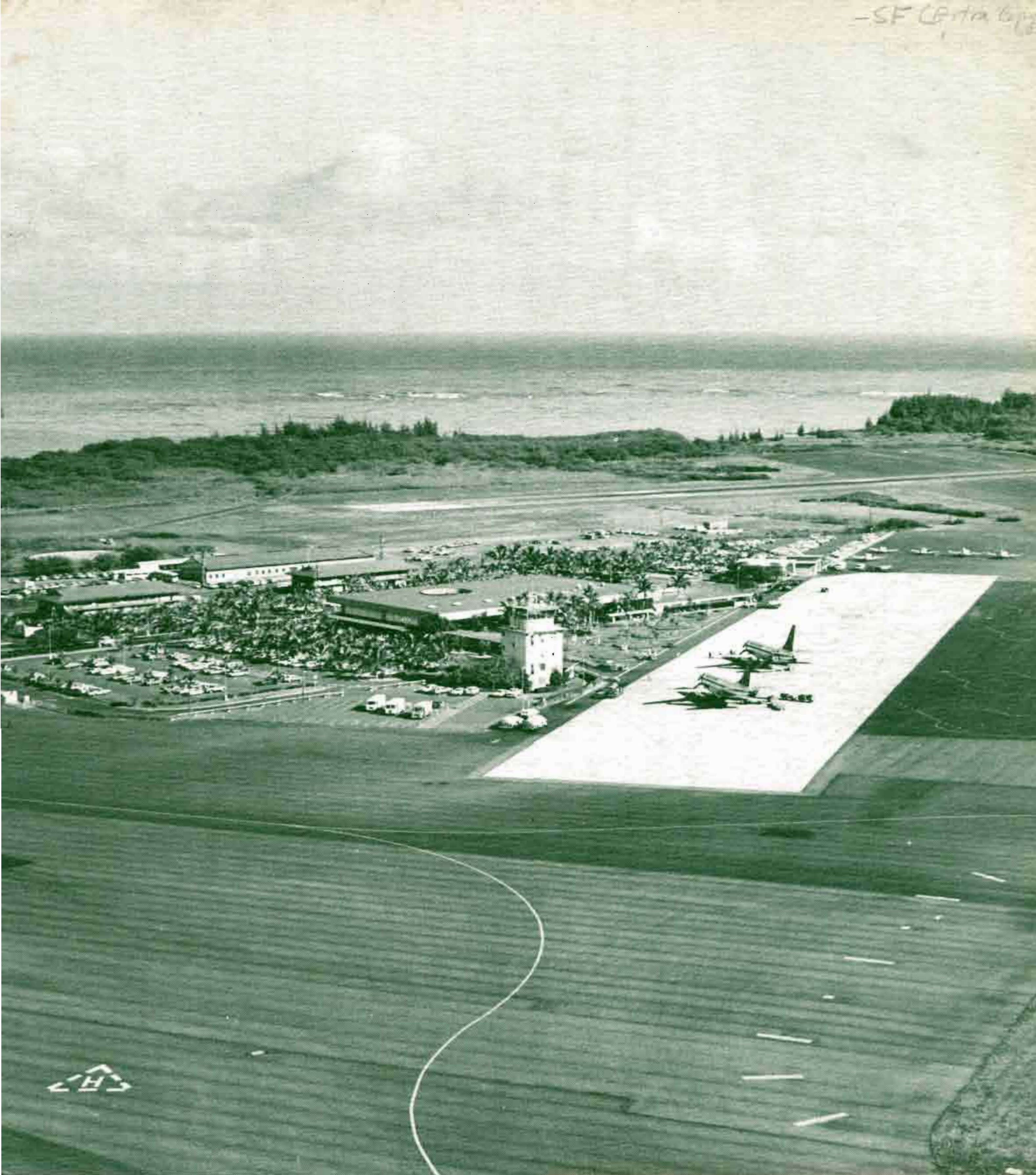


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State of Hawaii
DEPARTMENT OF
TRANSPORTATION

YEAR ENDING JUNE 30

1973

JOHN A. BURNS
GOVERNOR



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

E. ALVEY WRIGHT
ACTING DIRECTOR
LAWRENCE F. O. CHUN
DEPUTY DIRECTOR
MUNNY Y. M. LEE
DEPUTY DIRECTOR
DOUGLAS S. SAKAMOTO
DEPUTY DIRECTOR

IN REPLY REFER TO:

June 30, 1973

THE 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 fiscal year ending June 30, 1973.

We trust you will find it a record of gratifying progress, even though our two largest projects -- Interstate Route H-3 and the new reef runway at Honolulu International Airport -- were being held up by court action as the year closed.

The number of State highway contracts in force during the year reached \$93.4 million, an unprecedented high.

The \$12-million new international arrivals terminal at Honolulu International Airport was ushered into service.

The first phase of an expansion program which will double the capacity of the Ala Wai Boat Harbor went under construction. Work was proceeding satisfactorily on the back-up area required to complete the third container facility at Honolulu Harbor.

The function of landscape planning was elevated to deputy level, and a number of bold and unusual highway landscape projects were undertaken.

On May 15, 1973, Dr. Fujio Matsuda resigned as Director of Transportation to return to the University of Hawaii as vice president for business affairs. Transportation can never be quite the same without him, and we already miss him sorely.

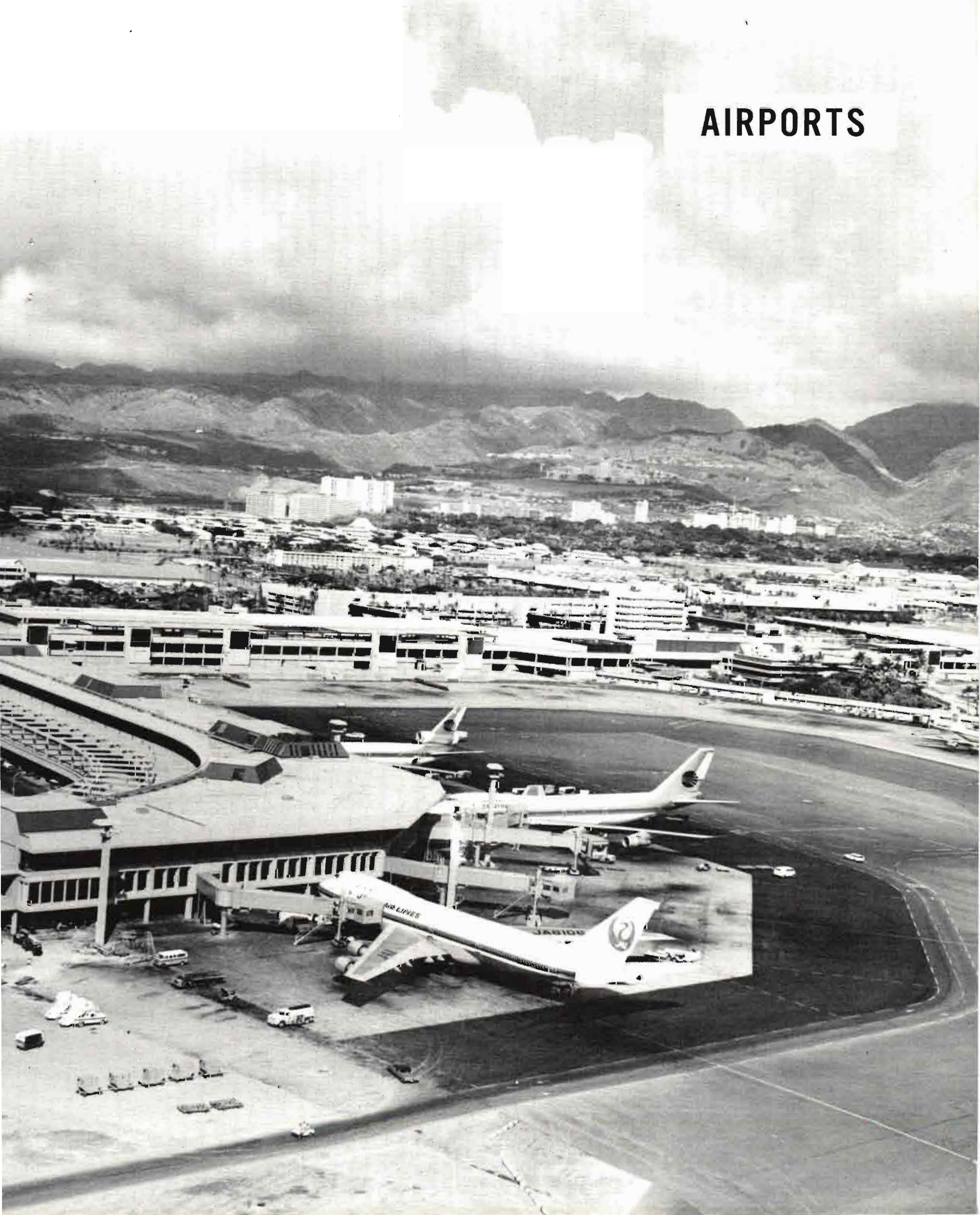
Very truly yours,

E. Alvey Wright
E. ALVEY WRIGHT
Acting Director

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AIRPORTS



AIRPORTS DIVISION

The new, three-level international arrivals terminal at Honolulu International Airport became operational on May 16, 1973 -- one year to the day that the first ewa extension of John Rodgers Terminal went into service.

Although the expansion and improvement of terminal facilities was progressing steadily, the view to seaward on June 30, 1973, showed no sign of work underway on the \$46-million contract granted February 28, 1973, for the new reef runway.

The 9th U. S. Circuit Court of Appeals on June 12 placed a temporary injunction which was expected to remain in effect at least until August, when the court was scheduled to hear arguments attacking the runway environmental impact statement.

Elsewhere in the State airport system, work on the capital improvement program was proceeding on schedule except at Hilo's General Lyman Field. There, a planned overseas-interisland terminal project has been set back by delays in receiving approval of an environmental impact statement by Federal Agencies.

The \$17-million terminal project could still be completed by mid-1975 should approval be received early in fiscal year 1974.

The newest three-level addition to John Rodgers Terminal at Honolulu International Airport extends ewa (westward) from the three-level ewa ticket lobby extension dedicated May 16, 1972, and like this prior expansion, cost about \$12 million.

Dedication ceremonies for the international arrivals terminal were held May 14, 1973 -- two days before it was opened to the public, and drew a distinguished attendance of public officials and airline executives.

The new structure provides, at no cost to the federal government, operational and office space for all U. S. border agency personnel and provides quarters for processing the entries of all passengers arriving from foreign nations.

Other expansion or rehabilitation projects completed at Honolulu International included pedestrian overpasses from the terminal to the parking structure, installation of elevators, rehabilitation of older ticket lobbies, construction of the Diamond Head roadway for enplaning and deplaning passengers,

and the installation of new direction and location signs throughout the terminal complex.

At General Lyman Field, the runway and taxiway shoulders were stabilized, as required by the arrival and departure of wide-bodied jet aircraft. This project was completed in September at a contract cost of \$1,098,050.

At Ke-ahole Airport on Big Island's west coast, a new subdivision was constructed to provide service areas for ground transportation operators, such as tour busses and rental cars. The contract cost of this project, which included miscellaneous improvements to the terminal complex, was \$178,717.

At Waimea-Kohala Airport on Hawaii, a \$413,361 project for additions and alterations to the passenger terminal lobby and baggage claim area was accepted as completed on August 16, 1972.

Projects completed at Maui District airports included rehabilitation of the Kahului Airport aprons and upgrading of the airfield lighting at a cost of \$1,832,162. The Molokai Airport terminal building was expanded and rehabilitated under a \$157,808 contract. The terminal building at Lanai Airport was air-conditioned at a contract cost of \$16,352.

The \$385,050 expansion of the terminal building at Lihue Airport on Kauai reached completion on June 26, 1973. At both Lihue and Kahului, passenger traffic increased more than 25 per cent during fiscal year 1973 over the preceding year.

In all, projects totaling about \$22 million reached completion during fiscal year 1973. Contracts in force on June 30, 1973, for work not yet completed totaled about \$54.6 million.

Most of that total was accounted for by the \$46,374,039 contract for the initial project in the construction of the controversial reef runway at Honolulu International Airport.

This project is intended to resolve most of the air traffic noises and safety problems of the present airport traffic by shifting overseas commercial and military jet take-off operations more than a mile to seaward. The new runway should also increase the airport's capacity from 70 to 110 operations per hour.

One of the last steps needed to clear the way for the advertisement for bids on the reef runway was taken on

September 11, 1972, when the Navy formally deeded over to the State 527 acres of land, of which 344 acres was required for the runway.

In a brief ceremony at the Department of Transportation's headquarters, a deed was signed by Deputy Transportation Director E. Alvey Wright, acting for the State, and the Rear Admiral John L. Butts, 14th Naval District Commandant.

The action brought to 758 the total area of lands, both fast and submerged, turned over to the State by the military for the 1985 master plan. Earlier, the Air Force had deeded to the State about 135 acres, and the Army, 95 acres.

The Navy portion consisted of one parcel of 173 acres on Keehi Lagoon, at the southern edge of the airport; a 10-acre parcel at the ewa end of the airport at the edge of Hickam Air Force Base bordering Nimitz Highway; and 344 acres of submerged land in Keehi Lagoon that cuts across the ewa end of the old sea-plane runways.

Only right-of-entry has been obtained by the State on certain lands needed for the runway, and a formal deed is expected during fiscal year 1974. These additional lands total 4,586 acres.

Relocation of U. S. Navy Keehi Beach facilities will also be necessary to clear the site for the runway construction. The marina is to be relocated to Rainbow Bay in Pearl Harbor and the swimming and sunbathing activities will be moved to Barbers Point. The State will reimburse the Federal Government for the cost of replacing these facilities at their new locations. The total estimated cost is \$1,598,000, and payment will be made as work progresses. As of June 30, 1973, the work was about 10 per cent completed under the Navy contract.

Although the reef runway is designed to improve the environment as well as provide for traffic gains into the 1990's, it has been opposed on environmental grounds, including its possible effects on bird life and fishing grounds. The project's effectiveness in reducing noise has also been questioned.

The bid opening was originally set for November 9, 1972. On November 8, Federal Judge Martin Pence signed a temporary restraining order which forbade the Department of Transportation to open the bids. The restraining order was granted on a complaint filed on behalf of four groups and four individuals. The groups were Life of the Land, the Hawaii Audubon Society, the Sierra Club and

Friends of the Earth. The four individuals were men who live and work in the area which would be affected by the reef runway.

The order remained in effect until after hearings before Federal Judge Samuel P. King were completed, and his decision announced. On December 22, 1972, Judge King ruled that the environmental impact statement on the proposed reef runway was adequate and that construction could begin.

Bids received up to November 9 were thus opened on December 28, 1972. Hawaiian Dredging and Construction Co., a Dillingham Corporation subsidiary, was the lowest of the three bidders.

The low bid was higher than expected, and the problem of choosing the best plan and finding ways to pay for it caused some further delays. The contract was not awarded until February 28, 1973.

Known on the contract books by the prosaic designation of 0-93-7(1), the reef runway job is the biggest contract ever awarded by the State of Hawaii. The basic figure is \$46,374,039, but \$3 million or so will be added if the State exercises an option to have the contractor dredge an additional 1.8 million cubic yards of fill.

The \$46 million and \$49 million figures represent downward negotiations of Dillingham's original bid of \$52 million for a full design suitable to the Air Force as well as the airlines and the Federal Aviation Administration.

That configuration includes a taxiway paralleling the full length of the 12,500-foot runway, plus a series of other support taxiways, high-speed turnoffs and shoulders extending 1,000 feet each side of the runway centerline.

Dillingham was able to reduce its bid price largely because the State agreed to stretch the construction period from 19 months to 26 months.

The Department has legislative authority to finance the difference between the Federal contribution and the contract price through reimbursable general obligation bonds, approved by the 1972 Legislature. The State hopes to raise money for the runway through this system without imposing any great increase in the airline landing fees and other charges which support the airport system.

Total federal grants and allocations for the reef runway project rose to \$24,022,139 during fiscal year 1973. This sum includes the \$14,033,000 granted by the Federal Aviation Administration in May, 1972, for the runway itself, \$7,033,150 allocated in the fall of 1972 for embankments and ancillary facilities, and an additional \$2,955,989 granted in 1973 to cover increased costs and to construct a wildlife habitat in Pearl Harbor.

The contractor was ordered to begin work on the reef runway May 7. Soon draglines, clamshells and tractors had constructed dikes in the Hickam area to confine the coral and other materials to be dredged for the future land fill. By June 11 a small dredge was in operation, and work had been progressing 24 hours a day. That night, work halted because of the expected issuance of a court injunction.

On June 12, the 9th Circuit Court in San Francisco issued a temporary injunction in response to the appeal of the suit from the lower court. The injunction was expected to remain in effect at least until August, 1973, when the 9th Circuit Court was scheduled to hear arguments as to whether it should be made permanent.

Defendants in the case are the United States Department of Transportation and the State Department of Transportation.

As fiscal year 1973 closed, the reef runway project was idle, but work was progressing satisfactorily under a \$350,881 contract to relocate bird habitats the runway is expected to displace.

In October, 1972, the Department issued \$25 million in Airport System Revenue Bonds. This issue brings to \$205,000,000 the sum of Airport System Revenue Bonds which have been sold since 1969 to finance the current program of expansion and modernization of the State Airports System.

As required by law, the State's airport program must be self-sustaining, paid for by revenues from airport use charges and landing fees, aviation fuel tax, and income from concessions and rentals. The bonds are redeemed from these sources.

All of the Airport System Revenue Bonds have had ready sales to combinations of New York bond houses. The issues and their average interest rates follow: May, 1969 -- \$40 million, 5.92 per cent; October, 1969 -- \$45 million, 7.04 per cent; March, 1970 -- \$20 million, 7.23 per cent; July, 1970 -- \$25 million, 7.37 per cent; March, 1971 -- \$30 million, 6.46 per cent; October, 1971 -- \$20 million, 5.89 per cent; and October, 1972 -- \$25 million, 5.44 per cent.

Gross operating revenues of the State's airport system increased from about \$4.4 million in fiscal year 1963 to \$30.1 million in fiscal year 1973 -- a gain of 584 per cent. The growth in revenues reflected not only the increase in traffic, but also the expansion of areas available for concessions.

In fiscal year 1963, the year that John Rodgers Terminal was completed on the mauka side of the field, Honolulu International Airport had 1,202,445 overseas arriving and departing passengers. In fiscal year 1973, the total was 5,942,473, a gain of 394.2 per cent. During the same decade, inter-island passenger movements at Honolulu International Airport increased from 854,093 to 3,466,783, about 305.9 per cent.

Incoming overseas cargo at Honolulu International Airport totaled 96,006,223 pounds during fiscal '73, a drop from the previous year's 135,120,946, but a decided gain from the 56,160,025 pounds recorded in fiscal 1971. The figures for 1972 reflected the effects of west coast dock strikes, which caused many shippers to turn to air cargo. Maritime labor problems also affected Hawaii surface freight movements in the pre-Christmas period of 1972, but apparently did not result in the big switch to air cargo noted during the preceding fiscal year.

General Lyman Field at Hilo failed to show a drop in air cargo in fiscal 1973. Both incoming and outgoing shipments at the State's second overseas airport continued an upward trend.

The figures for General Lyman follow:

Incoming -- fiscal year 1971, 1,114,990 pounds; fiscal year 1972, 4,054,428; fiscal year 1973, 4,106,345.

Outgoing -- fiscal year 1971, 11,391,917; fiscal year 1972, 13,490,267; fiscal year 1973, 17,773,079.

With the exception of Molokai and Hana Airports, all of the State's airports experienced an increase in inter-island passenger movements. Hawaiian Airlines on March 16 was granted temporary permission by the Civil Aeronautics Board to quit flying to Hana.

Hawaiian has abandoned its Convair turboprop equipment and Hana's airport cannot accommodate jets. The little town of Hana, at the east end of Maui, continues to be served by Royal Hawaiian

Air Service, the oldest and largest commuter carrier in the islands.

Honolulu International Airport was the 29th busiest in the United States during the 1972 calendar year, according to figures released by the Federal Aviation Administration. The rating was based on the number of landings and take-offs by all types of aircraft reported by the 350 airports with FAA control towers. Honolulu's total was 297,861 aircraft movements.

The ratings of Hawaii's four other airports with control towers follow: Kahului -- 282nd, 75,467 aircraft movements; General Lyman -- 322nd, 50,333; Lihue -- 334th, 34,316; and Ke-ahole -- 343rd, 32,214.

Honolulu International Airport's aircraft operations showed an upturn in calendar year 1972, but still did not reach the level of 1969. One factor in the trend of recent years has been the larger planes, which have been handling the increasing passenger traffic with proportionately fewer aircraft operations. Another factor has been the use of Ford Island, a Navy auxiliary landing field, for take-offs and landings by students. Ford Island, which became available for this use in February, 1970, has been drawing flight training operations away from Honolulu International to a gratifying extent.

Although the use of Ford Island and Dillingham Air Force Base by civilian pilots has helped to reduce the level of student training activity at Honolulu International, the establishment of a State general aviation airport on Oahu is still a much-desired goal.

The Airports Division finished the fiscal year 1973 without visible progress toward that goal. It is hoped that during the coming year, a consultant can be engaged to collect data needed by the Air Force for an environmental impact statement on the use of Bellows Field for general aviation. The U. S. Department of Defense requires such a study in considering the State's proposal for the lease.

In February, 1973, the Federal Aviation Administration instituted its new security program and imposed upon all airport operators serving certificated air carriers a requirement to provide law enforcement officers at each position where pre-board screening of airline passengers is conducted.

To provide personnel for this requirement, the Airports Division was forced to employ off-duty police officers. This arrangement proved to be prohibitively costly and specifications were drawn to replace them with contractual guard services. It is expected that the contract guard services can be obtained for about two-thirds of the cost of off-duty police.

The airport certification program, also instituted by the Federal Aviation Administration, became effective during the fiscal year. All State airports served by certificated air carriers have been certified by the FAA to meet the standards promulgated by Federal Aviation Regulations, Part 139. Some minor exemptions were allowed which pertained to the installation of security fencing. By the time the exemptions expire, early in 1974, fencing requirements will have been met in their entirety.

From April 28 through May 2, the Division sponsored the Second Pacific Air Cargo Conference in Honolulu. The conference was attended by prominent members of the airlines community, air cargo shippers, and Federal, State and local government officials. More than 250 persons attended, representing most of the countries that border the Pacific Basin.

Following the Pacific Air Cargo Conference, the Third Annual Pacific Basin Airport Operators Council International Conference convened at the Kona Surf Hotel at Keauhou, North Kona, Hawaii, from May 5 through May 7. Representatives of the major Pacific Basin airports, airline officials, aircraft manufacturers and State and Federal personnel attended.

Letters received by Director of Transportation Fujio Matsuda in the wake of these two conferences indicated that they produced a highly useful exchange of ideas and information. At the time of the conferences, Director Matsuda was chairman of the Pacific Basin Airport Operators Council and secretary-treasurer of the parent AOCI.

Distinguished visitors to Honolulu International Airport included President and Mrs. Nixon, Vice-President Agnew, leaders of about a dozen foreign nations, governors of several states, and astronauts returning home from outer space.

But the stars in the parade of VIPs were Hawaii's long-awaited, newly released prisoners of war and other returning military personnel.

To welcome and assist returning veterans of the de-escalating war in Southeast Asia, the United Service Organization (USO) established a lounge at the airport. Many distinguished military and civilian personages attended the dedication program for the lounge on December 1, 1972.

The following lists show all work under contract at the State's airports during the fiscal year ending June 30, 1973.

Construction contracts awarded during the year totaled \$50,692,122, including the stalled Reef Runway project. Work was underway during the 1973 fiscal year on about \$27 million worth of contracts awarded prior to July 1, 1972.

CONSTRUCTION CONTRACTS AWARDED BETWEEN
JULY 1, 1972, AND JUNE 30, 1973

OAHU

Honolulu International Airport

Millwork for International Arrivals, Main Terminal Building.
0-90-3(12)A.
Nordic Construction, Ltd. Contract awarded July 5, 1972.
Completed May 11, 1973. \$226,500.00.

Supplying, Installing and Testing Three Complete Baggage
Claim Units. 0-90-10(7).
Atlas Electric Co. Contract awarded August 28, 1972.
Completed June 22, 1973. \$107,106.00.

Construction of Baggage Claim Area Diamond Head
(Existing Terminal Building). 0-90-3(19)A.
THOHT Construction, Inc. Contract awarded August 17, 1972.
\$661,830.00.

Construction of Ewa Service Court Cross Road. 0-90-5(15)A.
M. F. Williams, Inc. Contract awarded October 11, 1972.
Completed May 17, 1973. \$115,934.00.

Remodel and Addition to Ticket Lobby Area. 0-90-3(9)B.
Nordic Construction, Ltd. Contract awarded October 18, 1972.
\$1,545,000.00.

Furnishing and Installing Culvert Pipe, Runway 8-26. 0-97.
A. C. Chock, Ltd. Contract awarded September 28, 1972.
Completed January 11, 1973. \$46,465.00.

Relocate Five Existing Carousels to International Arrivals.
0-90-10(9).
Mutual Welding. Contract awarded October 24, 1972.
\$164,195.00.

Dredging, Offshore Grading and Drainage and Protective
Structure for Reef Runway. 0-93-7(1).
Dillingham Corporation, dba Hawaiian Dredging and Construction
Company. Contract awarded February 28, 1973.
\$46,374,039.00.

Honolulu International Airport (cont'd)

Furnishing, Delivering, Installing & Testing Public Address System. 0-90-9(12)B.
J. C. Electronics. Contract awarded November 22, 1972.
\$88,743.00.

Modifying and Relocating Three Existing Loading Bridges.
0-90-2(29)B.
Rigging International. Contract awarded January 29, 1973.
Completed July 5, 1973. \$205,879.00.

Addition to Governor's Lounge and Alterations to Administration Building. 0-90-20(1)A.
THOHT Construction. Contract awarded February 21, 1973.
\$171,386.00.

Relocation of Bird Habitats for Reef Runway. 0-93-8(3).
Moses Akiona, Ltd. Contract awarded April 6, 1973.
\$350,881.00.

Relocation of Airlines Offices (Braniff International and Philippine Airlines). 0-90-13(6)A.
Albert Kobayashi, Inc. Contract awarded March 6, 1973.
\$42,000.00.

HAWAII

Ke-ahole Airport

Furnishing and Installing 12" Effluent Water Main to Reservoir N-2.
J. M. Tanaka, Inc. Contract awarded December 8, 1972.
Completed April 19, 1973. \$58,200.00.

Paving of Ground Transportation Facilities and Lease Parcels. H-101B.
J. M. Tanaka, Inc. Contract awarded March 6, 1973.
\$287,331.00.

MAUI

Kahului Airport

Paving for Ground Transportation Subdivision. M-91-4.
E. T. Ige Construction, Inc. Contract awarded April 25,
1973. \$210,586.00.

Construction of Chlorination Building. M-100. Contract
awarded June 26, 1973. \$19,695.00.

LANAI

Lanai Airport

Air Conditioning Terminal Building. M-98.
Thomas Tanaka, Inc. Contract awarded August 29, 1972.
Completed March 16, 1973. \$16,352.00.

CONSTRUCTION PROJECTS UNDERWAY DURING FISCAL YEAR 1973
UNDER CONTRACTS AWARDED PRIOR TO JULY 1, 1972

OAHU

Honolulu International Airport

Landscaping the Inter-Island Terminal Area. 0-90-1(5).
Hoonani Landscaping & Nursery, Inc. Contract awarded
June 28, 1972. Completed September 21, 1972.
\$24,517.90.

Construction of the Diamond Head Gull Wing Interim -
Gates 7, 8, 9, 10 and Turnaround. 0-90-2(12)A.
THOHT Construction. Contract awarded May 15, 1972.
Completed June 6, 1973. \$630,290.00.

Construction of the Diamond Head Connecting Link Ramp.
0-90-2(14).
General Constructors, Inc. Contract awarded November 19,
1971. Completed November 21, 1972. \$1,309,050.00.

Construction of the Ewa Gull Wing Gate Positions 28, 29 and
Turnaround. 0-90-2(21)A.
Nordic Construction, Ltd. Contract awarded April 19, 1972.
\$2,810,000.

Construction of Pedestrian Overpasses Connecting Parking
Structure to Main Terminal. 0-90-3(5)A.
Allied Construction, Inc. Contract awarded November 19,
1971. Completed May 8, 1973. \$345,997.00.

Procurement and Installation of Elevators at North Mall-
Main Terminal. 0-90-3(5)B.
Atlas Electric Co. Contract awarded April 5, 1972.
Completed February 15, 1973. \$147,512.00.

Construction of Diamond Head Extension, Main Terminal.
0-90-3(8).
Dillingham Corp. Contract awarded September 20, 1971.
Completed January 13, 1973. \$2,871,000.00.

Construction of Waiting Lobby & Concession Area in Existing
Terminal Building. 0-90-3(9)A.
Nordic Construction, Ltd. Contract awarded August 31, 1971.
Completed August 25, 1972. \$1,503,209.00.

Honolulu International Airport (cont'd)

Construction of International Arrivals Super-Structure.

0-90-3(12).

General Constructors. Contract awarded January 11, 1972.

Completed May 14, 1973. \$6,670,000.00.

Air Conditioning for Ewa Extension (International Arrivals).

0-90-3(12)B.

THOHT Construction. Contract awarded April 10, 1972.

Completed April 24, 1973. \$424,750.00.

Procurement of Furniture and Display Fixtures for Ewa Extension. 0-90-3(17)R.

Architectural Fiberglass - Section 1, and

Western Contract Furnishers - Sections 2, 3, and 4,
(A Joint Venture).

Contract awarded January 11, 1972.

Completed September 7, 1972 (Section 1);

November 15, 1972 (Sections 2, 3 and 4).

\$167,872.00.

Enplaning-Deplaning Roadway, Diamond Head Portion and North Mall. 0-90-5(12)A.

Hawaiian Dredging & Construction Co. Contract awarded

September 14, 1971. Completed January 27, 1973.

\$3,248,921.00.

Emergency Power Generating System - Building Construction.

0-90-9(10)B.

THOHT Construction. Contract awarded October 22, 1971.

Completed August 15, 1972. \$120,434.00.

Direction & Location Signs Installed -

Phases II & III for the Terminal Building. 0-90-12(6).

QRS Neon Corp. Contract awarded January 24, 1972.

\$666,000.00.

Construction of Ewa Connecting Link Ramps Between Main Terminal and Gull Wing. 0-90-2(13).

General Constructors, Inc. Contract awarded May 20, 1971.

Completed October 6, 1972. \$1,342,000.00.

Furnishing, Delivering, Installing, Testing and Maintaining a Flight Information Display System. 0-90-9(5).

Solari America, Inc. Contract awarded August 5, 1970.

\$1,260,000.00.

Honolulu International Airport (cont'd)

Printing, Collating, Storing and Delivering Bid Packages
and Other Material. 0-90-11(3)B.
Honolulu Blueprint and Supply, Inc. Contract
awarded June 28, 1971. \$9,352.00.

HAWAII

General Lyman Field

Shoulder Stabilization of Runway 8 - 26 and Related Taxiways.
H-104
James W. Glover, Contract awarded March 15, 1972.
Completed September 29, 1972.00.
\$1,115,540.86.

Ke-ahole Airport

Ground Transportation Facilities and Lease Parcels. H-101.
Corps Construction, Ltd. Contract awarded September 22,
1971. Completed September 13, 1972. \$139,920.00.

Waimea-Kohala Airport

Addition and Alterations to Passenger Terminal Lobby
and Baggage Claim Area. H-90.
Glenn Construction. Contract awarded May 13, 1971.
Completed August 16, 1972. \$413,361.35.

MAUI

Kahului Airport

Apron Rehabilitation and Airfield Lighting. M-95-2.
Dillingham Corp. Contract awarded February 23, 1972.
Completed February 21, 1973. \$1,832,162.00.

Relocation of Ground Transportation Facilities and
Parking Lot Expansion. M-91-1(R).
Urban Construction. Contract awarded January 28, 1971.
Completed July 7, 1972. \$97,793.31.

MOLOKAI

Molokai Airport

Additional Terminal Improvements. M-86-2.
Ralph S. Inouye Co. Contract awarded June 28, 1971.
Completed July 3, 1972. \$157,808.00.

KAUAI

Lihue Airport

Terminal Improvements and Other Additions. K-33.
Mark Construction, Inc. Contract awarded July 8, 1971.
Completed June 26, 1973. \$385,050.00.

LANAI

Lanai Airport

Install New Runway Lights. M-83R.
Mid-Pac Electric. Contract awarded November 4, 1969.
Completed November 16, 1972. \$83,538.00.

AIRPORTS DIVISION
FINANCIAL STATISTICS
Combined Balance Sheet - June 30, 1973 and 1972

	June 30	
	1973	1972
ASSETS:		
Cash	\$107,665,006	\$ 70,641,293
Receivables:		
Accounts and Notes, Net	4,195,258	2,491,338
Interest	2,249,444	2,817,107
Aviation Fuel Tax	440,965	411,672
Recoverable Costs from U.S. Government-Airport Aid	115,664	166,213
Due from Other Funds	1,159,937	19,452,739
Materials and Supplies, at Cost	86,563	82,163
Land, at Cost or at Value Assigned at Grant	7,175,625	7,175,625
Buildings and Improvements, at Cost	71,786,182	66,996,257
Equipment and Motor Vehicles, at Cost	3,866,780	3,172,382
Construction in Progress	133,312,941	116,459,700
Amount Available and to be Provided for the Retirement of Bonds and Payments of Interest	421,068,801	375,835,136
Bonds Authorized, Unissued	4,104,562	17,090,882
Deposits	4,288	1,500
TOTAL ASSETS	\$757,232,016	\$682,794,007
	1/	1/
LIABILITIES, RESERVES, & FUND BALANCES:		
Liabilities:		
Vouchers Payable	\$ 298,687	\$ --
Contracts Payable	1,766,600	4,764,161
Contracts Payable - Retained Percentage	1,317,699	1,675,311
Due to Other Funds	9,713	19,472
Salaries & Wages Payable	144,616	8,980
Accrued Vacation	512,834	477,711
Matured Bonds Payable	3,018,150	2,007,961
Accrued Interest Payable	7,341,756	6,262,353
Matured Premium Payable	800	935
Due to Airport-Airline Lessees	4,317,108	2,742,132
Tenants' Deposits	145,093	208,762
Reserves:		
Bond Requirements	22,298,917	19,342,974
Encumbrances	29,897,979	15,451,559
Long-Term Debt:		
Bonds Payable	227,510,593	196,634,383
Interest Payable-Future Years	193,558,208	179,200,753
Investment in Land & Fixed Assets	216,141,528	193,803,964
Fund Balances	48,951,735	60,192,596
TOTAL LIABILITIES, RESERVES, AND FUND BALANCES	\$757,232,016	\$682,794,007
	2/	1/

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

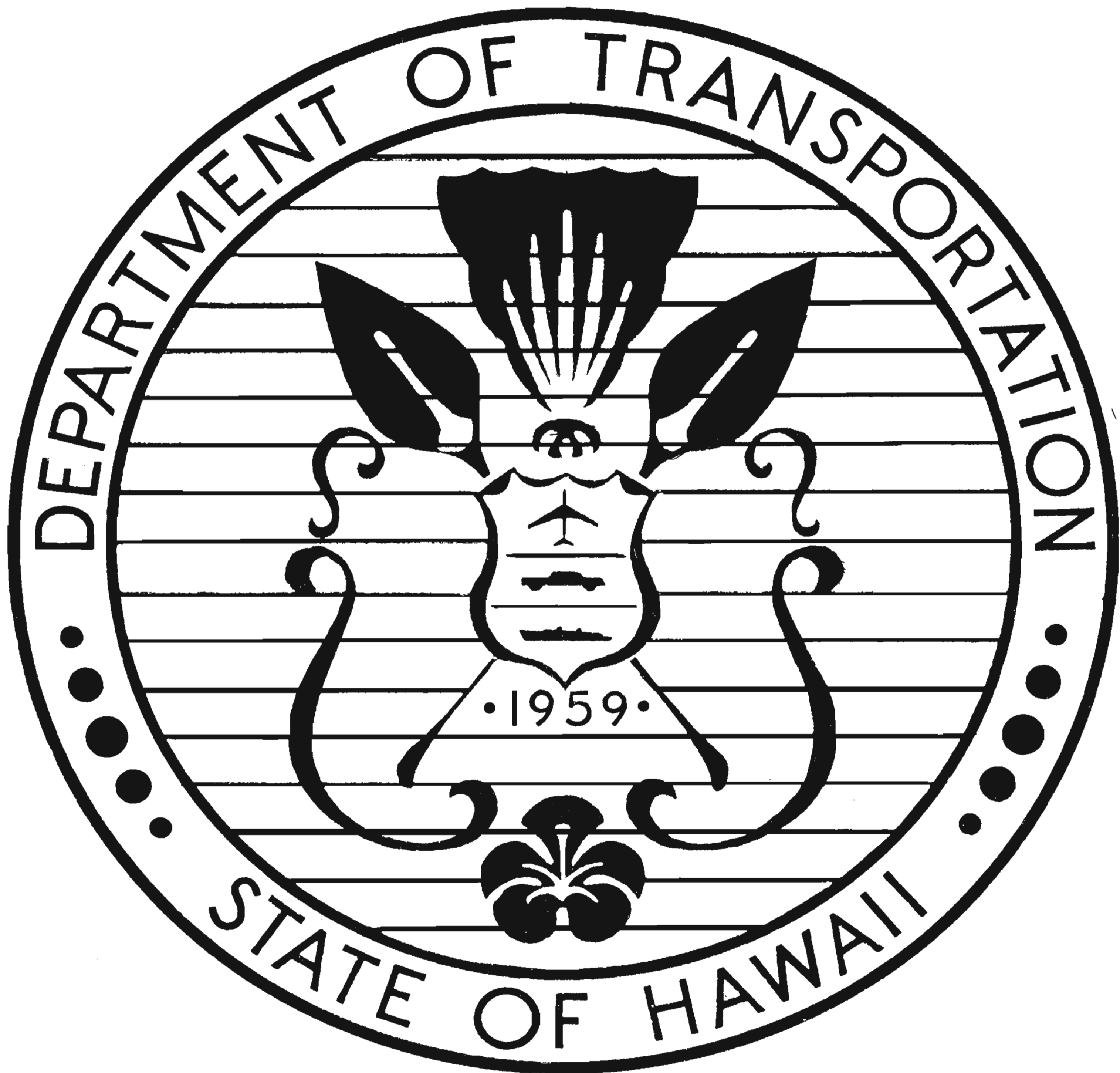
2/ Includes interest payable in future years.

AIRPORTS DIVISION
FINANCIAL STATISTICS
Combined Analysis of Changes in Fund Balances
For Fiscal Years Ended June 30, 1973 and 1972

	Fiscal Year	
	1973	1972
Fund Balances, July 1, 1972 & 1971	\$60,192,596	\$62,432,217
Add Reserve for Encumbrances of Prior Year	\$15,451,559	\$ 9,164,994
Add:		
Revenues	34,692,712	25,499,026
Legislative Appropriation and Authorization		
General Obligation	9,715,000	10,333,000
Airport Revenue Bonds	12,013,680	19,774,594
Special Fund	3,322,391	6,700,000
Transfer from Other Funds	19,384,384	14,903,751
Reimbursement HIA Fueling System Project Cost	--	2,329,697
	<u>\$79,128,167</u>	<u>\$79,540,068</u>
Deduct:		
Operating Expenses	\$ 9,800,867	\$ 8,357,727
Equipment & Motor Vehicle	765,208	218,819
Major Maintenance, Renewal & Replacements	148,985	686,709
Construction Expenditures - Project Funds	21,481,660	27,394,769
Works of Art	130,959	36,280
Debt Service Charges	17,341,566	15,020,507
Transfer to Other Funds	22,706,775	21,603,751
Reserves	2,955,944	1,684,491
Revenue Bonds Discounts & Sales Expenses	572,206	471,104
Lapse of Appropriations	18,438	18,967
	<u>\$75,922,608</u>	<u>\$75,493,124</u>
Reserve for Encumbrances, End of Year	\$29,897,979	\$15,451,559
Fund Balances, June 30, 1973 & 1972		
Revenue Fund	\$16,221,131	\$30,414,269
Airport Revenue Bond Funds	<u>32,730,604</u>	<u>29,778,327</u>
	<u>\$48,951,735</u>	<u>\$60,192,596</u>

AIRPORTS DIVISION
FINANCIAL STATISTICS
Consolidated Statement of Receipts, Expenditures and Balances
For Fiscal Years Ended June 30, 1973 and 1972

	Fiscal Year	
	1973	1972
Balances, July 1, 1972 & 1971	\$62,416,035	\$63,634,374
Add Receipts:		
Airport Operating Revenues	\$21,384,102	\$16,138,843
Aviation Fuel Tax Collections	4,939,294	5,104,063
Reimbursement of Expenses	809,071	539,915
Interest Earned on Investments	4,199,343	2,017,055
Federal Grants	4,637,431	1,192,284
Appropriations	27,794,400	1,749,100
Accrued Interest -		
Revenue Bonds Sold	184,170	106,821
Proceeds from Revenue Bond Sales	24,500,270	19,600,182
Provision to Debt Service Reserve	2,147,100	1,792,462
Vacation Transfer-In	853	2,868
Provision for Interest Expense	2,778,047	2,039,314
Trust Fund Deposits	39,876	109,813
Others	3	107
	\$93,413,960	\$50,392,827
Deduct Expenditures:		
Operating Expenses	\$ 9,979,738	\$ 9,145,655
Debt Service Charges	17,440,029	15,092,417
Major Maintenance, Renewal and Replacement	40,459	690,709
Vacation Transfer-Out	--	8,815
Trust Fund Refunds	103,545	52,250
Construction in Progress	25,197,814	22,506,954
Provision to Debt Service Reserve	2,147,100	1,792,462
Provision to Interest Expense Reserve	2,778,047	2,039,314
Bond Sale Expenses	72,476	164,269
Other Capital Expenditures	598,091	118,321
Lapsing of Funds	37,405	--
	\$58,394,704	\$51,611,166
Cash Balances, June 30, 1973 & 1972	\$97,435,291	\$62,416,035



DEPARTMENTAL ADMINISTRATION

The importance of landscaping to all types of transportation projects received high recognition during fiscal year 1973 by the appointment of the Department of Transportation's first Deputy Director for Landscape Planning.

The appointee was Douglas S. Sakamoto, a former Director of Parks and Recreation for the City and County of Honolulu. Just prior to his appointment as a departmental deputy, he had been serving the Department of Transportation as a consultant on a contract basis.

The new deputy was named by Director of Transportation Fujio Matsuda to fill a vacancy among the four deputy positions authorized for the Department of Transportation.

At the time his appointment was announced, on August 3, 1972, the other positions were occupied by a Deputy Director for Operations, a Deputy Director for Administration, and a Deputy Director for Engineering.

Another organizational change became effective following the resignation of Dr. Matsuda, who left the Department on May 15, 1973, after more than 10 years of service as the State's third Director of Transportation.

Governor John A. Burns on May 18, 1973, announced the appointment of E. Alvey Wright as Acting Director of Transportation. Lawrence F. O. Chun, Deputy Director for Administration, became the senior deputy, designated to head the Department in the absence of the acting director.

The duties of the new Deputy Director for Landscaping were then enlarged and his title changed to Deputy Director for Operations, the title formerly held by the new acting director. In addition to reporting directly to the acting head of the Department of Transportation, Deputy Sakamoto now exercises day-to-day supervision over the operations of the Department and is thus able to provide highly sensitive coordination in the execution of landscape projects and in the management of other environmental matters.

After the resignation of Director Matsuda to become a vice-president of the University of Hawaii, Governor Burns named Dr. Shelley M. Mark as acting chairman of the Inter-Departmental Transportation Control Commission.

The ITCC, created in May, 1972, under Act 59 of the 1972 Legislature, consists of four members -- the heads of the Office of Environmental Quality Control, the Department of Health, the Department of Planning & Economic Development, and the Department of Transportation.

The commission is charged with the task of determining annually "the number and size of transportation units of any kind, whether they operate on the ground, or over the ground, that may be within the territory of any island of the State at any one time."

The commission, then headed by Dr. Matsuda as its first chairman, made its first report to the State Legislature in February, 1973.

The report stated that the commission was unable to determine the number of cars that should be allowed on any island, but asked that its investigative powers be broadened to cover the use, rather than just the number, of transportation units.

Under Act 197 of the 1973 session of the Legislature, the new commission received permission to formulate recommendations on transportation use, such as staggered work hours, car-pooling, parking restrictions, school-related transportation and encouragement of bus ridership.

In another action, the Legislature gave the ITCC \$150,000 to re-allocate to the Department of Health to set up a pilot program on inspection of vehicles for emissions. This experimental program is intended as an initial step to reduce air pollution from motor vehicles.

As the fiscal year 1973 ended, the ITCC was working to make some kind of emission control inspection available to all drivers early in 1974 as an adjunct to the safety inspections already required by the State.

The Hawaii Highway Safety Council continued to move ahead under the leadership of E. Alvey Wright as Acting State Highway Safety Coordinator, a title and function which he retained even after his appointment as Acting Director of Transportation.

The Council is made up of 11 members who serve ex-officio and 20 others named by the Governor on the basis of their interest in highway safety. Like the ITCC, the Highway Safety Council staff has been lodged since its inception at Aliiainoku Hale -- headquarters building of the Department of Transportation at 869 Punchbowl Street.

Legislation continues to be one of the vital areas of activity for the Council. In 1973, the Legislature passed, and Governor Burns signed into law, four measures sponsored by the Council.

One of these, Act 56, initiates a Statewide Emergency Medical Services Program, with the Department of Health as the administrative agency. Another, Act 139, gives the Department of Health the administrative control for blood tests for the presence of alcohol. The Department of Transportation will continue to coordinate rules and regulations regarding breath tests used in the enforcement of laws against driving while under the influence of alcohol.

Act 214 provides for a special skills test by a fleet safety examiner in certifying fitness of drivers of certain types of vehicles.

Act 202 requires that traffic lane markings in all counties shall conform to the Manual on Uniform Traffic Control Devices published by the Federal Highway Administration of the United States Department of Transportation.

Two important measures which failed to receive approval in the 1972 session of the Legislature were re-introduced in 1973. One of these bills would require a short refresher course and written examination for driver's license renewal. The other would require notifying driver licensing and vehicle registration authorities of any name or address change. The latter measure was re-introduced as two separate bills, one relating to notification of driver licensing officials and the other to motor vehicle registration.

In all, 16 legislative proposals originating from the Highway Safety Council were awaiting action upon the re-convening of the Legislature in 1974 for the second part of its biennial session.

Hawaii's first statewide traffic code, which went into effect January 1, 1972, rates among the top state traffic codes in the nation in its degree of conformity with the Uniform Vehicle Code offered as a model by the National Highway Traffic Safety Administration.

Hawaii's code scored 763 points, compared with 781 for the Kansas code, the national leader, according to word received by the Hawaii Highway Safety Council from Edward F. Kearney, Executive Director of the National Committee on Uniform Traffic

Laws and Ordinances. At the time the Hawaii code was first scored, it was rated second in the nation, although other states were working hard to improve their ratings.

Mr. Kearney asked for details on the manner in which Hawaii leaped so suddenly from the status of having no state traffic code at all to the enviable position of having one of the nation's finest. The head of the Hawaii Highway Safety Council's committee on laws and codes, Mrs. Patricia Putnam, prepared a brief history of the efforts made to win legislative acceptance of the measure, approved May 30, 1971, as Act 150 of the 1971 session.

Mrs. Putnam's account of this carefully mapped campaign was forwarded in May, 1973, for Mr. Kearney's presentation at his annual executive committee meeting as a success story which might be helpful to other states.

Improved enforcement of laws prohibiting driving while under the influence of alcohol received close attention during fiscal year 1973.

At a regional conference for highway safety coordinators in Reno, Nevada, methods of detecting and apprehending drivers under the influence of alcohol were demonstrated by the Reno Police Department.

The Hawaii Highway Safety Coordinator's Office obtained a Federal grant to bring the Reno demonstration team to each of Hawaii's counties. The team's visits have improved the efficiency of Hawaii police in handling the problem of the driver who has been drinking.

The drinking driver was also the target of a project funded by a program of the National Highway Traffic Safety Administration called FARE (for Fatal Accident Reduction Through Enforcement.)

The Honolulu Police Department submitted plans through the Highway Safety Coordinator's Office for an experiment which was granted \$33,333 in FARE funds. The money will be used to provide intensified enforcement efforts in certain districts where high alcohol consumption is observable, or might be deduced from the large concentration of premises licensed for consumption of alcohol.

The program began June 1, 1973, and will continue until December 31, 1973.

Of the 146 deaths caused by traffic accidents in Hawaii in calendar year 1972, drinking was a factor in 35. Alcohol is the leader among the 12 factors designated as contributors to highway fatalities.

In November, 1972, the Federal government asked the State Highway Safety Coordinator to develop a four-year comprehensive plan for highway safety. A workshop held that month to determine the scope and content of the program brought together representatives from the four county police departments and highway engineering sections, from the City and County of Honolulu's Information and Data Processing Division, and from the State Departments of Health and Education.

The Highway Safety Coordinator submitted Hawaii's proposed comprehensive plan in January, 1973, to the United States Department of Transportation, and two months later received approval for the massive program, covering activities in 18 highway safety standard areas for the period July 1, 1973, to June 30, 1977.

Like the State Highway Safety Coordinator, the State Transportation Planner has also been working closely with county representatives.

A special function of the Advance Transportation Planning Office is to direct the Oahu Transportation Planning Program, a cooperative effort of Federal, State and City-County agencies. This continuing planning program completed its first year under the new "Unified Work Program," which has covered all activities relating to transportation planning on Oahu, including the master-planning of bikeways on both Honolulu City-County roads and streets and on State highways on Oahu.

The ATP office has also been involved in the planning and programming of the City and County of Honolulu's mass transit system. Another activity of the ATP office has been to coordinate the responses of the Department of Transportation's applications for Oahu General Plan amendments and zoning changes.

The ATP continued as the Department's liaison office for compliance with State and Federal regulations regarding project environmental impact statements.

The Department's participation in the Statewide Planning, Programming and Budget Process was again coordinated by the ATP office.

The primary function of the ATP office is the continuous evaluation of the statewide transportation system net work which guides the Department's Capital Improvements Program.

For a number of years the preparation of the Department's Capital Improvements Program was the direct responsibility of the Programs and Contracts Officer. This position became vacant with the promotion of the incumbent to the post of Deputy for Engineering during fiscal year 1971, and later had to be dropped from the list of authorized positions. The position cannot be filled unless it can be reinstated under the State's stringent new manpower procedures.

In the meantime the Deputy for Engineering has retained the tasks of the job he left behind while carrying the responsibilities of his new post.

Something of the scope of his responsibilities may be deduced from the fact that \$207,823,000 was appropriated for the Department of Transportation's fiscal year 1973 budget under Act 68, SLH 1972. This total was divided as follows: airports, \$20,308,000; harbors, \$6,358,000; highways, \$181,157,000.

The Legislature also authorized an appropriation of \$6,813,000 for the Department by Act 176, SLH 1972 (General Improvement Act of 1972). This supplementary amount was apportioned as follows: airports, \$100,000; harbors, \$474,000; highways, \$6,239,000.

During fiscal year 1973, the Programs and Contracts Office processed 108 construction, purchasing and maintenance contracts, totaling about \$84.8 million. In addition the office processed 62 formal consultant contracts, totaling \$5,815,000.

The Business Management Officer, as head of the Budget and Internal Control Office, provides the Department with fiscal and operational control services through coordination, review and evaluation of budgetary matters and through internal auditing of departmental activities.

The State's operating budget appropriations for the fiscal year ending June 30, 1974, included \$60,510,662 for the Department of Transportation.

In cooperation with the Federal Highway Administration, the Budget and Internal Control Office completed its first audits under the new "Single Audit Concept." This new system of joint audits, initiated in fiscal year 1972, has eliminated the need for separate State and Federal audits for federally funded highway projects. As fiscal year 1973 closed, the office was auditing expenditures for construction and right-of-way activities.

The Property Management Officer provides staff services to the Director and the three operational divisions in the management of revenue-producing lands and facilities under control of the Department.

Revenues from the management of the State's airport properties totaled \$34,264,941 during fiscal year 1973, a gain of more than 37 per cent from the preceding fiscal year. The gain reflected the continuing expansion and increased use of the airports.

Included in the revenues were landing fees, airport and terminal use charges, aviation fuel tax, ancillary revenues (from concession fees, ground transportation service, rentals, coin-operated lockers and storage), interest income (from banked bond money awaiting use), and other income.

There were 129 leases in effect for the Airports Division on June 30, 1973, and 461 space permits, as compared with 105 and 289 for the last day of the previous fiscal year.

Harbors Division revenues from the rental of land and facilities dropped from \$2,383,731 in fiscal year 1972 to \$2,277,824 for fiscal year 1973. One reason for the drop in revenue was the vacancy of the three-story building at 79 South Nimitz Highway, which was being renovated for the Harbors Division's use. The building was formerly occupied by Matson Navigation Company.

Property management activities for the Highways Division were again confined to the rental and disposition of buildings affected by highway projects. During fiscal year 1973, total rental realized was \$41,954, as compared with \$52,237 the preceding year. The single auction held for the Highways Division during fiscal year 1973 brought \$5,575, as compared with \$700 realized from the two public auctions held the year before.

Both the Airports and Harbors Divisions' fiscal sections have been increasing their use of the Engineering Computer Services Office. As fiscal year 1973 closed, the Departmental Computer Engineer estimated that by July, 1974, the new accounting system designed for the Airports Division by its consulting firm would be ready to go into full operation.

The ECS office continued to expand its services to both engineering and management, and noted an increase in computer

time utilized. Technical specifications for proposed new equipment were being prepared for bid openings tentatively scheduled late in calendar year 1973.

The Departmental Computer Engineer also assisted the Departmental Personnel Officer and the Highways Division's Assistant Chief for Administration in conducting the first portion of the State's supervisory management course in all Highways Division districts.

The Department of Transportation finished fiscal year 1973 with 2,060 authorized positions, according to the Departmental Personnel Officer. These positions were assigned as follows: staff offices, 82; airports, 664.25; harbors, 266.25; and highways, 1,048.00.

Hampered by a personnel shortage, the Personnel office had a number of important unfinished tasks in the hopper as the year closed. These included: a complete review of all existing departmental personnel policies and procedures for possible revision and adjustment necessary under the new employee-management contracts; study of a possible centralization of the administration of the Workmen's Compensation function in the Departmental Personnel Office, and development of a pre-retirement counseling program.

One of the functions of the Departmental Personnel Office is to guide preparations for the "Hoolaulea," the annual, all-island, Department-wide employee awards banquet held on Oahu.

By coincidence, two Hoolauleas were staged during fiscal year 1973. The first was held July 21, 1972, at pier 9 in Honolulu Harbor, and the second on June 15, 1973, at the Oceania Floating Restaurant in Honolulu Harbor. At both banquets, awards were presented to outstanding employees selected by an Employees Incentives and Awards Committee.

The second Hoolaulea also offered employees an occasion for bidding a formal farewell to their "boss" for 10 years, Dr. Fujio Matsuda, who had left the Department on May 15, 1973, to become vice president for business affairs at the University of Hawaii.

ADMINISTRATIVE DIRECTORY
JUNE 30, 1973

Director of Transportation (acting) E. Alvey Wright
Deputy Director for Administration Lawrence F. O. Chun
Deputy Director for Engineering Munny Y. M. Lee
Deputy Director for Operations Douglas S. Sakamoto

Staff Officers

Departmental Personnel Officer George S. Rezens
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 Lawrence K. Hao

Division Chiefs

Airports Owen Miyamoto
Harbors Melvin E. Lepine
Highways Tetsuo Harano

District Officers

Oahu

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

Hawaii

North Hawaii Airport District Superintendent Philip A. Sykes
South Hawaii Airport District Superintendent Oswald A. Byrne
Harbor District Manager Dennis E. Ruthrauff
Highway District Engineer Charles L. Schuster

Maui

Airport District Superintendent Thomas F. Hanchett
Harbor District Manager Percy A. Lilly
Highway District Engineer Harris S. Suyama

Kauai

Airport District Superintendent Ralph W. Foster, Jr.
Harbor District Manager Carl A. Forsem
Highway District Engineer Edwin Nakano

DEPARTMENT OFFICES

Departmental Administration Offices

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

Airports District Offices

North Hawaii District
Airports Superintendent
Department of Transportation
State of Hawaii
Ke-ahole Airport
Kailua-Kona, Hawaii 96740

Airport District
Superintendent, Maui
Department of Transportation
State of Hawaii
Kahului Airport
Kahului, Hawaii 96732

South Hawaii District
Airports Superintendent
Department of Transportation
State of Hawaii
General Lyman Field
Hilo, Hawaii 96720

Airport District
Superintendent, Oahu
Department of Transportation
State of Hawaii
Honolulu International Airport
Honolulu, Hawaii 96819

Airport District
Superintendent, Kauai
Department of Transportation
State of Hawaii
Lihue Airport
Lihue, Hawaii 96766

Harbors District Offices

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

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

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

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

Highways District Offices

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

Highway District Engineer, Maui
Department of Transportation
State of Hawaii
962 Keaolu Street
Kahului Kai (NASKA)
P. O. Box 38
Kahului, Hawaii 96732

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

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

FOR FURTHER INFORMATION

The Annual Report of the State Department of Transportation is intended to provide an overall 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 -- The newly rehabilitated apron at Kahului Airport gleams brightly in the Maui sunshine. New airfield lighting was installed as part of the same \$1.8-million project, completed February 21, 1973. Extensive improvements to the airport's ground transportation facilities and parking areas were also in progress during fiscal year 1973.
- Page 1 -- The new Ewa Gull Wing Gate positions 28 and 29 at Honolulu International Airport were nearing completion as fiscal year 1973 ended. Just beyond them in this aerial view are the new three-level international arrivals terminal dedicated May 14, 1973, and the adjoining ewa ticket lobby extension placed in service in May, 1972.
- Page 23 -- Haleiwa Small Boat Harbor's new concrete floating docks were not yet completed by June 30, 1973, but berths were already being assigned. A two-lane launching ramp and more parking area at the west side of the harbor were other work items in the \$619,300 contract.
- Page 45 -- This view looks toward Haleakala from the intersection of Hana Highway and Haleakala Road, which was to be signalized under a contract awarded June 15, 1973. Crossing Haleakala Highway in the upper part of the picture is North Firebreak Road, which marks the start of the \$1.7-million project to extend a four-mile section of new two-lane road toward the summit. A portion of the old road may be seen at the right of the new construction.
- Back Cover -- New Kilauea Stream Bridge is part of a 1.5-mile section of new highway on Kauai Belt Road. The \$1.2-million project by-passes Kialuea Town and links two previously completed sections of Federal-aid highway. The job was expected to be completed by October, 1973.

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 Ke-ahole 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 color lines on the map show the Federal-aid Highway Primary (including Interstate) and the 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.