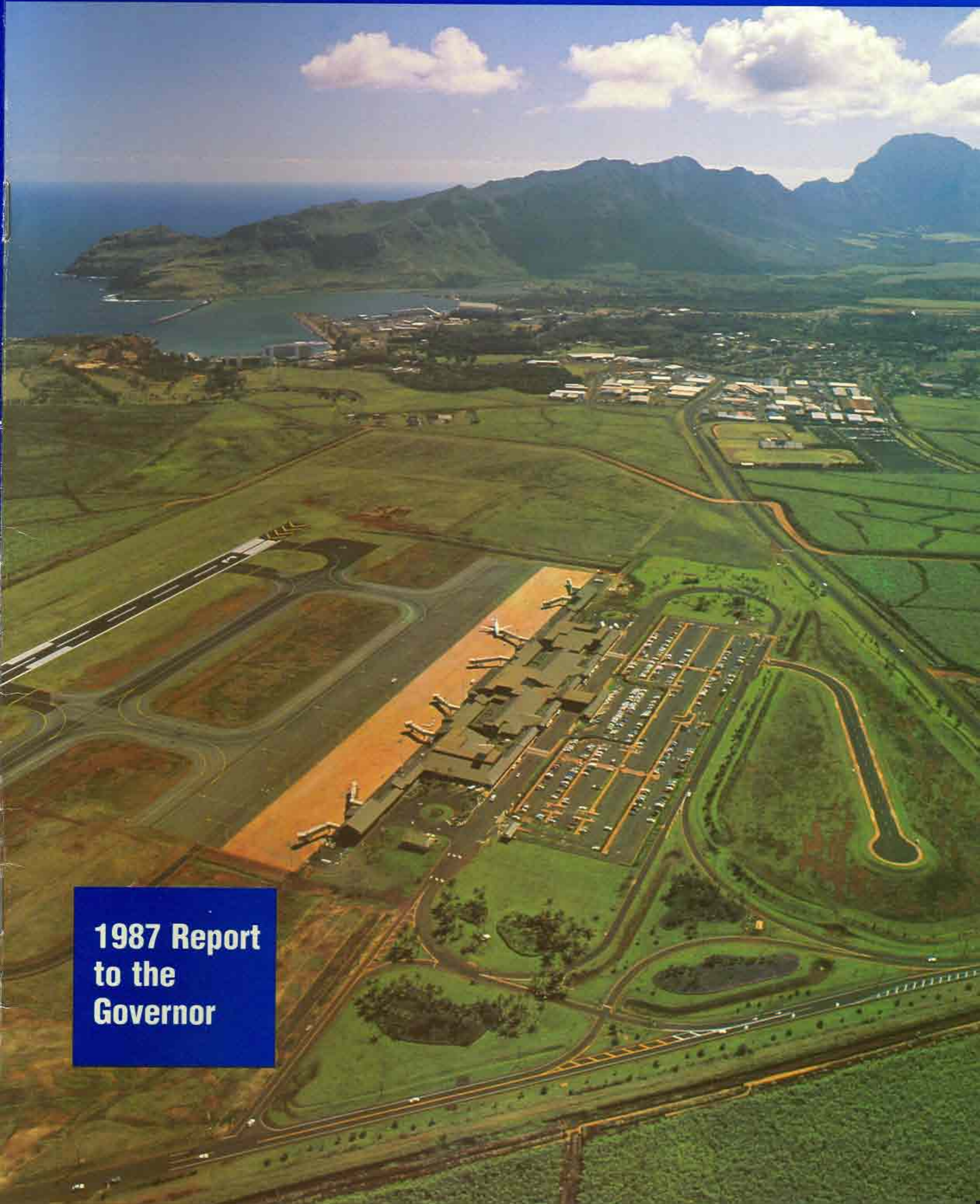


The Department of Transportation



**1987 Report
to the
Governor**



*The Honorable
John Waihee
Governor
State of Hawaii*



*Edward Y. Hirata
Director
State Department
of Transportation*

*On the Cover: Aerial photo of
new terminal at Lihue Airport
on Kauai.*

*Below: Construction is moving
along on the Hanamaulu-
Ahukini Cutoff Road in Lihue.*



Letter from the Director

December 15, 1987

I am pleased to submit the Department of Transportation's annual report for the fiscal year ending June 30, 1987. The first year of our new administration has been a busy and exciting one for us.

I assumed my job as Director of Transportation on December 16, 1986. First Deputy John Uchima took over his duties on February 2, 1987, and Second Deputies Ron Hirano and Dan Kochi started in their jobs on January 16, 1987. Deputy Jeanne Schultz joined us on August 17, 1987.

Two years of intensive work by the Department and supporters of the H-3 Freeway culminated on October 18, 1986 when President Reagan signed into law the exemption for the freeway.

The legislation provided the Department with a law to overturn the controversial 9th Circuit Court of Appeals ruling on 4(f) and Ho'omaluhia Park.

Our campaign would not have been successful without the full support and leadership of Hawaii Senators Daniel K. Inouye and Spark M. Matsunaga, and Congressmen Daniel K. Akaka and Neil Abercrombie. We are also grateful to former Governor George R. Ariyoshi for having faith that the exemption would be passed and sticking with the project at the risk of losing \$750 million in Federal funds.

My predecessor Wayne J. Yamasaki and the members of the DOT deserve special thanks for their hard work in coordinating the campaign for the State Administration.

We want to give a big mahalo to the thousands of supporters of H-3 from business, labor, elected officials, Citizens for H-3 and the general public.

Federal District Court Judge Sam King dismissed the law suits against the H-3 on May 11, 1987 and lifted the injunctions against design and construction of the H-3 effective June 15, 1987.

Our Highways Division is expediting all phases of the work. We hope to complete construction by the end of 1993.

We completed work on two new High Occupancy Vehicle lanes on the H-1 Freeway, from Halawa to Waiawa for carpools of three or more. HOV lanes are under construction on the H-1 from Waiawa to Palailai to complete the HOV system, and we are in the planning stages for HOV lanes on the H-2 Freeway.

Our state airports continued to be extremely busy during FY 87 with 29.7 million passengers passing through our gates. This was an increase of 4% over FY 86.

On October 23, 1986 we opened the new \$42 million

Diamond Head Extension to the Main Terminal which added 660,000 square feet to the existing Terminal Building. On February 25, 1987, the new \$36 million Lihue Terminal Complex opened.

We are presently completing the design of the new Kahului Terminal and hope to get into construction during the next fiscal year. We are also planning major improvements to the Keahole Airport. Construction of the new Interisland Terminal Complex also got underway this fiscal year.

In the area of harbors, we completed the 2010 Master Plans for Honolulu, Nawiliwili, Kaumalapau and Port Allen Harbors.

We also attacked the problem of conflicting recreational uses of our shorewaters. We were successful in getting the Legislature to pass Act 247 during the 1987 session. The act prohibits persons under the age of 15 from operating thrill craft and prohibits thrill craft operation in state waters except where designated by the Department as of July 1, 1988. We are presently completing Shoreline Management Rules which will designate specific areas for specific types of water activities before the July 1, 1988 deadline.

Traffic congestion continues to be a problem on all islands, and we are looking at a variety of non-build alternatives, as well as construction of new lanes and intersection improvements to reduce congestion. We are working with the community to provide car pool, private bus and other ridesharing programs as well as developing park and ride facilities.

At the present time, traffic congestion is our most pressing problem and one that we will tackle vigorously in FY 88.

We will be taking an aggressive approach to transportation problems in the coming years and seeking new and innovative solutions to meet the transportation needs of the state.

Sincerely,



Edward Y. Hirata
Director of Transportation

Oahu Airports

■ On Oahu, the Department of Transportation owns and operates Honolulu International Airport, the Dillingham Airfield for small airplanes and gliders and operates the airstrip at Ford Island.

During FY 87, Honolulu International Airport continued to expand and be upgraded.

The \$23.3 million Diamond Head Extension to the Main Terminal was dedicated on October 22, 1986. The Diamond Head Extension adds 660,000 square feet to the existing Terminal building. It doubles the space available for airline ticket lobbies and baggage claim areas.

The basement level houses airline outbound baggage conveyors and baggage handling systems. The ground level has 10 inbound passenger baggage conveyors and claim devices, each 100-feet long and capable of handling a full 747 aircraft.

The second level houses baggage check-in and ticket counters, airline offices, concession spaces for flowers, newspapers, sundries, toys, jewelry, packaged foods, gifts, and security checkpoints leading to the gates.

In December, 1986, a new Group Tour Arrivals area was opened in the International Arrivals Building at the Ewa end of the airport. In June, a new domestic Group Tour Arrivals area was dedicated at the Diamond Head end of the terminal.

Work was completed on the first phase of new concession facilities at the Diamond Head Extension. This is the first of several projects which will result in upgraded concession facilities throughout the terminal area and the redistribution of concession spaces based on revised circulation patterns resulting from the opening of the Diamond Head Terminal.

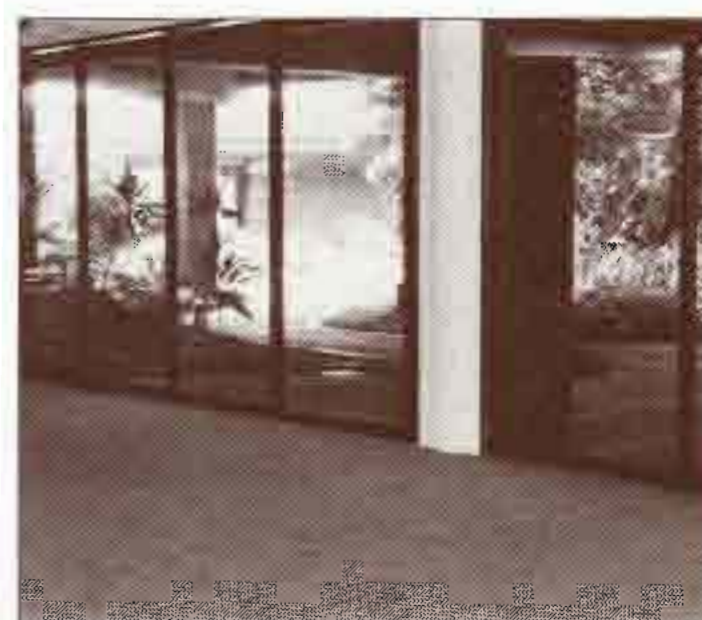
Construction has started on the addition of a new Duty Free concession at the Ewa Pedestrian Concourse, scheduled for completion in October, 1988. Consultants have completed design of the second phase of new Duty Free and Restaurant facilities at the Diamond Head Terminal Extension. Construction of this portion is also expected to be completed in October, 1988.

Design has been completed on modernization and ad-

Right: A new sculpture by Satoru Abe, right, is now at home in the gardens of the Group Tour Arrivals area. At left, is DOT Director Ed Hirata. The sculpture was commissioned as part of the Foundation on Culture and the Arts Public Place Program.

Far Right: A new Group Tour Area was also opened in the International Arrivals Building

Far right bottom: A new Garden Conference Room opened on the ground level at HIA.



ditions to the existing baseyard. Improvements will include renovation and reconfiguration of the existing facilities and addition of support structures. The project will be bid shortly and constructed by late 1988.

Projects that will modernize the existing facilities include the renovation of the Ewa and Central Ticket Lobbies, renovation of the existing baggage claim areas, improvements to existing concession areas, renovation of International Arrival facilities, improvements to the frontal gates, improvements to air signage and communication systems, improvements to the Administration Tower and miscellaneous terminal improvements.

Designs for the Ewa and Central Ticket Lobbies have been completed and work will be started on the renovation in the early part of FY 88. The projects, which will upgrade the lobbies to the level of the new Diamond Head Extension, are expected to be completed by mid-1989.

Modernization and upgrading of the International Arrivals Building have continued in this fiscal year. Design is underway on various projects that will facilitate the processing of international arrivals passengers.

Construction began and will be completed in 1988 on the first phase of a signage project which will improve, update and coordinate the signage throughout the entire overseas terminal and roadway system.

Construction began in March, 1987 on the new Exit Plaza for the Overseas Terminal Parking Garage and rental car areas. Completion is anticipated in April, 1988.

Construction of the Lagoon Drive Realignment Phase II began in 1986 and will be completed in February, 1988. The project provides a new 4-lane roadway as well as 26 lease lots and 190,000 square feet of additional taxiway.

The Department will be going to bid in early FY 88 on drainage improvements and a new Air Cargo Facility on the South Ramp.

Passenger traffic at HIA during FY 87 was 19,496,069, an increase of 6.8% from FY 86.

Top: Former Governor George R. Ariyoshi at dedication of new Diamond Head Ticket Lobby Extension at Honolulu International Airport.

Center: Lagoon Drive was realigned along the airport perimeter to allow more development on the South Ramp.

Bottom: The new domestic Group Tour Arrivals area was dedicated in June at HIA.



■ Ground was broken on November 26 for the new Interisland Expansion Terminal No. 3, with completion expected in March, 1988. The new terminal has a total area of 66,000 square feet and will provide 14 check-in counter spaces, aircraft access holdrooms, a restaurant lounge facility adjacent to the waiting lobby, operation and administrative office space for Hawaiian Airlines; and a baggage claim area featuring two high-capacity belt claim devices. The terminal is designed for future modification to a second level aircraft passenger loading operation.

The Airfield Development Phase for the Expansion Terminal No. 3, was partially completed in July, 1986. The final increment was begun in March, 1987 and is scheduled for completion in November, 1987. It will include the parking apron for the expansion terminal as well as the postal service access road and fuel system for the aircraft parking positions.

Design for the ground level roadways and parking, Phase I, was completed and prepared for advertising. Construction is expected to be completed in April, 1988. This will provide groundside access to the new terminal and a new public parking facility accommodating 500 cars.

Below: Ground was broken in December for the new Interisland Expansion Terminal No. 3.

Bottom: An architect's drawing of the new Interisland Terminal/Parking Complex scheduled for completion in 1991.



Kauai Airports, Harbors & Highways

■ On Kauai, the Airports Division manages one commercial airport at Lihue and one general aviation airfield at Port Allen.

The new \$36 million Lihue Terminal was dedicated on February 25, 1987 and became operational the next day, serving the three inter-island carriers, Aloha, Hawaiian and Mid-Pacific, and the overseas carrier, United.

The new terminal contains more than 200,000 square feet of space and is nearly five times the size of the old terminal. There are four large holding rooms to accommodate waiting passengers. Each holding room has two gates with loading bridges to connect the terminal to the aircraft.

There are four new baggage claim carousels, two at each end of the terminal to serve arriving passengers.

The central lobby features a gift shop, flower shop, newsstand, restaurant and snack bar.

The new terminal has 500 public and 200 employee parking stalls. A separate U-Drive building is centered across from the main terminal. Bus parking stalls are provided for tour groups at each end of the terminal next to the baggage claim facilities.

Also completed in FY 87 were an aircraft waste disposal facility, a general aviation parking area and modifications to taxiways. The old terminal building will eventually be razed, but for now is being used by air tour operators.

Plans are in progress for widening and lengthening Runway 3-21, utility and drainage improvements, emergency access roads, realignment of service roads and a training facility for fire fighting.

Design of a new helicopter terminal and helipads is proceeding slowly in order to take into account and address a wide array of community concerns.

An updated Master Plan for Lihue Airport will be completed in FY 88. It will include provisions for an air cargo building, an air tour terminal, air operations lease lots, T-hangars and apron expansions.

Lihue airport had 2,627,974 passengers pass through its gates in FY 87, an increase of 10.2%.

■ The Nawiliwili and Port Allen Commercial Harbors and the Kukuiula, Kikiaola, Port Allen and Nawiliwili Small Boat Harbors are all operated and maintained by the Harbors Division on Kauai.

Construction of 28 additional berths at the Nawiliwili Small Boat Harbor, at a cost of \$550,000, should be completed in FY 88.

The Pier 1 Shed at Nawiliwili was given a facelift, and similar improvements are planned for the Pier 2 Shed.

The old conveyor shed at Port Allen was demolished. The pier shed was painted and given a new sign.

The old Young Brothers freight office at Port Allen was completely renovated. It has been turned into an office with storage space and a shop for the Harbor Agent assigned to the Small Boat Harbors at Port Allen, Kukuiula and Kikiaola.

In March, 1987, Port Allen played host to the first cruise ship ever to berth at this harbor. The vessel was the Shin Sakura Maru and carried 620 passengers.

It is anticipated that FY 88 will bring more cruise ship business to Kauai, with the Constitution staying over night at Nawiliwili, and the Independence calling one day per week. The Monterey is expected to begin service in FY 88 with a weekly call to Kauai, perhaps to Port Allen.

The 2010 Master Plan for Nawiliwili and Port Allen has been completed. Input came from users, members of

Untying the maile lei at the dedication of the new Lihue Terminal were DOT Director Ed Hirata, Rep. Ezra Kanoho, Kauai Council Chairman Ronald Kouchi, Sen. Lehua Fernandes-Salling and Kauai Mayor Tony Kunimura.



the maritime community and other Kauai residents.

Among the suggestions in the Master Plan are expanded facilities at Nawiliwili for domestic cargo, and a new inter-island cargo terminal at Niumalu on the west end of Nawiliwili Harbor.

■ On Kauai, the Highways Division is responsible for 106 miles of primary and secondary highways.

Phase II of the \$5.2 million Hanamaulu-Ahukini Cutoff Road was started on October 28, 1986 and is scheduled to be completed in April, 1988. This project will provide the superstructure for the 1,155-foot two-lane viaduct.

The third phase of the Cutoff Road was started in October, 1987 and is scheduled to be completed in June, 1988. The construction of two lane roadways from both ends of the viaduct will connect Kapule Highway at Ahukini Road to Kuhio Highway in Hanamaulu. With the opening of this new highway, traffic congestion between Lihue and Hanamaulu will be reduced.

In cooperation with the County, the Department completed the Lihue Traffic Circulation Study to relieve rush hour traffic congestion into and out of Lihue.

As a result of the study, intersection improvements, together with installation of a traffic signal system on Kuhio Highway at Eha Street/Wilcox Hospital entrance, was completed at a cost of \$143,000.

Other recommendations of the study are also being carried out.

A substrata investigation was made for the Huleia Stream Bridge project. Construction of the new bridge and approaches is expected in FY 89.

In FY 87, the Department announced its decision to repair and preserve the historic one-lane Hanalei Bridge instead of build a new two-lane concrete bridge. The decision was reached through mediation with the Neighborhood Justice Center and the North Shore Belt Road Citizens Advisory Committee. The bridge will retain its 15-ton weight limit and have a useful life of 25 years.



Left: The new Lihue Airport Terminal will serve Kauai visitors and residents.

Bottom left: Covered walkways connect the ticket lobby and holding rooms.

Bottom right: Japanese gardens on the airport grounds celebrate the 100th anniversary of the first Japanese contract laborers.



Maui Airports, Harbors & Highways

■ Kahului, Hana, Lanai, Molokai and Kaulapapa airports are all managed by the Maui District of the Airports Division.

Passenger traffic continued to grow at Kahului Airport with an increase of 3% to 4,643,755 passengers during FY 87.

The new \$2.3 million Commuter Terminal at Kahului Airport was dedicated on January 15, 1987. The new terminal has 6,500 square feet of space, a parking lot, an apron that can accommodate aircraft up to twin otters and a new taxiway. The facility is sufficient to accommodate eight commuter operators and their aircraft.

Other projects completed in FY 87 at Kahului include the Haleakala Bypass Road, which provides access from Haleakala Highway to the Airport; East Ramp Improvements which subdivide the area for scenic flight aviation and helicopter use; and site preparation work for a future postal service building.

The expanded Terminal Complex development for Kahului Airport is well underway. The first phase construction of the aircraft hardstands and apron, taxiway strengthening, terminal frontal roadway and vehicle parking is in progress and scheduled to be completed early in

FY 88. Follow-on second phases are in the bid process and design stages.

Plans are in progress for the first phase of the new terminal building which includes the construction of ticketing building, central building, holdrooms and eight gate positions.

Other projects in progress include the second phase of the aircraft hardstands, realignment and improvements to Keolani Place, improvements to Kaliainui Gulch, and the Runway Safety Area.

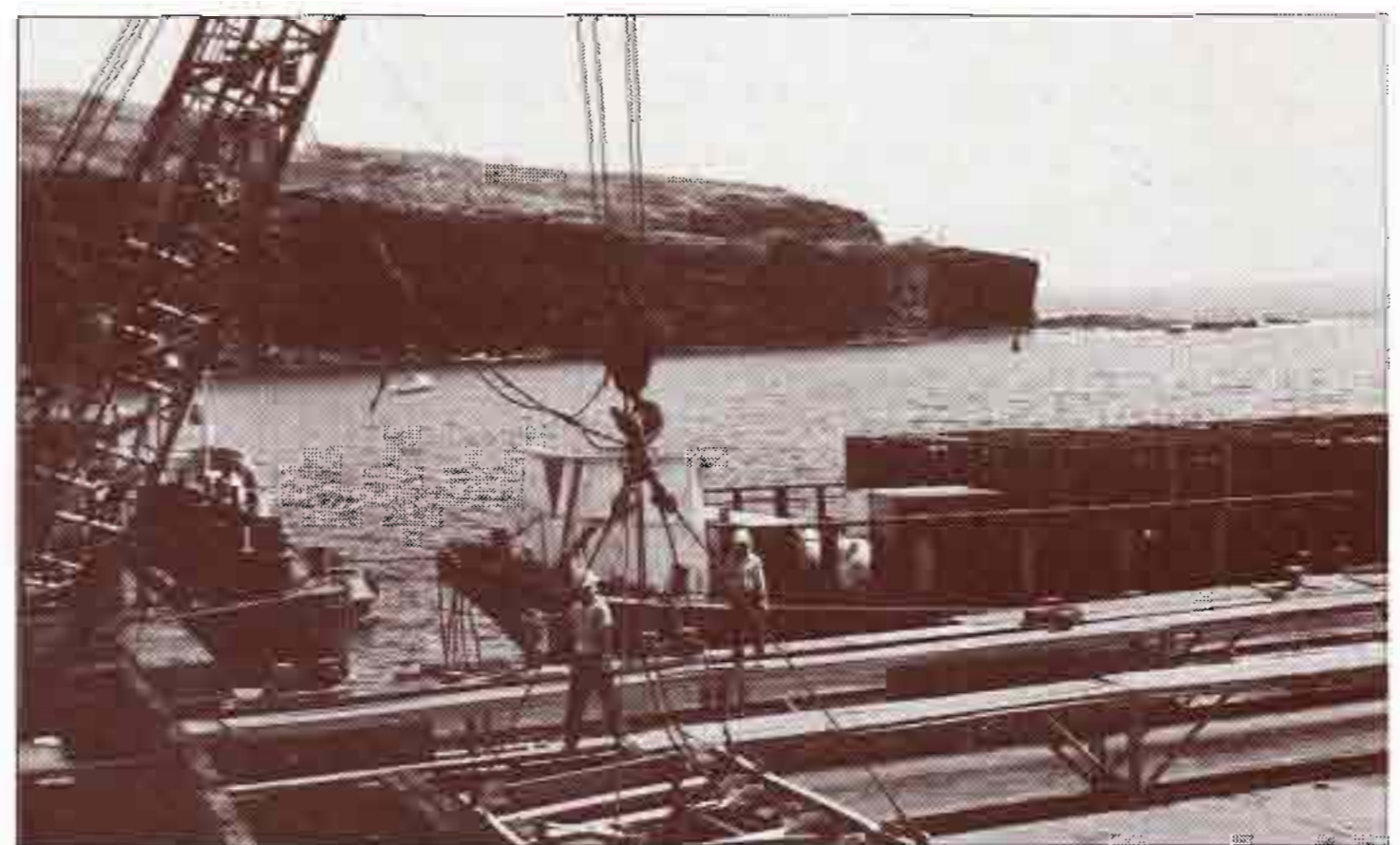
The Kahului Airport Development Study and the Kahului Airport Access Roads and Hana Highway Widening Study were undertaken to facilitate the decision making process and enhance the development of Kahului Airport Complex. Both studies are in the final stages of completion.

Passenger traffic at Hana Airport was 19,515 or an increase of 1.9%. With the closing of Royal Hawaiian Airlines and Princeville Airlines, passenger traffic at Molokai was 310,158, or down 12.3% from FY 86; and traffic at Lanai Airport was 44,758, or down 18.6% from the previous fiscal year. Traffic at Kaulapapa was down 50% to 5,362.

Bottom right: The \$6 million extension of Honoapiilani Highway, from Pineapple Hill to Honokahua Bay was dedicated in August, 1986.

Below: Ground was broken in March, 1987 for a new Manawainui Bridge on Molokai. The new bridge will have two lanes with 80-foot shoulders, will be 60-feet high, 360-feet long and 43-feet wide. It will cost \$3 million.

Right: The 2010 Master Plan has been signed for Kaunapali Harbor on Lanai. Below: A new Commuter Terminal was dedicated at Kahului Airport.



Big Island Airports, Harbors & Highways

■ On the Big Island, the Airports Division operates General Lyman Field in Hilo, Keahole Airport in Kailua-Kona, Waimea and Upolu Airports.

A great deal of the Airports Division's attention has been focused this year on the need for an extended runway at Keahole Airport to accommodate fully-loaded, direct flights from the Mainland.

Many in the West Hawaii community prefer that DOT construct a second parallel runway rather than extend the present one.

The Department feels that runway extension is preferable to a second runway, for many reasons including safety, cost, federal fund participation, convenience and aircraft capacity.

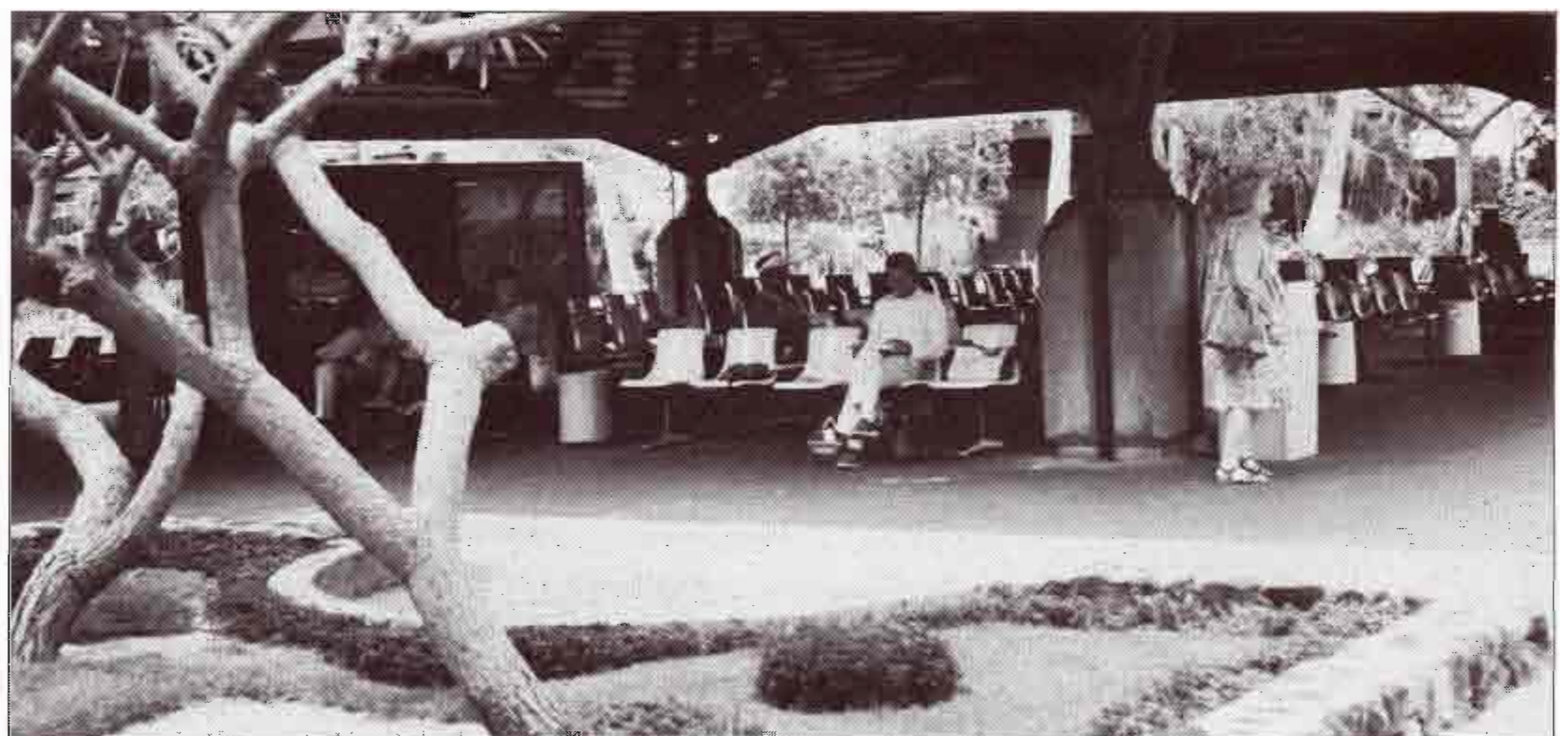
Planning for improvements to the Terminal at Keahole is underway. Department forecasts show that passenger traffic will more than double by 1995 with an estimated 3.1 million passengers to be using the facility by 1995.

Design of the Terminal expansion is expected to get underway in 1988. DOT will expand the Terminal by three gates, increase parking and lengthen the runway from 6,500-feet to 9,500-feet. Construction is expected to begin in 1989 at a cost of \$71 million.

During FY 86-87, the north aircraft apron was extended to accommodate more parking for general aviation aircraft including the fast expanding helicopter operations. Cost was \$1.1 million. Design is underway to further expand the south apron for cargo, postal service, civil air patrol and other smaller activities. In addition, six-acre lease lots for the ground transportation firms are under design. The estimated construction cost is \$5.2 million.

During FY 86-87, passenger counts at Keahole were 1,772,085, an increase of 13.3%; 1,184,941 at General Lyman, an increase of 9.2%; 19,207 at Waimea-Kohala, an increase of 7.2%; and none at Upolu.

Expanded Terminal facilities at Keahole Airport are in the planning stage and will include more gates and hold rooms, and an extended runway.



■ The Harbors Division manages Hilo and Kawaihae commercial harbors. It also manages small boat harbors at Kailua-Kona, Honokohau, Kawaihae, Keauhou, Reed's Bay, Radio Bay and Wailoa Basin.

At Hilo Harbor, construction started on a project to strengthen the outer 400-feet of Pier 1 to accommodate heavier cargo loading equipment. This improvement will facilitate the movement of cargo since terminal operators are currently restricted in their operations by structural limitations of the 60-year-old pier. The estimated cost is \$3.4 million.

Also at Hilo, the container yard was extended behind Radio Bay. Piers 1 and 3 were dredged to minus 35-feet. The Pier 2 container yard was repaved.

At Kawaihae Harbor, a 350-foot extension of the existing overseas terminal pier is planned, as is paving of the new container yard. A new small boat harbor of 291 berths is in the planning stages.

At Honokohau Small Boat Harbor, 109 new berths will be constructed in FY 88 at a cost of \$1.7 million. The harbor's shoreside perimeter will also be improved, as will the access road.

Maintenance dredging was completed at Wailoa Basin, Pohoiki and Kawaihae North Small Boat Harbor. A 175-foot groin was constructed at Wailoa to relieve siltation problems.

A new restroom was constructed at Kawaihae's North Small Boat Harbor.

Repairs to the bulkheads at Kailua-Kona Pier were completed in early FY 88.

Repairs to the boat ramp at Pohoiki were completed.

Bids were received for modifications and repairs to the Kawaihae cattle pens. Estimated cost is \$15,000. Plans are being finalized for construction of a new loading dock at Puako Launching Ramp. Estimated cost is \$115,000. Plans are being finalized for a new comfort

The Department of Transportation

■ The Department of Transportation (DOT) was formed shortly after Hawaii became a state in 1959. Since that time, the DOT has grown. Today, the Department's Airports, Harbors and Highways Divisions are supported by eight Departmental staff offices. These offices include Personnel, Property Management, Business Management, Programs and Contracts, PPB Management & Analytical Office, Computer Systems and Services, Office Services and the Statewide Transportation Planning Office.

Funding

■ The DOT is required by law to generate its own monies to fund its programs and projects. Independent special funds were established for each of the three division's major programs. Each fund is expected to generate enough revenues to pay for its program's operating and maintenance costs and contribute a fee to the State General Fund for central services. This fee is set at five percent of each special fund's gross revenues minus debt service.

These special funds must also provide a higher level of cash financing in the Capital Improvement Program to ease the burden on debt service. Because the Capital Improvement Program is a large one, the DOT continues to rely on reimbursable General Obligation Bonds, Revenue Bonds and federal aid to help fund programs and projects. The special funds are as follows:

Highway Fund

■ The State Highway Fund was established under Section 248-8 HRS, as amended. The principal sources of revenue are an 11 cent per gallon fuel tax, a 1/2 cent per pound weight tax and a four percent general excise tax levied on the sale of motor vehicle fuel.

Act 239-85 which authorized the transfer of the excise tax on fuel from the General Fund to the Highway Special Fund, will expire on June 30, 1991.

Boating Special Fund

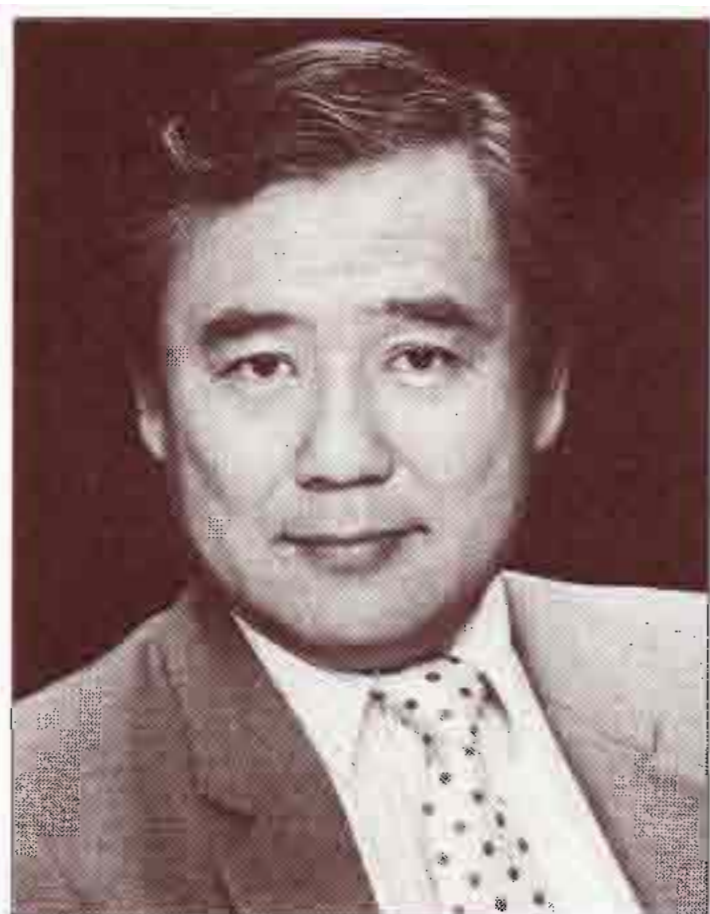
■ The Boating Special Fund was established in accordance with Section 266-19 and 277-20, HRS, as amended. Mooring fees, residence service charges, commercial user fees and the fuel tax make up 90 percent of the Boating Special Fund. General Funds are used for the construction of breakwaters, navigational aids, and dredging of major channels and turning basins for small boat harbors. Special Funds cover the costs of berthing facilities and other harbor backup facilities, such as roadways, parking lots and utilities.

Airport Revenue Fund

■ The Airport Revenue Fund was created under Section 261-5, Hawaii Revised Statutes. The aviation fuel tax, landing fees, airport use charges, concession fees and investment income are the primary revenue sources. Other revenue sources include rentals and miscellaneous earnings.

Harbor Special Fund

■ The Harbor Special Fund was established under Section 266-19, HRS. Revenues for the Fund come from the fees and charges for the use of commercial harbor facilities and services. Earnings from wharfage, dockage, demurrage and the rental of land and wharf space constitute the majority of the revenues with the remaining amount generated from various service charges, permits and licenses.



John K. Uchima
First Deputy Director



Ronald Hirano
Second Deputy Director



Dan Kochi
Second Deputy Director



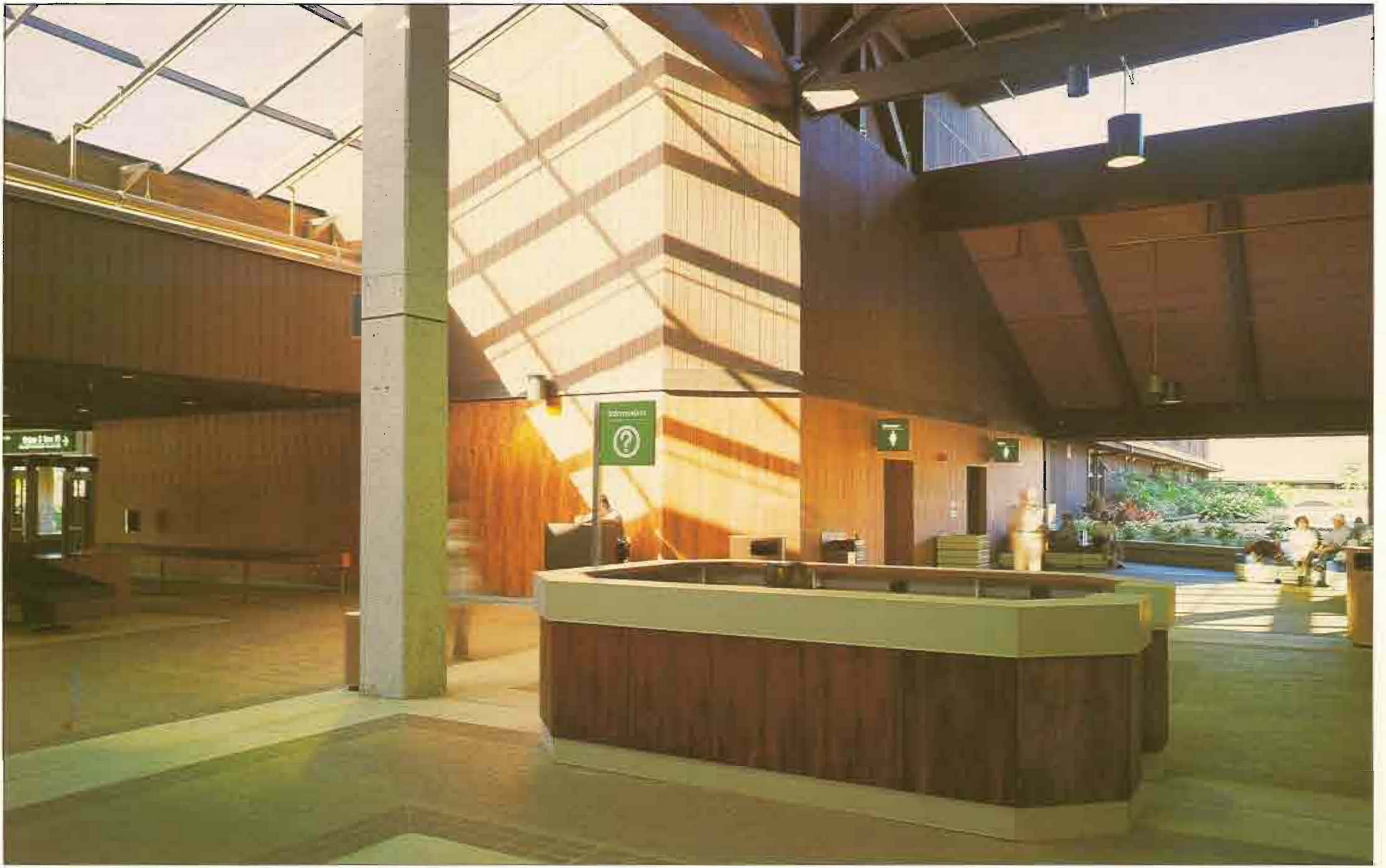
Jeanne Schultz
Second Deputy Director

Statements of Revenues, Expenses and Changes in Retained Earnings

Years ended June 30	1987	1986
Operating revenues		
Concession fees	\$ 92,519,339	\$ 70,744,463
Airport use charge	2,466,575	14,173,522
Aeronautical rentals	10,816,927	10,013,657
Aviation fuel tax	6,286,293	5,936,654
Nonaeronautical rentals	3,180,211	2,773,039
Miscellaneous	2,018,509	2,087,408
Total operating revenues	117,287,854	105,728,743
Operating expenses other than depreciation	54,705,677	49,225,917
Operating income before depreciation	62,582,177	56,502,826
Depreciation	16,910,334	15,644,189
Operating income	45,671,843	40,858,637
Nonoperating revenues (expenses)		
Interest income --		
Certificates of deposit and U.S. Government Securities	14,850,814	18,383,360
Investment in financing leases	670,619	714,905
Interest expense --		
Revenue bonds:		
Airports system	(24,740,938)	(25,200,267)
Special facility	(670,619)	(714,905)
General obligation bonds	(1,638,504)	(1,940,900)
Other, net	(63,029)	(176,448)
	(11,465,599)	(8,934,255)
Net income	34,206,244	31,924,382
Add depreciation expense transferred to contributed capital--		
Federal Government grants	3,344,894	3,173,513
Retained earnings at beginning of year	195,977,754	160,879,859
Retained earnings at end of year	\$233,528,892	\$195,977,754

Projects Completed and in Progress Fiscal Year 1986-87

PROJECT	STARTED	COMPLETED	COST	DESCRIPTION
Modifications to International Arrivals Building, Phase II, HIA	10/85	12/86	\$ 4.1M	Interior improvements and new group tour facility
Diamond Head Extension to the Main Terminal, Phase II, HIA	4/84	6/87	\$23.2M	Expand passenger ticketing lobby and baggage claim areas
Administrative Tower--9th, 10th, 11th Floors, HIA	11/85	12/86	\$ 0.7M	Alterations to offices and cab space
Maintenance & Custodial Facilities, HIA	1/86	3/87	\$ 0.5M	Alterations to existing facilities
Concession, Phase IA, HIA	2/87	5/87	\$ 0.7M	New concession facilities
Energy Monitoring & Control, Phase I, HIA	3/86	9/87	\$ 1.2M	Provide energy savings
Flight Information Display System, HIA	4/86	3/88	\$ 4.1M	Modernize flight information
Airport Signage & Graphics, Phase I, HIA	5/86	12/87	\$ 1.9M	Improve and update major terminal and roadway signage
Diamond Head Extension Signage & Graphics, HIA	4/86	9/86	\$ 0.5M	Add new signage
Concession Phase II--Ewa Extension, HIA	8/87	6/88	\$ 1.2M	New concession facilities
Fire Alarm System, HIA	5/87	5/88	\$ 2.5M	Upgrade the airport fire alarm system
Administration Tower Floors 2, 3, 6, 7 & 8, HIA	9/87	12/88	\$ 3.0M	Alterations to offices and floors
Roof Screening to Main Terminal, HIA				Add screens to rooftop air conditioning equipment
Hand & Guardrail, Phase II, HIA	6/87	12/87	\$ 1.4M	Safety improvements to handrails
Concession, Phase IA, HIA	2/87	5/87	\$ 0.7M	New concession facilities
Lagoon Drive Realignment, HIA	7/85	2/88	\$ 0.1M	Relocate Lagoon Drive along coastline, develop lease lots
Airfield Apron Paving & Lighting, Phase I, HIA	2/86	7/86	\$ 1.6M	
Upgrading Apron Lighting & Flight Information Display System, HIA	3/86	11/86	\$ 0.2M	
Modifications to Rodgers Blvd. parking areas, HIA	7/86	12/86	\$0.1M	
Elliott Street Lease Lot and Parking Area, HIA	10/86	7/87	\$ 0.4M	
Deplaning Roadway, Lighting & Traffic Signals, HIA	10/86	7/87	\$ 0.5M	
Interisland Airfield Apron, Phase II, HIA	2/87	11/87	\$ 3.3M	
Expansion Terminal No. 3, Interisland Terminal Complex, HIA	3/87	3/88	\$ 8.7M	
Diamond Head Parking Area & Exit Plaza, HIA	3/87	4/88	\$ 3.2M	
North Apron Expansion, Keahole Airport	1/86	12/86	\$ 1.1M	Expanded apron, taxiways, roads and parking for general aviation and helicopters
Misc. Airfield Improvements, Keahole Airport	11/86	9/87	\$ 2.3M	Paved shoulders of runway and taxiways, graded ends of runway and installed distance remaining markers
Haleakala Highway Bypass, Kahului Airport	2/86	8/86	\$ 0.3M	Bypass to Haleakala Highway
Improvements to East Ramp, Kahului Airport	12/85	10/86	\$ 1.1M	Development for scenic tour operators
Commuter Terminal Apron & Taxiway, Kahului Airport	3/86	10/86	\$ 1.5M	New commuter apron & taxiway
Commuter Terminal Building, Kahului Airport	5/86	12/86	\$ 0.7M	New commuter terminal
Aircraft Hardstands, Phase 1, Kahului Airport	7/86	10/87	\$ 8.8M	New apron for terminal
Access Roads & Parking, Phase I, Kahului Airport	12/86	11/87	\$ 3.7M	New frontal road & vehicle parking
Improve Postal Service Site, Kahului Airport	1/87	6/87	\$ 0.4M	Site development for post office
New Passenger Terminal Building, Lihue Airport	5/84	2/87	\$27.3M	Three times size of old terminal
Passenger Loading Bridges, Lihue Airport	6/85	11/86	\$ 2.3M	Eight bridges
Baggage Claim Devices, Lihue Airport	5/86	10/86	\$ 0.6M	Four baggage carousels
Signs & Graphics, Lihue Airport	5/86	2/87	\$ 0.4M	
Furnishings, Lihue Airport	5/86	2/87	\$ 0.4M	Seating for waiting & conference rooms
Aircraft Waste Disposal System, Lihue Airport	8/86	6/87	\$ 1.1M	
Restaurant & Beverage Concession, Lihue Airport	1/87	9/87	\$ 1.7M	
Taxiways Modifications, Lihue Airport	4/87	10/87	\$ 1.4M	More direct route to new terminal
Parking Lot Modifications, Lihue Airport	11/87	3/88	\$ 0.3M	Provides more rental car parking
Reconstruction of Fendering, Piers 1 & 2, Honolulu Harbor	4/84	12/86	\$ 0.5M	Reconstruction of approx. 1,200 l.f. of fender system
Pier 33 Shed Demolition, Honolulu Harbor	9/86	5/87	\$ 0.9M	Demolish 95,250 s.f. of shed and reconstructing 5.3 acres of pavement
Lighting Improvements at Ala Wai Boat Harbor	7/86	6/87	\$ 0.2M	Improve lighting systems
Paving & Security Lights, Keehi Boat Harbor	1/86	9/86	\$ 0.1M	Pave 5,500 s.y. and improve lighting system
Maunaloa Bay Launching Facility Improvements	6/86	10/86	\$ 0.1M	Pave approx. 6,700 s.y.
Kaunakakai Harbor Reconstruction	9/86	1/87	\$ 0.4M	Repave approx. 2,300 s.y. and improve 525 l.f. of bulkhead
Kahului Harbor Pier 2 Backup Improvements	6/86	10/86	\$ 0.1M	Pave .7 acres and install 640 l.f. of fencing
Manele Boat Harbor Improvements	7/86	10/86	\$ 0.4M	Dredging and revetment



Top: The Ticket Lobby at new Lihue Terminal. Above: Passenger waiting rooms.