



State of Hawaii
DEPARTMENT OF
TRANSPORTATION

YEAR ENDING JUNE 30, 1964



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

IN REPLY REFER TO:

June 30, 1964

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

Dear Governor Burns:

The Department of Transportation submits its annual report for the fiscal year ended June 30, 1964.

During the first full year of your administration, the Department moved ahead with major airport, harbor and highway projects which promise long-range benefits to all Hawaii.

Remodeling began on Piers 8 through 11 at Honolulu Harbor to create a new passenger-freight terminal. A half-million-dollar project was completed at Kahului Harbor on Maui to permit extension of container service to that island, and each of our four major islands now has a deepwater harbor which is handling containers.

We granted a contract to complete the new jet runway at General Lyman Field, Hilo. The first Hawaii unit of the National Interstate and Defense Highway System went under construction.

The Department has been taking part in the Oahu Transportation Study, a coordinated effort of agencies concerned with the Capital Island's transportation problems.

We look forward to continued progress in every area of transportation.

Very truly yours,


FUJIO MATSUDA
Director

TABLE OF CONTENTS

| | Page |
|--|----------------------|
| Photo: Air, Sea and Highway Traffic Passing Aloha Tower | Front Cover |
| Letter of Transmittal | 1 |
| Table of Contents | 3 |
| Departmental and Staff Achievements | 5 - 9 |
| Photo: General Lyman Field Jet Runway | 11 |
| Airports Division Achievements | 13 - 18 |
| Airport Construction Contracts | 19 |
| Airports Division Financial Statistics | 21 - 22 |
| Photo: Container Facilities Expansion, Fort Armstrong | 23 |
| Harbors Division Achievements | 25 - 36 |
| Harbor Construction Contracts | 37 - 39 |
| Harbors Division Financial Statistics | 41 - 43 |
| Photo: Middle Street Interchange, Lunalilo Freeway | 45 |
| Highways Division Achievements | 47 - 54 |
| Highway Construction Contracts | 55 - 59 |
| Highways Division Financial Statistics | 61 - 64 |
| Administrative Directory | 65 |
| Department Offices | 67 - 68 |
| For Further Information | 69 |
| Description of Map | 70 |
| Map of Federal-aid Highway System, State Airports and Harbors | Inside Back Cover |

DEPARTMENTAL AND STAFF ACHIEVEMENTS

The Department of Transportation, created by an Executive Order dated January 20, 1960, has brought together under a single cabinet officer the functions of three previously independent agencies.

The principal functions formerly performed by these agencies are now being carried out by the Airports, Harbors and Highways Divisions of the Department of Transportation.

In addition to the three program divisions, the Department's organization includes staff offices and units which coordinate the divisions' budgeting and long-range capital improvements programming, handle land acquisition and property management matters, provide personnel, fiscal and office services, and carry out special projects, such as the organization and direction of studies assigned to the Department by the Legislature.

The Administrative Services Office during fiscal year 1963-64 strove to improve the quality of current services being rendered to the program divisions. The principal results of these efforts were the following accomplishments:

1. Detailed accounting coding procedures were completely revised and installed to conform to the new state-wide accounting system established by the State Comptroller.
2. Data processing of the fiscal accounts of the Highways Division was converted from the IBM 1620-407 to the IBM 1401 computer system as a part of the newly instituted state-wide informational system established and maintained by the State Department of Accounting and General Services.
3. Accounting of the Harbors Division funds was changed from a single entry to a double entry system to secure better control of revenues and expenditures which will enable the department to present a fairer picture of the operations to the bondholders and other interested parties.
4. Purchasing activities were further centralized to secure better planning and control of expenditures and to implement the central purchasing plan established by the State Comptroller.
5. The filing system in the Central File Office was changed from the cabinet filing plan to a vertical open shelf plan with resultant savings in space, equipment cost and staff time.

6. Plans to print all departmental forms previously purchased from commercial firms on the department's offset printing machines were effected with resultant savings in expenditures. Likewise, a plan to make memo pads, route slips and other similar office supplies previously purchased from commercial firms was installed with favorable results.
7. Specific out and in-service training plans were devised and implemented in coordination with the state-wide training program established by the Governor's Office. In this process, a total of 563 employees (47% of the department's personnel) received 4,993 man-hours of selected training.

The Planning and Programs Office is responsible for co-ordinating the development of the Department of Transportation's state-wide long-range transportation program, preparing the annual departmental capital improvements budget, and maintaining constant check on the present and future availability of funds for harbor, airport, and highway projects.

Planning program development is a continuing process. The six-year capital improvements programs developed by the divisions are reviewed and revised annually by the Planning and Programs Office to assure implementation of the department's goals and plans, and to prevent duplication or conflicts between divisions or other agencies. After reviewing and coordinating each division's program, the Planning and Programs Office consolidates the divisions' programs into a departmental capital improvements program for presentation to the Governor. After review and amendment by the Governor, the department's program is incorporated into the Executive Capital Budget for consideration by the Legislature.

Estimates of revenues from both state and federal sources are made from information furnished from the divisions, the departmental fiscal section, and from other agencies involved. After allowances for the operating needs of the divisions are made, the remaining funds estimated to be available to each division for capital expenditure are determined. Such remaining funds are allocated to specific projects for each division to be financed on a pay-as-you-go basis, until the funds are depleted. The remaining projects must then be financed by bonds or by general revenues of the state. The Planning and Programs Office recommends the best means of financing for each project.

In the past year, concerted effort was directed by the Planning and Programs Office, working with the Fiscal Section, in clarifying the status of the various highway project funds which were authorized from the Highway Special Fund. Detailed review was also made to determine the status of federal reimbursements receivable by the

state for airport projects. Finally, procedures for the use of job authorizations as a means of project control were prepared for implementation by the three divisions commencing with fiscal year 1964-65.

It is the responsibility of the Planning and Programs Office to determine means of financing our highway fund needs. With the Interstate and Defense Highway Program placing heavy demands upon our highway funds, the department proposed an ad-valorem tax on motor vehicles for legislative consideration. This tax was to have increased the revenues of the Highway Special Fund by assessing a tax on motor vehicles based on the value of the vehicles. This proposal was not adopted by the Legislature. Proposals will and must be presented to our next Legislature since the financial situation is now very critical.

During the past fiscal year, in line with legislative authority, the Department of Transportation made further studies into the feasibility of establishing an Inter-Island Ferry System. The Hawaii State Legislature by Act 186, SLH 1963, authorized the Department of Transportation to "acquire by lease, charter, contract, purchase, condemnation or construction, and partly by any or all of such means, and to thereafter operate, improve and extend, as a public undertaking and enterprise, a system of ferries between the islands of the State and connecting with the public streets and highways in the State, such system of ferries to include such boats, vessels, wharves, docks, approaches, landings, franchises, licenses, and appurtenances, as shall be determined by the department to be necessary or desirable for the efficient operation of a ferry system to best serve the public."

Engineering, financial and legal consultants from New York were engaged to help the Department of Transportation in its studies to determine the feasibility of financing the proposed ferry system by the sale of revenue bonds. A public opinion poll was also conducted in which the views of the general public were sought concerning modes of inter-island transportation and to develop information about the vacation habits and preferences of the public that might facilitate estimates of probable passenger and automobile ferry traffic. Members of the department also availed themselves of opportunities to obtain independent information and make observations on various modes of transportation which might be suitable for use in the proposed ferry system, now or in the future.

The reports of the New York consultants revealed that the recommended system of two ferry ships would necessitate an extremely high subsidy by the State to operate the system.

Also, that certain amendments would have to be made to Act 186, SLH 1963 in order to make the revenue bonds marketable.

Presentations of the Department's studies of the past year were made to the Legislature; however, no action to amend the bill was taken. The Legislature, however, requested that an independent study be conducted by the University of Hawaii to determine the impact and benefits that a ferry system would have on neighbor island economy.

The highlight of the acquisition program for the fiscal year was the completion of rights of way acquisition for that section of the Interstate Highway from First Avenue to Koko Head Avenue in Kaimuki. Thirteen parcels, three easements and access rights along one boundary were acquired during the past year at a cost of \$105,629, completing the acquisition.

The Property Management Office also took part in the preparation of the "1965 Estimate to Complete the System of Interstate and Defense Highways in the State of Hawaii."

The estimate of right-of-way costs was prepared by this office in accordance with Section 104(b)(5), Title 23, U. S. Code, Highways, and showed that a total of \$78.8 million will be required to acquire the rights of way necessary to complete the system.

Act 187, S.L.H. 1963, which became effective on June 4, 1963 provided for assistance to families and businesses displaced by Federal-aid highway construction. The Act provides for payments for moving costs in amounts not to exceed \$100 in the case of families and \$300 in the case of businesses affected. This office assisted 51 families and eight businesses to receive payments during the past year.

Properties containing buildings, acquired for highway purposes but not needed immediately for construction, are rented through this office. An average of 140 units of this type were rented during the fiscal year, returning a rental income of \$148,827.

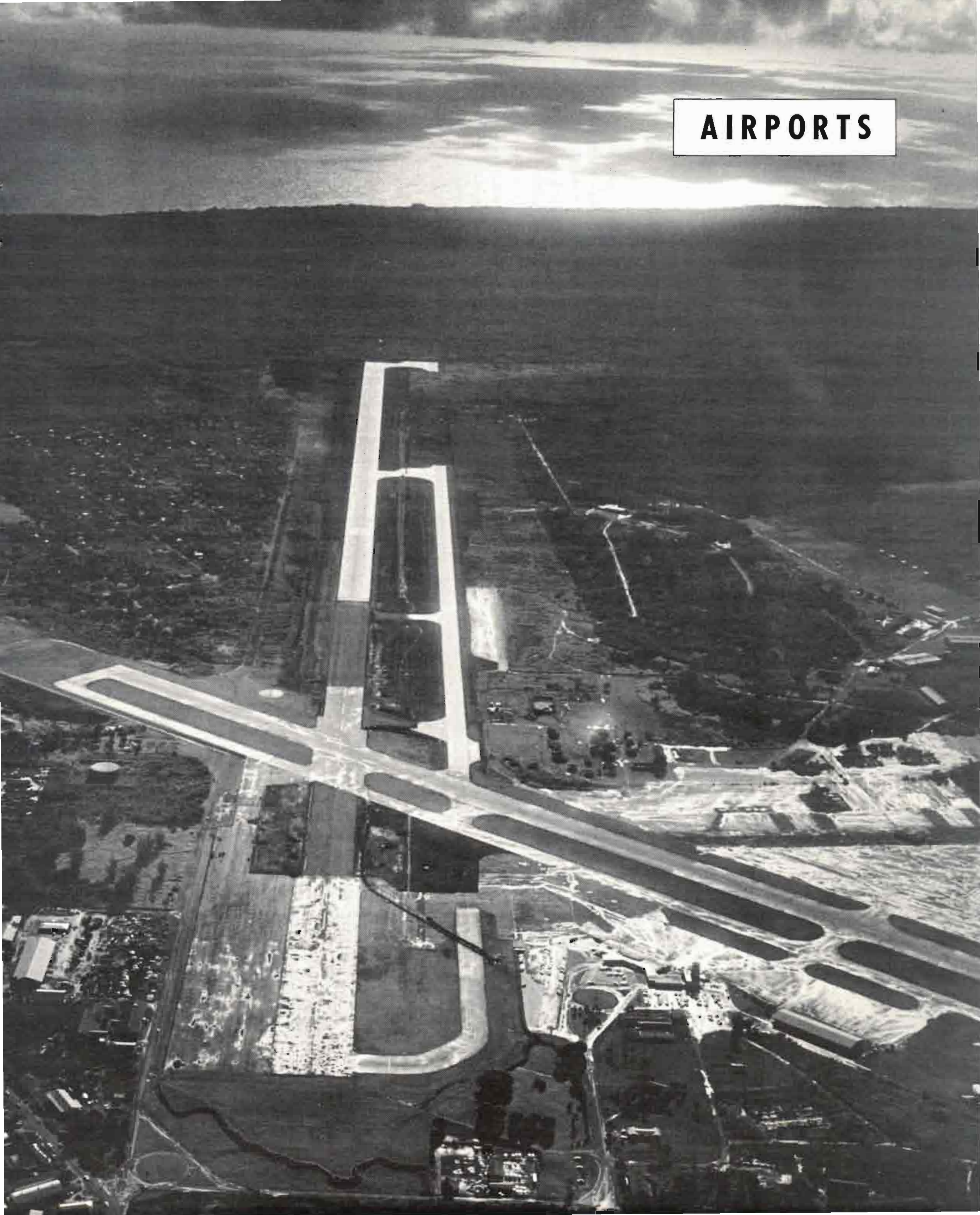
Sales, by public auction, of buildings within the right of way are also handled by this office. Seven auction sales were conducted during the past year, returning \$10,258 to the State.

The Acquisition Section acquired 164 parcels and remnants for \$1,051,329.74, including 134 acquired by deed at \$713,969.16 and 27, for \$337,360.58, by final order of condemnation.

In addition, 27 easements and access rights were acquired for token sums.

The Abstracting Section issued 249 certificates and 218 continuations.

AIRPORTS



AIRPORTS DIVISION ACHIEVEMENTS

Fiscal Year 1963-1964 was a year of continued progress in Airports' Division's unceasing efforts to provide the citizens of our State and our many visitors, from all over the globe, with the safest and best airports system possible.

The fiscal year which ended June 30, 1964, saw 296,198 aircraft operations at Honolulu International Airport, including 87,834 air carriers, 63,667 general aviation and 144,697 military.

At Honolulu International Airport, the two largest physical improvements were: (1) the resurfacing of the two parallel Runways 4L-22R and 4R-22L and the taxiways providing access to them, and (2) the installation at the end of Runway 8 of a cable barrier-type arresting gear designed to save fighter planes with landing or takeoff problems. This system operates on the same principle as that used aboard aircraft carriers where a hook descending from the tail of the plane holds onto one of the cables stretched across the end of the runway and prevents the plane from overrunning the end of the landing strip.

The continuing increase in air carrier activity at Honolulu International Airport in turn creates a greater need for a general aviation airfield in the central or southern part of Oahu, where most of the State's population lives. The private and light plane flying should be separated from the military and commercial air carriers at Honolulu International Airport. So far the State has not been able to find a suitable site for a general aviation airfield and to finance its acquisition.

Because of its rather remote location on northern Oahu, Dillingham Field is not considered a satisfactory answer to the needs of Oahu's small plane operators.

In December, 1963, a representative of the Division was employed at Dillingham Field on a regularly scheduled full-time basis. The airport custodian provides a custodial-maintenance function at the airfield during daylight hours, which is especially appreciated over the weekends. His standard equipment includes an Ansul Dry Chemical Fire Jeep for crash fire protection for general aviation flyers.

The problem of providing a seaward jet runway at Honolulu International was not solved this fiscal year and the difficulties of acquiring land and financing are still the major hurdles holding up the solution of this costly project. In the meantime, heavily laden fuel tankers continue takeoffs over Honolulu. This fiscal year did, however, see more governmental agencies and private citizens intensifying their interest and concern and the Division hopes this greater interest and effort will soon bear fruit.

To provide better administrative and operational control, the Visitor Information Program was integrated into the Airports Division. The General Manager of the Visitor Information Program for the Transportation Department is still responsible for the planning, coordinating, and implementation of the various activities of the program.

Total statewide airport and harbor operations of the Visitor Information Program during the year included assistance to 390,840 visitors, distribution of 95,154 pieces of literature and conducting of 138 airport tours.

At the close of the year, the staff included the equivalent of about 32 full-time employees.

On February 13, 1964, Hilo was the scene of a near-catastrophe when an inter-island aircraft rolled off the end of the runway, across a road and into a ditch, after landing at General Lyman Field. Several passengers received minor injuries and the plane was declared a total wreck.

An instrument landing system for Runway 2-20 at Kahului Airport was installed and commissioned by the Federal Aviation Agency on November 9, 1963. Kahului thus became the second airport to have an all-weather instrument runway, the other being Honolulu International.

On December 18, 1963, the Department of Transportation engaged the firm of Vladimir Ossipoff and Associates to prepare plans, specifications and estimates for the new terminal building at Kahului Airport, Kahului, Maui, with anticipated completion of the terminal scheduled for the fall of 1965.

The United States Weather Bureau commenced construction of a new balloon inflation building at the airport at Lihue during the first part of 1964. Work should be accomplished by the end of the summer.

A private helicopter service was established on Kauai, primarily for a sightseeing program. It employs a Bell helicopter carrying three passengers plus crew. Acceptance of the Na Pali Coast helicopter tour from Lihue Airport has been enthusiastic, and additional equipment is now being considered.

Among the interesting "firsts" for island aviation in 1963 was the inauguration of the first U. S. jet service to Tahiti by Pan American on December 28. Earlier in the year (April 1), Aloha Airlines inaugurated Hawaii's first inter-island scheduled night flight by offering night service to Kauai at a reduced fare. The flights proved so popular that both Aloha and Hawaiian now offer regular night service and include not only Kauai but also Maui and Hawaii.

One of the problems at Honolulu International Airport that has slowly resolved itself was the complaint by the concessionaires, during the first few months of operation at the new terminal, that sales and profit margins were not up to expectations. As this fiscal year drew to a close, the cash registers were jingling a brighter tune.

The Federal Aviation Agency for the calendar year 1963 rated Honolulu's airport the tenth busiest in the nation. Aircraft movements, including arrivals and departures of all types of aircraft totaled 258,869 for that period.

The following list summarizes projects which were under construction at State airports during fiscal year 1964.

The contract amounts may reflect revisions and may differ from the original contract amounts reported in the "Airport Construction Contracts" lists.

PROJECTS STARTED PRIOR TO FISCAL YEAR
AND COMPLETED DURING FISCAL YEAR

OAHU

Honolulu International Airport

Stage 20, Part 1 - Construction of Road "U" in satellite storage area, extension of Road "S" in fixed-base operators area, extension of Taxiway "E", and construction of Taxiways "Z" and "E" - FAAP Project No. 9-52-007-6307.

Contract amount, \$782,230.46; completed September 24, 1963.

KAUAI

Lihue Airport

K-23 - Addition and alteration to Menehune Restaurant
Construction of a hollow-tile and wood-frame addition to dining and bar area; construction of a patio.

Contract amount, \$41,862.03; completed September 27, 1963.

K-20 - Erection of T-hangars
Assembly and erection of pre-fabricated steel building 33 feet by 131 feet for light aircraft.

Contract amount, \$9,344.92; completed July 5, 1963.

PROJECTS STARTED AND COMPLETED
DURING FISCAL YEAR

OAHU

Honolulu International Airport

Stage 24 - Strengthening of Runway 4R-22L and Taxiways "C" and "E" and widening of Taxiway "Y" - FAAP Project No. 9-52-007-C308.

Contract amount, \$534,267.11; completed April 15, 1964.

PROJECTS STARTED DURING FISCAL YEAR
AND NOT COMPLETED AT END OF FISCAL YEAR

OAHU

Honolulu International Airport

Project No. SO-64-1 - Resurfacing of Runways 8-26 and 4L-22R
and Taxiways "B", "D" and "G".

Contract amount, \$279,245.00.

HAWAII

General Lyman Field

FAAP Project No. 9-52-008-C307 - Completion of Extension and
Reconstruction of Runway 8-26.

Contract amount, \$2,191,760.50.

AIRPORT CONSTRUCTION CONTRACTS

| <u>Project and Location</u> | <u>Contractor and Date</u> | <u>Amount</u> |
|---|---|----------------|
| Strengthening Runway 4R-22L, Taxiways C and E and Widening Taxiway Y, Honolulu International Air- port, Stage 24 | Haw'n. Bitumuls & Paving Co., Ltd. August 6, 1963 | \$ 540,148.60 |
| Completion of Exten- sion and Recon- struction of Runway 8-26, General Lyman Field, FAAP Project No. 9-52-008-C307 | James W. Glover, Ltd. September 4, 1963 | 2,191,760.50 |
| Resurfacing of Runways 8-26 and 4L-22R and Taxiways B, D & G, Honolulu International Airport, Project No. SO-64-1 | Haw'n. Bitumuls & Paving Co., Ltd. March 25, 1964 | 279,245.00 |
| | TOTAL | \$3,011,154.10 |

AIRPORTS DIVISION
FINANCIAL STATISTICS
Combined Balance Sheet - June 30, 1964 and 1963

| | <u>- J U N E</u> | <u>3 0 -</u> |
|--|---------------------|---------------------|
| | 1964 | 1963 |
| <u>ASSETS</u> | | |
| CASH: | | |
| With Director of Finance, State of Hawaii | \$ 5,162,288 | \$ 4,597,037 |
| Time Certificates of Deposits | 329,000 | 1,264,000 |
| On Hand, Undeposited | 3,853 | 1,858 |
| With Fiscal Agents | <u>322,522</u> | <u>313,965</u> |
| Total Cash | 5,817,663 | 6,176,860 |
| RECEIVABLES: | | |
| Accounts, net | 615,765 | 549,309 |
| Aviation Fuel Taxes | 132,763 | 117,841 |
| Recoverable Costs from U. S. Government For Grants-In-Aid | <u>-</u> | <u>41,013</u> |
| | 748,528 | 708,163 |
| DUE FROM OTHER FUNDS | 652,703 | 425,801 |
| DEPOSITS | 1,500 | 1,506 |
| INVENTORY, MATERIALS & SUPPLIES | 49,463 | 51,522 |
| AVIATION PROPERTIES | | |
| Land | 5,421,038 | 5,413,823 |
| Airport Improvements & Buildings | 7,961,068 | 7,832,338 |
| Equipment & Motor Vehicles | 728,300 | 690,567 |
| Construction in Progress | <u>31,396,111</u> | <u>28,947,701</u> |
| | 45,506,517 | 42,884,429 |
| AMOUNT AVAILABLE AND TO BE PROVIDED FOR RETIREMENT OF BONDS AND PAYMENT OF INTEREST | 36,331,724 | 37,607,145 |
| BONDS AUTHORIZED, UNISSUED | <u>3,000,000</u> | <u>3,000,000</u> |
| TOTAL ASSETS | <u>\$92,108,098</u> | <u>\$90,855,426</u> |
| <u>LIABILITIES, RESERVES AND FUND BALANCES</u> | | |
| LIABILITIES: | | |
| Vouchers and Contract Payables | \$ 176,258 | \$ 124,943 |
| Contracts Payable - Retained Percentage | 123,772 | 228,131 |
| Interest Payable - Current | 322,414 | 313,965 |
| Tenants' deposits | 36,326 | 44,721 |
| Accrued Vacation & Sick Leave | 179,231 | 153,830 |
| Due to Other Funds | <u>627,399</u> | <u>426,094</u> |
| | 1,465,400 | 1,291,684 |
| LONG TERM DEBT | | |
| Bonds Payable | 22,047,953 | 22,451,746 |
| Interest Payable - Future Years | 14,283,771 | 15,155,399 |
| RESERVE FOR INVESTMENT IN AVIATION PROPERTIES | 45,506,517 | 42,884,429 |
| RESERVE FOR ENCUMBRANCES | 181,498 | 766,966 |
| FUND BALANCES | <u>8,622,959</u> | <u>8,305,202</u> |
| TOTAL LIABILITIES, RESERVES AND FUND BALANCES | <u>\$92,108,098</u> | <u>\$90,855,426</u> |

AIRPORTS DIVISION
FINANCIAL STATISTICS
Combined Analysis of Changes in Fund Balances
Fiscal Years Ending June 30, 1964 and 1963

| | Fiscal Year | |
|---|---------------------|---------------------|
| | 1964 | 1963 |
| FUND BALANCES, JULY 1, 1964 ³ and 1963 ² | | |
| Revenue Fund | \$ 710,792 | \$ 1,496,650 |
| Aviation Bond Fund | 72,500 | 5,000 |
| Aviation Bond Reserve Fund | 1,206,857 | 1,261,523 |
| Aviation Operation & Maintenance Fund | 262,871 | 84,543 |
| Aviation Renewal & Replacement Fund | 411,668 | 433,072 |
| Series A Construction Fund | 458,044 | 1,149,868 |
| Airport Bond Fund, 1949 Authority ^{1/} | 3,000,000 | 3,000,000 |
| Airport Bond Fund, 1961 Authority | 20,553 | 975,547 |
| Capital Improvements Fund | <u>2,161,917</u> | <u>1,642,019</u> |
| | 8,305,202 | 10,021,222 |
| Add Reserve for Encumbrances, prior years | 766,966 | 3,012,621 |
| Deduct allowance for Doubtful Accounts for Prior Year | <u>(24,798)</u> | <u>-</u> |
| | <u>\$ 9,047,370</u> | <u>\$13,033,843</u> |
| RECEIPTS: | | |
| Aviation Fuel Taxes | \$ 1,394,986 | \$ 1,299,826 |
| Federal Grants in Aid | 268,265 | 1,236,379 |
| Airport Revenues | 1,833,541 | 1,476,989 |
| Airport Use Charges | 1,821,460 | 1,581,014 |
| Interest Earned | 80,294 | 89,440 |
| Concessionaires' Contributions | - | 17,023 |
| Legislative Appropriations, State General Obligation Bond Fund | 259,560 | 200,000 |
| Transfers From Other Funds | <u>5,285,333</u> | <u>6,757,757</u> |
| | <u>\$10,943,439</u> | <u>\$12,658,428</u> |
| EXPENDITURES: | | |
| Transfers to Other Funds | \$ 5,321,333 | \$ 6,889,158 |
| Construction Costs | 2,455,625 | 7,002,831 |
| Operating Expenses | 2,774,751 | 2,179,535 |
| Equipment and Motor Vehicles | 50,221 | 74,591 |
| Principal and Interest Payments State General Obligation Bonds | 584,422 | 473,988 |
| | <u>\$11,186,352</u> | <u>\$16,620,103</u> |
| DEDUCT RESERVE FOR ENCUMBRANCES | \$ 181,498 | \$ 766,966 |
| FUND BALANCES, JUNE 30, 1964 and 1963 | | |
| Revenue Fund | \$ 761,927 | \$ 710,792 |
| Aviation Bond Fund | 214,694 | 72,500 |
| Aviation Bond Reserve Fund | 1,238,154 | 1,206,857 |
| Aviation Operation & Maintenance Fund | 816,486 | 262,871 |
| Aviation Renewal & Replacement Fund | 411,168 | 411,668 |
| Series A Construction Account | 549,780 | 458,044 |
| Airport Bond Fund, 1949 Authority ^{1/} | 3,000,000 | 3,000,000 |
| Airport Bond Fund, 1961 Authority | 12,783 | 20,553 |
| Capital Improvement Fund | <u>1,617,967</u> | <u>2,161,917</u> |
| | <u>\$ 8,622,959</u> | <u>\$ 8,305,202</u> |

^{1/} Legislative Authorization Only
Bonds Unissued, Act 381, SLH 1949

ADMINISTRATIVE DIRECTORY

Director of Transportation Fujio Matsuda
Deputy Director of Transportation Kaipo Francis Kauka

Staff Officers

Administrative Services Officer John Miki
Planning and Programs Officer Munny Y. M. Lee
Special Projects Engineer Mrs. Mae Nishioka
Property Management and
Acquisition Officer Alfred A. Sousa

Division Chiefs

Airports A. P. Storrs
Harbors Melvin E. Lepine
Highways J. C. Myatt, succeeded in May by
Albert C. Zane as Acting Chief

District Officers

Oahu

Airport Manager Gilbert L. Livingston
Harbor Master Eugene L. McManus
Highway Construction Engineer Tetsuo Harano, succeeded
in November by Lorenzo C. Fruto
Highway Maintenance Engineer Calvin A. Tottori

Hawaii

Airport Manager O. A. Byrne
Harbor Master William R. Wickland
Highway District Engineer Charles L. Schuster

Maui

Airport Manager William Neilson
Harbor Master Erich H. Stein
Highway District Engineer Hideo Hayashi

Kauai

Airport Manager John W. Cooper
Harbor Master William S. Latham
Highway District Engineer Fred L. Schumacher

DEPARTMENT OFFICES

Departmental Administration Offices

Director
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii
Phone - 50-511

Airports Offices

Airport Manager, Hawaii
Department of Transportation
State of Hawaii
General Lyman Field
Hilo, Hawaii
Phone - 3-100

Airport Manager, Oahu
Department of Transportation
State of Hawaii
Honolulu International Airport
Honolulu, Hawaii
Phone - 855-981

Airport Manager, Maui
Department of Transportation
State of Hawaii
Kahului Airport
Kahului, Maui, Hawaii
Phone - 729-302

Airport Manager, Kauai
Department of Transportation
State of Hawaii
Lihue Airport
Lihue, Kauai, Hawaii
Phone - 26-601

Harbors Offices

Harbor Master, Hawaii
Department of Transportation
State of Hawaii
Pier 1, Hilo
P. O. Box 1555
Hilo, Hawaii
Phone - 3-957

Harbor Master, Oahu
Department of Transportation
State of Hawaii
700 Fort Street
P. O. Box 397
Honolulu, Hawaii
Phone - 59-372 or 501-461

Harbor Master, Maui
Department of Transportation
State of Hawaii
Pier 2, Kahului
P. O. Box 201
Kahului, Maui, Hawaii
Phone - 76-051

Harbor Master, Kauai
Department of Transportation
State of Hawaii
Nawiliwili, Kauai
P. O. Box 821
Lihue, Kauai, Hawaii
Phone - 2-901

Highways Offices

District Engineer, Hawaii
Department of Transportation
State of Hawaii
50 Makaala Street
P. O. Box 403
Hilo, Hawaii
Phone - 53-347

District Engineer, Maui
Department of Transportation
State of Hawaii
962 Keaoolu Street
Kahului Kai (NASKA)
P. O. Box 700
Kahului, Maui, Hawaii
Phone - 75-061 or 75-062

District Engineer, Oahu
Department of Transportation
State of Hawaii
721 Kelikoi Street
Honolulu, Hawaii
Phone - 50-511

District Engineer, Kauai
Department of Transportation
State of Hawaii
New Court House Building
Corner of Umi & Hardy Streets
P. O. Box 287
Lihue, Kauai, Hawaii
Phone - 2726

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.