

# HAWAIIAN CONNECTIONS

THE HAWAII LOCAL TECHNICAL ASSISTANCE PROGRAM

VOLUME 9, No. 3

FALL 2007

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Please pass this on to other interested parties in your office.

## FULL-DEPTH PAVEMENT RECLAMATION COMES TO KAUAI

By Alex Pascual, County of Kauai Department of Public Works

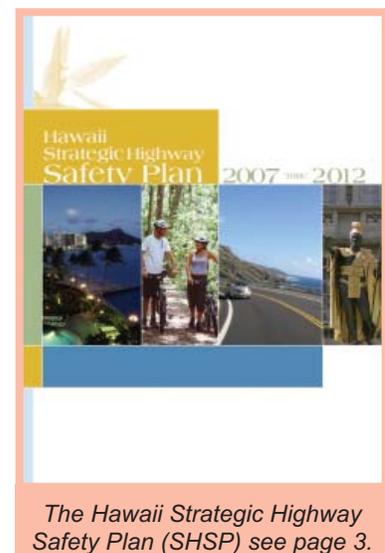
Approximately 3 miles long, Ala Kinoiki allows motorists to bypass traffic congestion at historic Koloa Town when heading towards the Poipu area of Kauai. Construction of Phase I (from Weliweli Road to Poipu Road), which is approximately 1.85 miles, began in December 1992 and was completed in November 1993. Phase II (Maluhia Road to Weliweli Road) was built between May 1999 and August 2001. The typical pavement structure consisted of a 6" base course and 2" of asphalt concrete layer for two 12' wide lanes with 6' wide paved shoulders. Years of heavy use and lack of preventive maintenance led to deep rutting, corrugation and potholes on Phase I. A longitudinal joint within the travel lane also contributed to the problem.

In Dec. 2003, we discussed the possibility of a reclaimed asphalt pavement (RAP) application with **Pat Phung** of FHWA, **John Romanowski** of James Glover and **William Paik** of Grace Pacific. We also attended a four-part seminar series led by **Steve Meunch** of the University of Washington on hot mix asphalt that was organized by Hawaii LTAP and a presentation on full-depth reclamation (FDR) by **Mike Voth** of Central Federal Lands.

Extensive in-house research led to a decision to try FDR for three reasons: it saves money, it is environmentally friendly and it is fast. These benefits result from reduced trucking needs, reuse of materials and fuel savings. Nevertheless, it is important to adequately prepare for the project through websites and publications and by attending related workshops, conferences and other training activities.

Design, construction management and National Pollution Discharge Elimination System (NPDES) permitting were done

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The Hawaii Strategic Highway Safety Plan (SHSP) see page 3.

# LONG-RANGE LAND TRANSPORTATION PLAN FOR THE ISLANDS OF HAWAII, MAUI, AND KAUAI

By Brennon T. Morioka & Robert Miyasaki, HDOT

**T**he Hawaii Department of Transportation (HDOT) will update its 10-year old long-range plans for the districts of Hawaii, Maui, and Kauai to reflect past and future changes in population, development and travel patterns. Expecting to complete these plans within two years, HDOT will issue Requests for Proposals (RFPs) for consultant services in late September. Eventually, it will assemble a consolidated Statewide Plan by incorporating the Oahu Regional Transportation Plan that is prepared cooperatively by the Oahu Metropolitan Planning Organization (OMPO).

Long-range land transportation plans provide a basis for making informed decisions about transportation for the next twenty years and beyond. They help shape local, regional, and statewide strategies that address economic growth, safety, congestion, air quality, and public mobility through multi-modal and holistic approaches. Transportation systems are dynamic in nature and this means that these long-range plans need to be continuously updated and maintained to ensure priorities and strategies remain current with respect to the ever changing transportation needs of our State's residents, businesses, and visitors.

Plan preparation will use a transparent process with active public involvement to fashion effective strategies satisfying the mobility requirements of people and goods and are also sensitive to our unique island environment, quality of life, and availability of resources. By carefully balancing the multiple and, often, competing stakeholder objectives and funding expectations, HDOT will formulate its long-range planning program based on sound policy and accountability to its customers. Programmed actions will be grouped in three tiers of time: The Statewide Transportation Improvement Program (STIP) having a 6-year horizon, a 7-14 year future to 2020, and the over 14 years strategic direction to 2030.

Statewide, we experience both regional and localized congestion but anticipated revenues will fall short of the resources needed to preserve the existing system and to respond to all apparent capacity deficiencies. Unless

appropriate action is taken to reverse current trends, the Federal Highway Trust Fund will be depleted by 2009 and the State of Hawaii will be faced with a significant reduction in highway funding from that source. Closer to home, statewide expenditures to maintain our systems are climbing above annual revenue flows into the State Highway Fund, leading to likely depletion by 2013. The fair and equitable allocation of limited resources statewide will be a top challenge that we are willing to face head on.

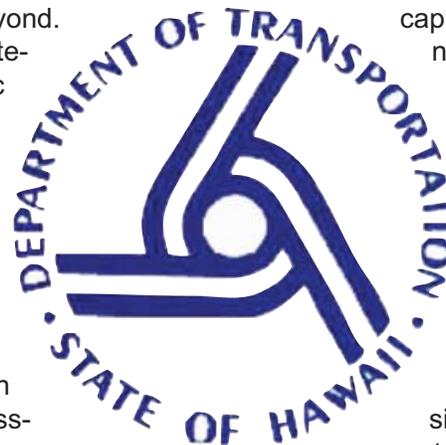
The expected limitations in financial resources will require a greater focus on alternative modes of transportation including bicycling, walking, and transit. Moreover, non-infrastructure programs must supplement these capital improvement projects as well. Awareness and use of rideshare programs, including carpooling and Vanpool Hawaii, must be heightened.

Seeking alternative financial strategies will also be necessary. Once we identify the challenges we face in meeting anticipated transportation needs, we will explore new and innovative opportunities for additional funding sources, and will examine possible actions and trade-offs to arrive at a systematic financial course of action.

Eight planning factors identified in SAFETEA-LU will form the statewide basis to guide the development of prioritization criteria. These eight planning factors include economic vitality; safety; security; accessibility and mobility; environment, energy conservation, and quality of life; integration and connectivity; efficient system management and operation; and preservation.

National trends recognize that placing more emphasis on preserving and better using the existing system is the most beneficial way to invest limited resources. The long-range plan will entail what we call "preservation of functional integrity," which means that we would tailor our investments to align better with the functions served by various kinds of roadways. For example, the primary emphasis on arterial streets is to provide mobility to through traffic, while

*(Continued on Page 7)*



## SHSP REPORT BACK SUMMIT

*By Brennon Morioka, Gordon Hong, Sean Hiraoka, and Lee Nagano, Hawaii DOT*

**O**n August 29, 2007, the Hawaii Department of Transportation (HDOT) held the Strategic Highway Safety Plan (SHSP) Report Back Summit, at the Honolulu Country Club in Salt Lake. In attendance were more than 115 traffic safety partners from the community, state, local and federal agencies. The purpose of the meeting was to announce the completion of the 2007-2012 SHSP and its contents and to acknowledge the hard work of the many people that were part of the development process.

The SHSP includes seven Emphasis Areas and over 100 strategies aimed at reducing traffic injuries and fatalities. The following is a short description of the problems we must address:

- Aggressive Driving is a major contributor to traffic crashes in Hawaii and speeding is the leading factor in Hawaii traffic fatalities
- Impaired Driving is a serious problem in Hawaii; in 2006 we were ranked first in the percentage of alcohol-related traffic fatalities in the nation
- Occupant Protection is important to prevent injuries or death in a vehicle and only 41.4% of fatal vehicle passengers were wearing their seat belts
- Pedestrian and Bicyclist fatalities rank high compared to national numbers; Hawaii had the fifth highest pedestrian fatality rate and the second highest average annual fatality rate for bicyclists
- Motorcycle and moped fatalities have been on the rise from 2001 to 2005
- Roadway Design was deemed important because of the number of crashes involving head-on collisions, running off the road and crashes at intersections; we need to employ design and engineering technology to help reduce traffic fatalities in Hawaii
- Data and Safety Management Systems are overarching priorities; we need a comprehensive SMS that “gives decision makers and those who manage and maintain local roadways the tools to systematically identify, prioritize, correct and evaluate performance of their transportation safety investments.”

**Lt. Governor Duke Aiona** gave the opening remarks at the assembly, and HDOT Deputy Director **Brennon Morioka** moderated the event. After representatives of



*(Left to Right) HDOT Director **Barry Fukunaga**, Lt. Governor **James “Duke” Aiona, Jr.** and HDOT Deputy Director **Brennon Morioka** at the SHSP Report Back Summit.*

the seven emphasis area workgroups summarized their major recommendations, Director of Transportation **Barry Fukunaga**, Director of Health **Chiyome Fukino**, Honolulu Police Department Assistant Chief **Bryan Wauke**, MADD’s Executive Director **Leah Marx**, and AARP President **Barbara Kim Stanton** spoke in support of the SHSP and explained how it would affect the action plans of their organizations.

It was emphasized that the completion of the SHSP is only the beginning and that we need to move forward with developing action plans, implementing strategies and evaluating their results to realize our goal of reducing traffic fatalities from 135 to under 100 within five years.

The summit was a good starting point for the implementation phase of the SHSP. Its positive and contagious energy was reflected in the evaluations completed by the attendees, who are eager to continue their active participation in the process.

HDOT would like to thank Hawaii LTAP for their help: **Juli Kobayashi** and **C. S. Papacostas** for serving on the planning committee and **Gail Ikeda** and **Les Imada** for coordinating the logistics of the summit; and also planning group members **Eric Tash** and **Robin Argue** of the State Department of Health.

An electronic version of the SHSP is available on Hawaii LTAP’s website: <http://hltap.eng.hawaii.edu/>

## IMPLEMENTING CONTEXT SENSITIVE SOLUTIONS IN HAWAII PEER WORKSHOP

By Christopher Dacus, Hawaii DOT

**T**he Federal Highway Administration (FHWA) defines Context Sensitive Solutions (CSS), or Context Sensitive Design (CSD), “a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.”

Also known as Flexible Design, this process became a priority for HDOT in 2005, when the Hawaii Legislature enacted Senate Bill 1876, which “directs the Department of Transportation to establish new guidelines that take into account the need for flexibility in highway design.” By statute, HDOT is committed to applying the CSS philosophy and public involvement to all scenic byways, projects as directed by the Director of Transportation and all projects within five specific corridors: Hana Highway of Maui, Hanalei Road of Kauai, Hamakua-Honokaa Heritage Corridor of Hawaii, Upper Kona Road of Hawaii, and Ka Iwi Coastal Highway of Oahu.

On Aug. 13 – 15, 2007 HDOT held a peer exchange workshop entitled “Implementing Context Sensitive Solutions in Hawaii” at the Pacific Beach Hotel in Waikiki. Cosponsored by FHWA, this workshop aimed to establish a dialog between staff and administration on the requirements of a successful CSS implementation process.

Invited to the workshop were HDOT and county officials charged with implementing CSS, ranging from planners and designers to construction and maintenance engineers.



Speaker **Keith Harrison** recaps major components of the process to full implementation of CSS.

Organized as a peer exchange with small breakout groups, the workshop focused on three areas: Liability, Public Involvement and Design Flexibility.

**Stella Kam** and **Caron Inagaki** from the State of Hawaii Attorney General’s office explained that the new statute might offer increased protection for HDOT when applying CSS. For a successful defense, it is important to exercise ordinary, reasonable care and document the decision-making process. The State of Hawaii Attorney General believes this bill is a step in the right direction for liability protection.

The workshop challenged the participants with a public involvement exercise called “Strings & Ribbons” where groups received play money to program the statewide transportation improvement program (STIP) with limited funds. This consensus-building exercise is used in transportation planning to teach citizens about needs, constraints, priorities, and funding flexibility. **Anne Morris**, the author of the FHWA publication “Public Involvement Techniques for Transportation Decision-making” shared various techniques with an emphasis on knowing your community and determining the appropriate method by which the community will successfully communicate its concerns and its context or “sense of place.”

**Jiro Sumada** presented a local success story from the County of Hawaii, Laaloa Highway. This project was in jeopardy because of community concerns and a severe trust issue between the County and the community. The County of Hawaii applied the CSS philosophy to the project and employed public involvement methods to engage representatives of the community as stakeholders. The project scope and design changed to meet the context of the community and was subsequently completed “on time and on budget,” thus restoring trust in the county to a point where the community now defends the project as a success: A real win-win situation.

National CSS speakers **Tim Neuman**, **Frank Nelson** and **Scott Bradley** discussed design flexibility and the differences between “substantive” and “nominal” safety. Many designers believe that there is a direct and consistent relationship between design criteria and substantive safety.

(Continued on Page 7)

## FULL-DEPTH PAVEMENT RECLAMATION COMES TO KAUAI (Continued from Page 1)

in-house to moderate a lengthy consultant procurement process and the services of a geotechnical engineer were secured efficiently via a purchase order. Most importantly, the Koloa-Poipu community and various civic associations responded positively to our proposal that a full lane closure would greatly expedite the rehabilitation project.

Encountering minor equipment breakdowns and confronting occasional patches of soft soil conditions, Ala Kinoiki was rehabilitated and opened for normal traffic in 28 days. An average of 1900 linear feet, 18' wide, per day were pulverized, compacted, shaped and graded. At a pace of 2700 linear feet of an 18' wide swath, the paving operation took a mere 7 days. Higher and faster production can be achieved!

A visit to the construction site by **C. S. Papacostas**, Hawaii LTAP Director, and Professor **Ricardo Archilla** who performed resilient modulus tests on our materials, made us realize that partnering with the University of Hawaii can result in mutual benefits, as will the testing of mechanical, bituminous and chemical stabilization of hot mixes.

On the management side, our in-house activities brought out some good practice lessons.

- Our most important core value is to focus on our staff, helping them to be ready, skilled, and diligent when dealing with the public
- Commitment to continuing education, improvement and change with enthusiasm will elicit a positive response from the staff

- Good old-fashioned dedication to hard work must be among our high standards and expectations
- Challenging opportunities (such as being part of an innovative pavement project) can be enjoyable
- Team work and succession planning are needed to sustain continuing high-quality operations

Please contact us for further information and remember Marriott's corporate culture: "Take care of your employees and they will take care of your customers." That said, thank you Engineering Division staff and those who assisted in making this FDR journey memorable and successful. Another mahalo for the Koloa-Poipu Community for being patient.

### Engineering Division Staff:

- NPDES Permit by **Lynel Rabago**
  - Plans and Specs Reproduction by **Grant Honma, Dale Matsuura** and **Jon Sugibayashi**
  - Construction Inspector: **Eddie Casticimo**
- General Contractor: Niu Construction, Inc. (**Mike Lingaton**, Island Manager and **Christian Keao**, Project Superintendent)

### Subcontractors:

- Guardrails by DY Mikami (**Dave Mikami** and **Richard Sells**)
  - Striping by Harry Asato Painting (**Glenn Asato**)
  - Surveying by Alan Hironaka Surveying and Mapping
- Consultants & Other Agencies
- **Wayne Wada** of Esaki Map and Surveying
  - **Scott Kunioka** of SEY Engineers
  - **Mike Fujita** of Wilson Okamoto and Associates
  - Ernest Hirata and Associates
  - State-DOT, Design Team (**Christine Yamasaki** and **George Atiburcio**)
  - State-DOH (**Denis Lau** and **Joanna Seto**)



*Willy Ortal inspects the old pavement.*

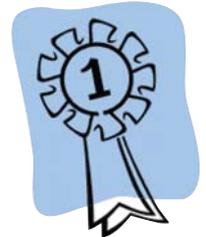


*Completed Ala Kinoiki.*

## GOT A BETTER MOUSETRAP?

*Editor's Note: The Hawaii LTAP Director challenged our readers to submit descriptions of devices or machine modifications they invented for improved operations so that everyone can gain from the fruits of local creativity. Our feature for this quarter was submitted by the County of Maui. We look forward to the other counties submitting their devices to be featured in future issues.*

Submitted by: Edwin Emoto, District Supervisor, County of Maui, Wailuku Highways  
Invented by: Kevin Kochi



### **Winner of the 2007 Better Mousetrap Award**

#### SOFT-HOSE TESTER

**Kevin Kochi** of the Maui Department of Public Works needed to test 4" and 3" soft hoses for defects often enough to make him think that there was a better way of doing it.

With the help of co-worker **William Perreira**, he came up with a way of locating leaks in the hoses by plugging one end with a cap and applying water pressure at the other end by connecting the soft hose to a heavy duty garden hose as follows:

At the soft hose end, he started with a 4" quick coupler

fitting, followed by a 4" to 3" adapter and a 3" quick coupler fitting. He then connected in series a 3" X 1 1/2" and a 1 1/2" X 3/4"-inch PVC bushing, followed by a 3/4" female hose bibb adapter to a garden hose.

To check for leaks, the plugged soft hose was filled with water from the garden hose. To empty the tested hose, the coupler had to be opened, but this was awkward because there was no discharge control. The final design solved the problem by inserting before the hose bibb an assembly consisting of a close nipple, a T-piece, another close nipple and a ball valve as shown in the picture.



*Soft-Hose Tester*

## LONG-RANGE LAND TRANSPORTATION PLAN...

(Continued from Page 2)

the priority on local streets is to provide access to abutting property. To maintain functional integrity, it is necessary to identify a "hierarchy" of roads and ensure the overall network is completed in a timely manner.

A seamless integration of the State and County roadway systems will require the close and cooperative working relationships between the HDOT and the Counties. Without the corresponding network of local transportation infrastructure and systems to serve access and movement within regions, the State's regional transportation system becomes more intense and congested. It is, therefore, essential for the State and the Counties to work together

to ensure and facilitate the development of complimentary networks of local roadway systems.

Finally, to be successful, implementation progress must be monitored, and feedback must be used to appropriately modify and update the individual plans and the overall program. Performance measures provide the means for the department to conduct self-assessments and to make appropriate adjustments. For these reasons, the HDOT will develop and use a performance-monitoring program to measure its progress and effectiveness in meeting overall statewide transportation system goals.

## IMPLEMENTING CONTEXT SENSITIVE SOLUTIONS...

(Continued from Page 4)

A thorough understanding of the assumptions and models employed by the American Association of State Highways and Transportation Officials (AASHTO) shows that this is not always the case. Both nominal and substantive safety are important to understand, communicate to stakeholders, and include in design deliberations and decision making. This new way of thinking is reflected in AASHTO's "Flexibility in Design" Guidelines.

On the last day, smaller breakout groups brainstormed on what Hawaii would require to successfully implement CSS and a set of recommendations were presented to the Director of Transportation. The workshop participants placed a high importance on multi-disciplinary teams and community stakeholders being involved in a project from the beginning of planning through design, construction and maintenance. Over 20 action items were identified as critical to successful implementation, including additional training, an HDOT CSS manual, administration support, review of the department's public involvement procedures, a pilot CSS project using a multidisciplinary CSS project team, amending consultant contracts to include provisions for CSS, and the cultivation of internal CSS champions.

The Director of Transportation, **Barry Fukunaga**, closed the workshop by expressing a commitment to CSS and greater public involvement, emphasizing that CSS is what the community wants. CSS helps HDOT to better achieve its mission "To provide a safe, efficient, accessible,

and inter-modal transportation system that ensures the mobility of people and goods, and enhances and/or preserves economic prosperity and the quality of life."

The workshop was a big success with the help of **Juli Kobayashi, Gail Ikeda, Dr. C.S. Papacostas, and Les Imada** of Hawaii LTAP. Planning this major undertaking was a CSS workgroup whose members included FHWA staff **Elizabeth Fischer, Eric Worrel, Jodi Chew** and **K Lynn Berry**; HDOT personnel **Ross Hironaka, Rey Domingo, Ben Goropse, Dean Nakagawa, Ron Tsuzuki, Nelson Sagum, Darrel Young, Peter Chan**; and **Stella Kam** from the State of Hawaii Attorney General's office.



*Jodi Chew leads her group in discussion.*

## NEWS FROM OUR PARTNERS...

### Cement and Concrete Products Industry of Hawaii

By Wayne Kawano, CCPI of Hawaii President



#### Updated Building Code for Structural Concrete

**R**ecently, CCPI and the Structural Engineers Association of Hawaii (SEAOH) sponsored a seminar on ACI 318-05 to review the latest code requirements for concrete building design and construction. The American Concrete Institute (ACI) 318 document has become the standard for all concrete design, construction, inspection, and research. ACI 318-05 is referenced by the International Building Code (IBC) 2006....expectantly to be endorsed State-wide in the near future.

As the local sponsoring group of several ACI certification programs, CCPI refers to ACI for its technical resources. Do you have any concrete questions or need to check on a reference? Please feel free to call or email us...we'd be glad to assist! Mahalo!

Here's a question that's been asked during our hot summer months:

(from ACI Concrete Knowledge)

*Q. What are the ACI building code requirements for placing concrete in a tropical climate? Some people in our office say we should specify a maximum permissible concrete temperature of 90 °F. Others say a temperature higher than 90 °F is allowable if the concrete contains a set-retarding admixture.*

*A. Either of these groups could be right if they could argue that their approach will provide the required strength or serviceability. Section 5.13 of ACI 318-05, "Building Code Requirements for Structural Concrete," requires that:*

*"During hot weather, proper attention shall be given to ingredients, production methods, handling, placing, protection, and curing to prevent 'excessive concrete temperatures or water evaporation that could impair required strength or serviceability of the member or structure."*

*Section R5.13 in the ACI 318 commentary cites recommendations for hot-weather concreting that are given in ACI 305R, "Hot-Weather Concreting." That document states in section 2.3.1 that:*

*"In the more general types of hot-weather construction (as defined in Section 1.2), it is impractical to recommend a maximum limiting ambient or concrete temperature because circumstances vary widely. A limit that would serve a specific case might be unsatisfactory in others. Accordingly, the committee can only point out the effects of higher temperatures in concrete as mentioned in Section 1.3 and 2.2.1, and advise that at some temperature between about 75 and 100 °F there is a limit that will be found to be most favorable for best results in each hot weather operation, and such a limit should be determined*

## HAWAII DOT RESEARCH

In support of HDOT planning activities, including research, the Highway Planning Branch has set up a new web site at <http://www.roadview.com/hdot/>

"For fun, says **Goro Sulijoadikusumo**, you can check out the Photolog Roadview Explorer on the site to drive the roads on Kauai... if you want to see a new roundabout in Kapa`a, just choose CR 581 and start at milepoint .20 or so with the search button. Also do a U-turn around milepoint .39 and check out that sign that looks like the New Mexico DOT symbol. But make sure to read "help" first at <http://www.roadview.com/hawaii/vx2/road-view.asp>"

## FREE PUBLICATIONS

1. **TRR-1664 (1999)** - Energy, Air Quality, and Fuels 1999
2. **TRR-1661 (1999)** - Hot-Mix Asphalt Binders
3. **TRR-1655 (1999)** - Pavement Management Systems and Other Pavement Design Issues
4. **TRR-1643 (1998)** - Pavement Management and Monitoring of Traffic and Pavements
5. **TRR-1639 (1998)** - Recent Pavement Research Issues
6. **TRR-1630 (1998)** - Asphalt Mixtures: Stiffness Characterization, Variables, and Performance
7. **TRR-1593 (1997)** - Advances in Transportation Data: 1997
8. **TRR-1592 (1997)** - Pavement Management and Performance
9. **NCHRP-Report-429 (1999)** - HDPE's Pipe: Recommended Material Specifications and Design Requirements
10. **FHWA-PL-98-037** - Reducing Traffic Congestion - Using Market Prices to Enhance Mobility: The High Cost of Idling
11. **FHWA-OP-04-009** - Full Road Closure for Work Zone Operations: A Cross-Cutting Study - Reducing Congestion and Crashes through Full Road Closure for Maintenance and Construction
12. **FHWA-OP-03-086** - Shorter Duration, Safer Work Zones, More Satisfied Travelers

**We are cleaning and reorganizing the Transportation Library!  
Please take the time to review this list. Any remaining copies will  
be discarded by DECEMBER 2007.**

### Hawaii LTAP Transportation Library

The Hawaii Local Technical Assistance Program Library is located in Holmes Hall 143A at the University of Hawaii. The library houses over 10,000 transportation-related technical reference materials. Informational and workshop videos may also be found in the library. Reference materials and videos are available to the public and may be borrowed or copied.

Database of all materials may be found on the web at:

Videos -  
<http://hltap.eng.hawaii.edu/video.html>

Publications -  
[www.eng.hawaii.edu/~tlib](http://www.eng.hawaii.edu/~tlib)

Website:  
<http://hltap.eng.hawaii.edu/>

For more information, please contact us at 956-8719.

## A MOMENT IN HISTORY

By C.S. Papacostas, Hawaii LTAP

**W**hen Alex Pascual of the Kauai Dept. of Public Works handed over to Ricardo Archilla of the University of Hawaii a sample of the reclaimed material at the Ala Kinoiki project for testing (see page 1), the two of them were in fact re-enacting a moment in history that happened almost 100 years ago.

In an Aug. 27, 1913 story entitled "Road-Making to be Taught at College," the Honolulu Star-Bulletin reported "much interest is being shown at the present time in road construction, and road engineers are becoming more and more convinced of the necessity for tests on materials to be used for road making." Thanks to Professor Arthur

R. Keller, "the engineering department of the College of Hawaii is now equipped with the most essential machines for work of this order and offers to its senior students a thorough course in practical road-testing work... While not making the work of instruction subservient to research, it has been the aim of the engineering department to cooperate with and render assistance to any in need of engineering laboratory facilities."

At some point, Keller's laboratory was dismantled and another one has not appeared until Ricardo's arrival four years ago.

## Director's Note

by C.S. Papacostas



The catastrophic collapse of the Interstate 35W bridge crossing the Mississippi River in Minneapolis on Aug. 1 brought into sharper focus the state of preservation of our highway system, and its dismal prospects considering the anticipated depletion of the federal Highway Trust Fund by 2009.

In response, Rep. **James Oberstar** of Minnesota, chair of the House Transportation Committee, has proposed a 5-cent-a-gallon increase in the federal fuel tax. Although it has its supporters, the measure will face vehement opposition by those who prefer alternate ways of funding the system.

Many states face the same predicament as well. In their article on long-range planning that begins on page 2 of this newsletter, **Brennon Morioka** and **Robert Miyasaki** explain that HDOT is committed to address this issue head on.

Whatever the outcome of this critical debate at the federal and local levels, it must be reached posthaste.

## Program Manager's Note

by Juli Kobayashi



This year our National LTAP-TTAP Conference was held in Chicago, Illinois and the theme was "Magnificent Miles". It was truly "magnificent" as we were able to attend sessions that gave us new insight on how to improve our program. We met with other LTAP colleagues that were involved with their state's Construction Career Day events and discussed some of the issues that they faced and how to overcome some of them. There was also a fun session entitled, "Failure: a Primary Vehicle to Success", where other LTAP Center staff admitted some of their biggest failures or mistakes. They ranged from using an erroneous title on a workshop announcement to having to build goat houses for a venue that was used for Construction Career Day. We were able to relate to some and hopefully we can learn from all of them. It takes a lot of courage to admit you failed and we are grateful that they shared this with us.

We are a few weeks away from our first Construction Career Day event on October 25 – 26th and appreciate all the passion and enthusiasm that everyone has to make this a success. Look for our follow up article in our next newsletter in December.

\*Hawaiian Connections features scenic pictures from various locations in Hawaii.

In this issue, we are featuring the official flower of the Island of Hawaii, the red ohia lehua, as designated in 1923 by the Territorial legislature. The ohia plant has many forms, from tall trees to low shrubs, leaves round to narrow and blunt or pointed and smooth or woolly. The flowers are red, rarely salmon, pink, yellow, or white. It grows abundantly in wet areas. It was believed that picking lehua blossoms would cause rain. The lehua flower is sacred to Pele, Hawaii's volcano goddess.

## What did YOU think?

*Editor's Note: In this feature, we quote our associates and stakeholders about our activities. This selection, highlights the Implementing Context Sensitive Solutions in Hawaii Peer Workshop held in August.*



"...I would like to thank the Department of Transportation and the Hawaii Local Technical Assistance Program for inviting the Planning Department to participate in the Implementing CSS Peer Workshop. It provided me with a great opportunity to meet with and interact with members of the State Dept. of Transportation in addition to receiving important information about

Context Sensitive Solutions and the Community Impact Assessment process as being used as an integral part of Transportation planning throughout the various parts of the Country..."

Submitted by: **Miles Hironaka**, County of Kauai, Department of Planning.

## HAWAII LTAP ACTIVITIES

Compiled by Gail Ikeda, Hawaii LTAP

We ended the second quarter of 2007 with a series of workshops and informational seminars by **Keith Trimels** of the IDT Group on the Island of Hawaii. Mr. Trimels met with Big Island Mayor, **Harry Kim**, members of the Hawaii County Council and transportation professionals to introduce and discuss Intelligent Transportation Systems (ITS) and how they could be applicable to the County of Hawaii. Mr. Trimels also repeated the very popular workshop “Low-Cost Roadway Safety Improvements” for those unable to attend last year’s session.



Approximately 74 people attended the “Asphalt Roadmap: Ride Your Hot Mix Asphalt to Local Savings” seminar in July.

It was a productive third quarter for our program. We partnered with the Hawaii Asphalt Paving Industry (HAPI) for three one-day seminars, “Asphalt Roadmap: Ride Your Hot Mix Asphalt to Local Savings” on the islands of Oahu, Hawaii and Maui. Participants listened to topics discussing pavement mix type selection, Superpave, Reclaimed Asphalt Pavement (RAP), pavement construction, and joint construction. Be sure to join us again in October for another series of asphalt seminars.

In mid-July, we assisted the Hawaii Department of Transportation (HDOT) Highways Planning Survey Section with 2 half-day sessions of the “Roadview 6 and Roadview Explorer”. Led by instructors **Larry Mattke** and **Ben Redding** of Mandli Communications, participants were able to access and utilize thousands of miles of digital road photolog images and data collected since 2001 through software packages: Roadview Workstation and Roadview Explorer. The material covered in this workshop is available for

viewing at <http://www.roadview.com/hdot/>.

Also in July, together with **Jodi Chew** of the Federal Highway Administration (FHWA) Hawaii Division, we organized the “Environmental Assessments: Discussing Federal and State Processes” seminar. This popular workshop focused on similarities and differences in developing Environmental Assessments (EAs) for the National Environmental Policy Act (NEPA) and the Hawaii Revised Statute 343 (HRS 343).



Instructor **Katiann Wong-Murillo** reviews NEPA basic principles.

The month of August included, “Implementing Context Sensitive Solutions in Hawaii” (see pages 8 & 9 for details) and “Hawaii Strategic Highway Safety Plan (SHSP) Report Back Summit” (see page 3 for details). Also in August we welcomed back **Keith Trimels** for two sessions of the “Human Factors for Transportation Professionals” course. The objective of the course was to have participants recognize that driver and pedestrian factors have an important role in highway design, operations and safety decisions.

For more information on any of these workshops please contact us at (808) 956-9006.



Human Factors for Transportation Professionals workshop.



# HAWAII LOCAL TECHNICAL ASSISTANCE PROGRAM

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The Hawaii Local Technical Assistance (LTAP) is a cooperative program of the University of Hawaii Department of Civil and Environmental Engineering, the Hawaii Department of Transportation, Highway Division, State of Hawaii and the U.S.. Department of Transportation Federal Highway Administration, Hawaii. The LTAP program provides technical assistance and training programs to local transportation related agencies and companies in order to assist these organizations in providing cost-effective improvements for the nation's highways, roads and bridges. Our office is located at:

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The contents of this newsletter do not necessarily reflect the official views or policies of the HDOT, FHWA or the University of Hawaii. The newsletter is intended to convey useful information to the local highway and transportation personnel. Any references to commercial products or organizations are included only for informational purposes and are not intended as endorsements by the Hawaii LTAP.

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