

HAWAIIAN CONNECTIONS

THE HAWAII LOCAL TECHNICAL ASSISTANCE PROGRAM

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

HAWAII DOT CELEBRATES HO`OLAULE`A 2009

By: Brennon Morioka, HDOT

The state of Hawaii Department of Transportation Ho`olaule`a 2009, themed: "Celebrating 50 Years of Hawaii Statehood," came to life with great fanfare this year at Pier 19 at Honolulu Harbor. With 400 employees and their families in attendance, music and entertainment, the event stood out as the year's premier social event.

The Ho`olaule`a is also a time for the DOT to honor some of its most valuable assets through the annual awards presented by the Incentive and Service Awards Committee (ISAC).

Each year, the ISAC, a diverse body of employees and officers of the DOT, takes on the responsibility for evaluating and screening individual employees, managers, and teams within the DOT who have been nominated by their peers. Following is a description of the awards, and of the talented people who took them home:

Director's Awards:

Employee of the Year:

This is the highest departmental award an employee may receive. The purpose of this award is to recognize the ultimate in achievement or service to the Department during the year.

2009's Employee of the Year is **Tad Nakayama**, Engineer V.



Tad Nakayama and Family

Tad works in the Statewide Transportation Planning (STP) office and has been with the DOT for 13 years. He started with STP in October of 2007 and immediately began making improvements to several programs through his self-education and hard work.

As an Engineer V, Tad's job involves managing a variety of programs under the Federal Transportation Administration. Some of his duties include: grant writing, drafting announcements for project solicitations, performing project reviews, ranking and selecting prospective contractors, grant awarding, monitoring/inspecting, staff training, paying out reimbursements, recordkeeping, filing, auditing, and keeping in communication with 29 sub-recipients.

Among other things, Tad was nominated for being dependable, polite, punctual, and unflappable in the face of almost any challenge. He gets along well—not only with his

(Continued on Page 8)

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 Oahu Transit Services, Inc. We look forward to others submitting their devices to be featured in further issues.

Submitted by: Roger Morton, President and General Manager, Oahu Transit Services, Inc.

Invented by: Chad Muranaka

Every bus rider asks the same question everyday, "Where is my bus?" It was the same situation for **Chad Muranaka**, Software Engineer II, Oahu Transit Services, Inc., operator of TheBus. Luckily, Chad works for TheBus in the Information Technology department



and had access to a wealth of data and technology available to him to help him answer this question.

He took the initiative and worked with the data provided by the TransitMaster system to find the bus-by-bus on time performance information and applied it to the stops and scheduled times furnished by the HASTUS bus scheduling system. He then built a user-friendly front end that is accessible via any computer web browser or any web-enabled mobile phone, and the

Honolulu Estimated Arrival (known as HEA) system was born.

HEA is a dynamic, real-time prediction engine that is updated every two minutes to reflect the ever-changing conditions on the roads. It is also very easy to use. You simply enter the street names of the stop you are waiting at. For example, if you are boarding the bus on South Beretania and Punchbowl Streets, just enter "BERETANIA PUNCHBOWL" into the search field (no need to type "and" or "&" or any other characters).

Finally, choose the correct stop from the list of stops that will appear. A list of upcoming bus arrivals will be displayed, showing bus number and route/destination information. If you select a route from the list, only that route will be shown. This is especially useful at stops like Beretania & Punchbowl where a large number of routes provide frequent service.

HEA had been in beta testing for more than five months and was introduced to the public this past August during the Beat The School Jam press conference, by Mayor **Mufi Hannemann**.

As a result of Chad's initiative, users of the HEA system have the ability to make informed decisions on their daily commute and has made riding TheBus a more convenient and enjoyable experience.

TheBusHEA

Find bus stop

S King St + Punchbowl St (Stop: 101)

last update: 8:54 AM

8 CityExpress! WAIKIKI	>
Eastbound	
Bus 902 - Departed	
3 RUGER - Koko Head Avenue	>
Eastbound	
Bus 353 - Departing	
1 KAHALA MALL	>
Eastbound	
Bus 140 - Departing	
20 WAIKIKI BEACH & HOTELS via Airport	>
Eastbound	
Bus 318 - Arriving	
52 ALAPAI TRANSIT CENTER	

Screenshot of Honolulu Estimated Arrival (HEA)

NEWS FROM OUR PARTNERS...

Cement and Concrete Products Industry of Hawaii (CCPI)

By: Wayne Kawano

Specifying ACI Certified Concrete Flatwork Technician

As we continue to see technological advances in concrete materials and in construction tools & equipment we are also raising the level of performance and expectations on the finished concrete product.

The level of owner/agency expectations is much higher today and is reflected in more demanding project specifications. Understandably, new designs are for longer lasting structures.

It's become more evident that concrete finishers must be well-trained and educated in their craft. Owners and construction managers should stipulate that the contractors who bid on their projects demonstrate an acceptable level of expertise and education.



ACI established the Concrete Flatwork Finisher/Technician Certification program which is designed to provide a basis for certifying experienced concrete finishers, alleviate problems related to outdated or improper field practices, upgrade the quality of concrete construction, and prepare the industry for the possibility of mandatory certification.

try for the possibility of mandatory certification.

Progressively, we are seeing more certification requirements in both private and public sector projects; i.e. included in specifications for several national "big box stores" as well as being proposed for DOT Highway projects. Already, ACI 301-95 Standard Specifications for Structural Concrete requires the use of a certified ACI Flatwork Technician or equivalent, as defined in ACI. Locally, as of August 2009, we have 114 certified ACI Concrete Flatwork Technicians in Hawaii.

To achieve ACI Concrete Flatwork Finisher/Technician certification, an examinee must meet the following

requirements:

- Three years (4500 hours) of work experience in finishing concrete flatwork and the successful completion of an alternative performance evaluation based on signed affidavits verifying abilities;
- Passing grade of 70% on the written examination. The exams require knowledge of basic concrete technology; concrete materials and proportioning; proper use of placing and finishing tools; jointing & saw cutting; curing; protection; quality control tests.

Taking the class and/or exam is in itself educational. This is one form of training that makes a positive statement for the contractors, the concrete tradespersons, who are fully supported by the Masons Training Program, and for the agency inspectors as well.

Classes and examinations are available through CCPI, the local sponsoring group for ACI, administering the review classes as well as the examination. For information on planning a session or additional information, please contact CCPI via email: wkawano@ccpihawaii.org or visit the ACI website www.concrete.org/certification.



NEWS FROM O

American Public Works Association Hawaii Chapter (APWA)

By: John Lamer, Vice President

APWA's infoNOW ONLY A CLICK AWAY

For those unaware of the benefits of APWA membership, APWA's infoNOW communities are email networks consisting of public works professionals who share questions, answers and real-life experiences on various public works issues. More information can be found at: <http://www.apwa.net/infoNOW/about.asp>

Here is part of a recent response on trenchless technology:

"There is a variety of technologies available these days along with a choice of materials that one can specify. It has been my experience that the unit cost per foot of utility installed is somewhat higher for a trenchless installation than a conventional "cut and cover" approach. That higher unit cost can be offset by a reduction in cost for restoration and traffic management. One cost not easily measured is cost of social disruptions that can occur with a traditional "cut

and cover" project.

There are a couple of cautions that should be considered when using trenchless technologies. First, knowing the size and location of the other existing utilities is very important so as to avoid as many utility strikes as possible. A good subsurface utility investigation (S.U.E.) is usually worth the time and effort. In certain circumstances we've used "potholing" or vacuum excavation to expose existing utilities to determine depth and location.

The second item of caution is to be aware that soil conditions should be investigated as this can affect the decision to use a trenchless technology. The presence of rock, cobbles or a high water table, etc. are some of the data we might consider."



Structural Engineers Association of Hawaii (SEAOH)

By: Ian Robertson, Past President

The Structural Engineers Association of Hawaii has been active in a number of arenas over the past year. The organization regularly sponsors or co-sponsors seminars, workshops and webinars on various topics related to structural engineering practice in Hawaii. Topics have included post-disaster safety evaluation of buildings, concrete durability, mechanically stabilized earth, earthquake protection systems, masonry design, welding and current code design provisions for wind and seismic loading.

SEAOH maintains a list of over 65 members who have volunteered for post-disaster building evaluation for State Civil Defense. These members have taken training courses in either hurricane or seismic damage assessment, and can be contacted by SCD to provide assistance as needed.

SEAOH also has a number of members who are active on State Civil Defense earthquake and hurricane advisory committees. In addition, **Gary Chock** has represented SEAOH on the State Building Code Council which has just completed development of the first ever statewide building code for Hawaii. This comprehensive code will incorporate the current IBC 2006 building code along with current fire, mechanical, electrical and other codes. Within a few years, this state code will become the official building code in all counties, ensuring equal design standards against natural hazards throughout Hawaii.

More information can be found at: <http://www.seaoh.org/>



UR PARTNERS (cont)...

Hawaii Asphalt Paving Industry (HAPI)

By: *Bart Lungren, Director*



The Green Aspects of Asphalt Pavements

Recycling of Asphalt Pavement: Background

Much has changed in Hawaii, as well as the Mainland since the Nation's first Earth Day in April 1970. Americans are now recycling 28 percent of products in the municipal solid waste stream, and here in Hawaii the percentages are increasing yearly. For some industrial products, such as paper and plastics the recycling rate is much higher, and reclaimed asphalt pavement (RAP) leads all. Nationwide, RAP is recycled at 80 percent. In fact, the hot mix asphalt paving industry recycles approximately twice the tonnage of asphalt pavement as the amount of recycled paper, glass, plastic and aluminum combined.

How it works:

The Federal Highway Administration estimates that 100 million tons of asphalt pavements are "milled" off of roads during re-surfacing and widening projects each year. Of that, 80 million tons are reclaimed and reused as part of the nation's roads, roadbeds, shoulders, and embankments. For road surfaces, studies have determined that asphalt mixes containing up to 20 percent reclaimed asphalt pavement have performed well in Hawaii. Even higher percentages, up to 40 percent, can be used successfully in lower base layers and with new technologies available in Hawaii, such as Warm Mix Asphalt (a green technology), the percentages could be even higher.

Additionally, engineers have determined that the asphalt pavement industry can make economical use of other waste products, such as old tires, roofing shingles, and glass, to make asphalt pavement, therefore saving Hawaii precious resources. The Hawaii Asphalt Paving Industry (HAPI) is involved in the development and research of using these waste streams in conjunction with our counterparts on the Mainland. In Hawaii, the use of old tires, roofing shingles, and glass may have better alternative uses rather than in our pavement. HAPI encourages the "best and highest use" of these alternative waste streams and is engaged in educating the community on these options.

Major advantages:

Recycling asphalt pavement makes both environmental and economic sense. Reclaimed asphalt constitutes a "treasure trove" of pre-processed road-building materials. The use of recycled asphalt pavement has grown widely in Hawaii, reducing the use of virgin materials and helping to preserve landfill space. Highway agencies and taxpayers benefit because recycling stretches tax dollars, allowing more roads to be kept in better condition. Hawaii's paving industry is proud of their track record in helping keep our environment green.

For more information, please contact HAPI at blungren@hawaiiasphalt.com

Hawaii Procurement Institute (HPI)



SAVE THE DATES

October 20, 2009 8:00 a.m. - 3:00 p.m.

Covers several procurement policy issues. Speakers will present papers to stimulate discussion on the topic. (Continental breakfast and lunch provided)

November 12, 2009 8:00 a.m. - 3:00 p.m.

Discussion on labor standards, issues which impact federal and state contracts. (Continental breakfast and lunch included)

December 8, 2009 5:30 p.m. - 9:30 p.m.

Discussion on federal and state protest and dispute resolution processes. Instructors will be Professor **Danielle Conway-Jones**, **Terry Thomason, Esq.** and **Elizabeth Haws Connally, Esq.** (Dinner provided)

All events will be held at Hale Koa Hotel. Seating is limited. Registration due **no later than 14 days prior** to event. Registrations **will not** be processed without payment.

For more information or a registration form please email HPI at: hpoinstitute@gmail.com.

NEWS FROM OUR

People's Advocacy for Trails Hawaii (PATH)

By: Laura Dierenfield, Executive Director



Complete Streets Becomes Law in Hawaii

Hawaii achieved a major milestone in transportation policy this past legislative session with the passage of SB718, Hawaii's Complete Street Law. Complete Streets is a term used to describe roadways that accommodate all types of users, including pedestrians, bicyclists, motorists and transit users. The Law requires that transportation agencies at the state and county level "shall adopt a complete street policy that seeks to reasonably accommodate convenient access and mobility for all users of the public highways...." The law applies to new construction, reconstruction and maintenance of roadways. There are four notable exceptions: prohibited use, excessive cost, sparseness of population, and safety risk.

The legislation calls for a temporary task force to review existing state and county highway design standards and guidelines for the purpose of making recommendations for updates and revisions to design standards, guidelines and policy manuals that conform to the new law in a way that provides consistency for all roadway users in each county across the state. Members of the Task Force will be selected by the director of transportation and will include: HDOT, DOH, each County DPW, Honolulu DTS, Hawaii Bicycling League, PATH (Peoples Advocacy for Trails Hawaii), AARP Hawaii, Highway Users Alliance, UH Dept of Urban Planning, Developers, FHWA, and other interested parties. CH2M Hill has been selected to help convene the Task Force.

Complete Streets policies are present in at least 10 other states, however implementation has been a challenge for most states. The Task Force approach set forth in SB718 is intended to be a collaborative effort to ensure that a diverse and engaged stakeholder group can work together to implement the new law in a way that provides a safe, consistent and cost-effective means of maintaining and growing Hawaii's transportation network in a socially, economically and environmentally sustainable way.

The Task Force will need to produce an interim progress report to the legislature no later than 20 days prior to the convening of the regular session in 2010 and produce a final report to the legislature prior to the convening of the regular session in 2011.

Designing Complete Streets Hawaii Style:

One common misconception about complete streets is that people think it is an automatic trigger for sidewalks, curb and gutter. The key is to think of Complete Streets in a context-sensitive framework. Complete Streets in rural communities in Hawaii can be achieved using "Stabilized Shoulders" – a treatment used in repaving where the shoulder is extended up to 8 feet at a 2% grade. This allows for emergency pull off for cars as well as an area for pedestrians and bicyclists to use. Stabilized Shoulders are a useful tool for rural Hawaii communities in order to achieve complete street design when funding for sidewalks is not possible.



Before the Shielded Bikeway

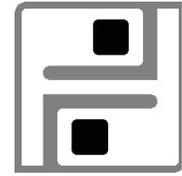


After the Shielded Bikeway

PARTNERS (cont)...

Engineers and Architects of Hawaii (EAH)

By: Gary Yamamoto, EAH Secretary



EAH Elects New Officers

The Engineers and Architects of Hawaii (EAH) Association has elected its officers for 2009-10. They are President **C. S. Papacostas**, University of Hawaii Professor and LTAP Director, First Vice President **Aaron Erickson** of **Wiss Janney Elstner Associates**, Second VP **Andy Keane** of Oceanit, Treasurer **Tit Mun Chun** (ret.) of the Hawaii Department of Transportation and M&E Pacific, and Secretary **Gary Yamamoto**, an engineering consultant.

Having been established in 1902 and originally known as the Honolulu Engineering Association, EAH is the oldest professional association of its kind in Hawaii. Its first president was **Alonzo Gartley**,

manager of Hawaiian Electric Co., who later served on the Board of Regents of the College of Agriculture and Mechanical Arts that eventually became the University of Hawaii. Gartley Hall on the Manoa campus is named in his honor. Notable past presidents include Honolulu Mayor **Johnny Wilson**, and respected architects **C.W. Dickey**, **Vladimir Ossipoff** and **Alfred Preis**.

EAH holds luncheon meetings every Friday at the mezzanine meeting room at the Fort Street Grill in the Ewa Tower (Topa) of the old AmFac Building (745 Fort Street Mall). For more information, visit: <http://eahawaii.googlepages.com/>

A MOMENT IN HISTORY

By C.S. Papacostas, Hawaii LTAP

“CITY TO BUILD NO SIDEWALKS...”

said the July 6, 1910 issue of the Pacific Commercial Advertiser. This was in response to **Marston Campbell**, the Territory's Superintendent of Public Works, who requested that the Honolulu Board of Supervisors (now the City Council) construct concrete sidewalks near schools, “particularly the Central Grammar and the Royal School premises.”

However, “the board of supervisors decided that the school grounds are the property of the Territory and therefore, if sidewalks are to be laid in front and around them, the expense should be borne by the Territory.” This decision was partly based on the recommendation of **First Deputy City Attorney Milverton** who examined the applicable laws, in this case “Sections 731 to 736 inclusive of the

Revised Laws of the city and county.”

Milverton pointed out that the Superintendent of Public Works “may require owners of land to construct sidewalks,” but in this case the order should properly be directed to the Territory rather than the City & County.

As the newspaper put it, “and the board smiled a broad smile for they saw a loophole to get out of putting sidewalks down for taxpayers to tread on more comfortably than the old rutty, quagmire dirt walks.”

Hopefully, contemporary “complete streets” approaches can minimize the jurisdictional battles that resulted in the inactivity of 1910.

What did YOU think?

Editor's Note: In this feature, we quote our presenter at our “Collaborative Leadership” workshop by the Hawai'i Department of Transportation (HDOT).

I have done hundreds of workshops over the years and have worked with many different people to organize these events. Before these workshops, I provide detailed instructions about what I require to be successful and have high expectations that they will be responsibly followed. In this way, I try to anticipate all my needs in advance so that during the workshop I can focus on the group and adapt activities, as appropriate, to meet the needs of participants.

The [LTAP] team that helped me to organize the “Collaborative Leadership Workshop” for the Highways Division exceeded my expectations.

Submitted by: **Donna Ching**, Instructor



HAWAII DOT CELEBRATES HO‘OLAULE‘A 2009

(Continued from Page 1)

co-workers—but with outside agencies in all sectors and never backs away from any task.

Manager of the Year:

The purpose of this award is to recognize the manager's outstanding service(s) to the Department during the year.



Martinez Jacobs (middle) receiving his award

The 2009 Manager of the Year is **Martinez R. Jacobs**, Airports Fire Chief.

Chief Jacobs has been with the State for 31 years, and has been Fire Chief for over 20 years.

Martinez is responsible for the 15 airport fire stations throughout the State of Hawai'i and has always striven to achieve top notch firefighting teams that are able to handle any airport emergencies should they arise.

One of Martinez's most significant contributions has been his involvement in providing professional assistance and advice in Aircraft Rescue and Firefighting (ARFF) training to airports in Guam, the Marshall Islands, Saipan, Palau, and Yap. Working with the Federal Aviation Administration (FAA), Martinez was responsible for developing each island's individual Airport Emergency Plan, conducting training and emergency response drills, and providing after-action reports for airport readiness improvements.

Chief Jacobs' outstanding work has earned him various awards and recognitions from several island nations and from the FAA. His superior work ethic and professional dedication are greatly appreciated by his supervisors and co-workers.

Team of the Year:

This award recognizes a group of two or more employees in a work unit, or a cross-functional group, that pools skills, talents, energy and knowledge to work together toward a common goal that supports the Department's mission and vision; and, who has demonstrated outstanding and exemplary work performance.

The 2009 Team of the Year went to Oahu District Maintenance Branch, Harbors Division: **Dennis Takayesu**,

Elmer Hirano, Rodney Yamane, Florence Ito, Jackie Ferguson-Miyamoto, Mario Argones, Derek Buendia, Albert Castro, Robert Gayer, Dean Ibana, Nelson Kaloa, David Markle, Semala Maulupe, Jon McKee, Jeffrey Mun, Clayton Niibu, Clyde Nishigata, Clifford Ontai, Antonio Paguyo, Peter Pruski, Raymond Saito, Patrick Santos, Sr., Layne Sunada, Gary Takata, Myles Umeda, Guy Yoshida, and Michael Felix.

On a daily basis, the maintenance team performs various duties around Honolulu Commercial Harbors, such as repairs and general maintenance of vehicles, heavy equipment, structures, piers and wharfs, roadways and grounds, cooling and sewage systems, plumbing, electrical systems, and painting. Field operations are backed up by an office staff that is responsible for processing the district's procurements and storekeeping, and for ensuring compliance of various state and federal regulations and laws.

In 2008, this team had to take on many harbor security-related projects in addition to its regular duties due to time restrictions which limited their use of contractors. The team demonstrated creativity, initiative and leadership to accomplish everything asked of it, quickly and efficiently.



Oahu District, Harbors Division

The DOT faces growing challenges every year and in light of the economic climate, reduced revenues, budget restrictions while seeing the demands by the public continuing to grow, our employees have always been up to the challenge as those who truly serve the public. And amongst all of our hard working and innovative staff, it is always a gratifying thing to see that the number - and quality - of DOT employees who managed to rise above their job normal duties and be nominated by their peers. Choosing just three winners out of all of the nominees representing so many different offices throughout the DOT was no easy task for the ISAC. Still, the challenge the ISAC committee faces each and every year reminds us of how many dedicated co-workers and teammates we have amongst us.

HAWAII LTAP ACTIVITIES

Compiled by Gail Ikeda, Hawaii LTAP

Our third quarter began with a half-day seminar, “Avoiding and Dealing with Construction Claims: A government lawyer’s perspective”. Speaker **Jack Rosenzweig**, a retired Attorney General for the State of Hawai‘i, addressed the audience on the rights, duties and obligations of each side to the construction contract. He also used a banquet setting to illustrate various principles such as change work, extra work, unit prices, and delays. Due to a large number of positive responses we plan to repeat his seminar in early November.



Jack Rosenzweig speaking at “Avoiding and Dealing with Construction Claims”

In August, we held a one-day workshop entitled “Achieving Win-Win Transportation Solutions” together with our partner, the Peoples Advocacy for Trails Hawai‘i (PATH). **Todd Litman**, from the Victoria Transport Policy Institute, discussed the concepts and policies related to healthy community planning. He also delved into transportation and land use policy reforms including more comprehensive policy and project evaluation, multi-modal planning practices, cost-benefit analysis and fast growth policy reforms.



Todd Litman speaking at “Achieving Win-Win Transportation Solutions”

Continuing in August we held a “Bridge Inspection Refresher Course”. This three-day class refreshed participants with the skills of practicing bridge inspectors in fundamental visual inspection techniques. They also re-established proper condition and appraisal rating practices and reviewed the professional obligations of bridge inspectors.

At the end of August we welcomed **Donna Ching**, who led a two-day “Collaborative Leadership” workshop. This leadership training program for HDOT Branch Managers and District Engineers focused on the importance of developing strong relationships that help to create a community with a shared perspective and common goals and purpose. They also identified the group’s core values and how to articulate them.



Donna Ching speaking at “Collaborative Leadership”

Our fall quarter ended with our much anticipated “Annual Superintendent / Overseers Conference” hosted by the County of Hawai‘i. Be sure to read our next issue for highlights of this year’s conference.

For more information on any of these workshops and our upcoming workshops, please visit our website at:

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

Director's Note

by C.S. Papacostas



This year's national LTAP conference was held in downtown Pittsburgh, PA, on the last week of July.

For me, it was a homecoming of sorts as I completed my graduate work at nearby Carnegie-Mellon University. Even though I had spent several years there, this was the first time that I visited the remnants of the Fort at the Three-River "Golden Triangle" where the Allegheny and Monongahela Rivers merge into the Ohio. During my earlier stay, "several" decades ago, my mind was occupied by studies, examinations, and other academic endeavors, I suppose!

At the conference, I was asked to be a member of a panel of four that addressed the issue of advisory boards and outreach efforts by individual LTAP centers. I was surprised to see an overflow audience for the session, but having participated in it, I realize how important the topic was to other centers, especially those with new directors and program managers. Our practice of having both an advisory board at the macro level and a smaller and more nimble executive board at the micro level seemed to me to have made an impact, and I will not be surprised if other centers followed our lead. At the same time, I noted lessons learned by other centers that could improve our operations.

As a continuing member of the traffic and work zone safety group, I participated in discussions about the organization's involvement in this high priority subject. Of particular interest was the topic of integrating local governments into statewide activities and taking full advantage of nationally available resources.

A third major thrust at the conference was the issue of implementing "distance learning" and "on-line training" approaches where applicable to improve the effectiveness of our technology transfer and knowledge delivery efforts. We are now carefully examining all the techniques that are available to us to meet this goal.

Other items covered at the conference included funding opportunities, media relations, and most importantly numerous exchanges among those attending.

Program Manager's Note

by Juli Kobayashi

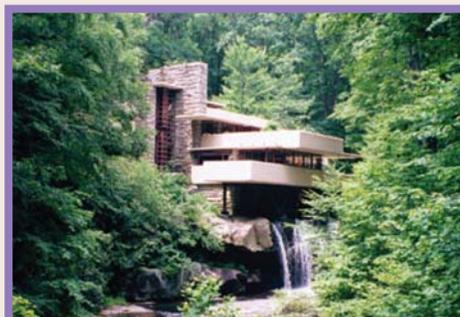


*At this year's National LTAP-TTAP Conference, the Hawai'i LTAP was recognized for two significant activities. First, we were acknowledged for our wonderful newsletter and the way it really entices the readers to "dive in" with our beautiful pictures of Hawai'i which changes in every issue. We would like to thank **Gail Ikeda** our Program Assistant for the great job she does as well as our Student Assistant **Ryan Saruwatari** who also helps to put it together.*

*Next one of our Better Mousetrap entries received national recognition at an award presentation for a mobile pump that can be used for flooding. We would like to congratulate **Jordan Canha** for submitting his "Suck 'Em Dry Moloka'i" invention (see Winter 2007 issue).*

*Also at the conference we attended a session entitled, "How Centers Are Succeeding With Online Training and the Lessons They are Learning". **Terry McNinch** from the Michigan LTAP Center demonstrated how it is done at their center with an actual live video presentation. It was truly an eye opener to find out how many personnel it may take to conduct a successful online video training session. This is something that we would like to begin doing in the future to better accommodate our participants on the neighbor islands.*

*After the conference was over, I had an afternoon free to visit some sites around Pennsylvania. One of the most beautiful places that I visited was Falling Water, the Kaufman home that was designed by **Frank Lloyd Wright**. What was incredible to me was that he designed it over this gorgeous water fall that appears to flow right through the house. There is even a glass door in the living room that leads down these stairs that go into the water below. If you ever travel to Pennsylvania, this is truly a site to see!*



Falling Water

**Hawaiian Connections features scenic pictures from various locations in Hawaii. (Photos courtesy of Program Manager, Juli Kobayashi)*

In this issue, we are featuring pictures from the beautiful island of Maui. The front displays a gorgeous Maui sunset taken from Kaanapali and the back, the lavender fields.

DAILY LABOR REPORT – OLD TOOL, NEW USES

By: Melanio Lorenzo, County of Hawaii

Background:

In 1974, the County of Hawaii hired the services of a consultant to do a survey and identify how “resources should be applied to improve operations” in its Department of Parks and Recreation and the Bureau of Road Construction and Maintenance, now named Highway Maintenance Division.

The following operational improvements were considered during the survey ¹:

- Improved maintenance methods
- Work simplification
- The use of standards for assigning work and controlling work
- The development of additional information to improve the process of assigning work
- Personnel training
- Reassignment of duties or modification of the organizational structure.

Fast forward to 1986:

Resulting from the survey is the development of the Daily Labor Report (DLR) and the Activity Codes (AC) by the Highway Maintenance Division.

The DLR consists of sections for 1) labor to account for hours and costs, 2) equipment to account for hours and cost and 3) materials to account for quantity and costs. The Activity Codes are used to specifically identify the jobs on the labor reports. For example, job code 240 as noted on the DLR is defined as Road Inspection and Patrol on the Activity Codes.

All daily work performed by the Highway Maintenance Division’s Operating Districts are recorded on the Daily Labor Reports.

Old Tool-New Uses:

The Daily Labor Report is still very much in use for the purpose in which was initially developed: to quantify labor hours and costs, equipment hours and costs, material quantity and costs. The resulting accumulated data

are then used to analyze job performance and related job costs.

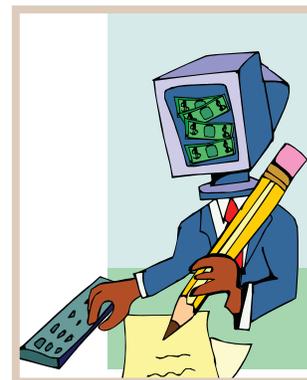
The Daily Labor Report has evolved and is now used in financial reporting for disaster claims. Because it contains the required information such as employee names, employee hourly rate, equipment number (to identify equipment type) and hourly rate, materials and costs and, the Daily Labor Report is Highway Maintenance Division’s supporting documentation for its disaster reimbursement claims. A worksheet summary of the Daily Labor Reports for a disaster event is an acceptable substitution for these FEMA forms:

1. Force Account Labor Summary Record
2. Force Account Labor Summary Record
3. Materials Summary Record

The worksheet summary also contains information used to classify the costs into two FEMA categories of reimbursable costs: Category A – Debris Removal and Category B – Emergency Protective Measures

Lastly - Being Prepared for a Declaration:

In anticipation of a disaster event, the Highway Maintenance Division immediately starts summarizing costs from the Daily Labor Reports for its pre- through post-disaster activities and continuously updates the cost summary as additional costs are incurred. Having this immediate information allows the Division to provide to the County Administration the financial information needed to declare a disaster.



¹ Arthur Young & Company: “A Proposal to Conduct a Survey to Identify Potential Improvements in the Maintenance of the Department of Parks and Recreation and the Bureau of Road Construction and Maintenance,” January 15, 1974.

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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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