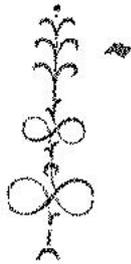


REPORT

TO THE GOVERNOR
TERRITORY OF HAWAII

BY THE

SUPERINTENDENT
OF PUBLIC WORKS



FOR THE YEAR ENDING JUNE 30, 1946

It is expected that the total cost of all war-damaged highway rehabilitation in the Territory will be approximately \$4,000,000.

Six miles of highway rehabilitation on Oahu have been completed and claims for reimbursement of expenditures thereon are now being prepared and are to be submitted to the Congress through the Public Roads Administration.

The standard of maintenance of Federal-aid highways suffered during the war due to heavy military traffic, lack of materials, equipment and experienced personnel. With the end of the war, this situation has improved and, during the last half of the fiscal year, notable progress has been made.

A policy of "first things first"—concentrating on pavement surfaces, drainage and safety considerations at the expense of desirable but less important items—has been put into practice. Potholes in pavement have been given immediate attention, shoulders and ditches have been regraded, and guard rails and center stripes have been renewed and repainted.

The following mileages of Federal-aid highway are now under maintenance by the Territorial Highway Department:

Oahu	140.86
Hawaii	103.01
Maui and Molokai	68.37
Kauai	45.76
Total	<u>358.00</u>

Highway maintenance expenditures for the fiscal year totaled \$514,531.19. It should be pointed out that much of the highway on Oahu is 3-, 4- and 6-lane pavement and that comparatively the amount of highway on Oahu is much greater than the mileage figures above listed would indicate.

AIRPORTS

Lanai Airport was graded during the fiscal year ending June 30, 1946, by Wm. H. Crozier, Jr., at a contract figure of \$47,334.00. The Hawaiian Pineapple Company donated the land and have agreed to keep the runway grassed until a surfacing can be placed. Funds for this work were provided by the Governor by Executive Order under date of February 26, 1946.

Two hundred fifty-one acres of land were purchased for the Maui Airport at a cost of \$75,000.

Additional land was acquired for Keehi Lagoon at a cost of \$40,334.97. The Territory let one contract in the amount of \$7,668.96 to H. H. Phillips for paving at Honolulu Airport.

Most of the maintenance on Territorial airports has been

handled by the military agencies occupying the airports. The Territory has maintained Hana Airport, Port Allen Airport and, to some extent, other airports in the Territory.

The return of John Rodgers, Hilo, Maui, Upolu and Molokai Airports to the Territory during the current fiscal year is strongly indicated and much organizational and planning work has been done in preparation for this move. With the great increase in trans-Pacific travel, Honolulu Airport is destined to become one of the world's major airports.

Plans are now underway for the return of John Rodgers Airport to the Territory from the U. S. Navy as of September 1, 1946. Personnel is being recruited to handle the many duties which will be involved.

Location and aerological studies have been made on the following airports for which appropriations have been made by the 1945 Territorial Legislature:

Keehi Lagoon Seaplane Harbor and John Rodgers Airport (Honolulu)	\$100,000
Kalaupapa, Molokai	50,000
Kailua, Hawaii	100,000
Hana, Maui	150,000

It is proposed to use these funds for matching Federal appropriations for the construction or improvement of the airports listed. Application is being made for Federal assistance from the recently approved Civil Aeronautics Administration airport bill, which allocates up to \$5,000,000 for Hawaii. All funds provided under the abovementioned bill must be matched by the Territory.

Expenditures for airport, July 1, 1945, to June 30, 1946:

Lanai Airport contract	\$ 47,334.00
Purchase of land, Maui Airport	75,000.00
Paving contract, Honolulu Airport	7,668.96
Acquisition of land, Keehi Lagoon	40,334.97
Surveys and design, administration and maintenance, all islands	21,898.47
Total	<u><u>\$192,236.40</u></u>

HOUSING

The critical need for emergency housing was accentuated by the cessation of hostilities. Relatively few new homes had been built during the war; hundreds of evacuees returned from the Mainland; the families of military personnel and employees were once again permitted to come to Hawaii; the tidal wave left