

HAWAIIAN CONNECTIONS

THE HAWAII LOCAL TECHNICAL ASSISTANCE PROGRAM

VOLUME 9, No. 4

WINTER 2007

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

HAWAII'S FIRST CONSTRUCTION CAREER DAYS EVENT

"CREATING OPPORTUNITIES FOR HAWAII'S YOUTH"

By Juli Kobayashi, Hawaii LTAP

An educational opportunity is sweeping across the nation and we caught the wave with our very first Construction Career Days (CCD) event on October 25 & 26, 2007 at Honolulu Community College. More than 700 Oahu high school students from 23 different schools were introduced to the construction industry and the many job opportunities available. This successful event offered the students educational displays and hands-on experience with construction equipment, materials and services. The students experienced three areas: Educational Exhibits, Construction Trades and Heavy Equipment.



Students enjoy the mini building block game at the Kiewit exhibit booth.

involved in construction.

A few examples in the exhibit area included:

The National Association of Women in Construction which provided the female students with an awareness of various opportunities that exist and the growing number of females involved in the construction industry.

Construction companies like Kiewit involved the students in a fun mini building block game and even received the names of students interested in

a future employment opportunity.



College of Engineering's Mini Baja.

The University of Hawaii's College of Engineering showcased their Mini Baja vehicle, concrete canoe and steel bridge. This exposed students to the importance of engineering in the production of various objects and stimulated their interest in pursuing an engineering degree.

The Educational Exhibits consisted of construction companies, engineering firms, government agencies, university institutions, and construction organizations. There were many interactive displays that involved the students in fun and challenging games as well as exposing them to the different organizations

involved in construction. A few examples in the exhibit area included: The National Association of Women in Construction which provided the female students with an awareness of various opportunities that exist and the growing number of females involved in the construction industry. Construction companies like Kiewit involved the students in a fun mini building block game and even received the names of students interested in a future employment opportunity. The University of Hawaii's College of Engineering showcased their Mini Baja vehicle, concrete canoe and steel bridge. This exposed students to the importance of engineering in the production of various objects and stimulated their interest in pursuing an engineering degree.

In the Construction Trades area students

(Continued on Page 6)

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 Hawaii Department of Transportation Maui District. We look forward to the othes submitting their devices to be featured in future issues.

Submitted by: Paul Chung, Hawaii Department of Transportation, Highways Division, Maui District
Invented by: Jordan Canha

One man's junk is another man's treasure. This old adage is very true and it doesn't hurt if you have the skills and resourcefulness to create a real gem. Maui District Highways Division recently fabricated the "Suck'em Dry Molokai" all-weather, portable hydraulic pump. This "Frankenstein" was created using a demolished variable message board sign as the trailer base, a used motor from a disposed herbicide sprayer, old sign posts, and old highway signs. The only new parts used are the pump, hoses and fittings, gas tank and muffler.

Bridge Maintenance Worker **Jordan Canha**, cut, bent, hammered and welded the surplus materials to create this all-

weather work-horse. This pump is light, versatile, can be towed using a small pickup and can run in the worst inclement weather because of its vented, enclosed shell.



Front and back view of the "Suck'em Dry Molokai" with **Jordan Canha**.

Don't let its "show room" good looks fool you, it's equally as functional. This motorized "sponge" is outfitted with a rebuilt four-stroke, 8-horsepower, gas-operated, automatic ignition Briggs and Stratton motor that can pump 300 gallons per minute!

This pump is destined for the Island of Molokai. The Molokai Maintenance crew has long been burdening other agencies by borrowing their pumps during the rainy periods for flooding in the low-lying areas of Kamehameha V Highway. Bring on the rain!!

Better Mousetrap?

Have you or one of your co-workers built a better mousetrap recently? A modified gadget? An improved way to do a job? Please let us know about it. The best entries will be featured in a future issue of Hawaiian Connections.



Your name and phone number:

Inventor's name and phone:

Invention:

Please fax this form to (808) 956-8851.

HAWAII DEPARTMENT OF TRANSPORTATION'S SAFE ROUTES TO SCHOOL PROGRAM

By Brennon T. Morioka and Laura Manuel, Hawaii DOT

The State of Hawaii Department of Transportation (HDOT) is embarking on a mission to encourage more children to walk and bike to school. The objective seems simple but fewer than 15% of students walk or ride their bikes. That's down from approximately 50% who walked and biked to school in 1969. The HDOT hopes to reverse this trend by establishing the Safe Routes to School (SRTS) program by providing more attractive options for school children to get to and from school.

The SRTS program is a coordinated action plan being implemented nationwide. The program utilizes education, engineering and enforcement strategies to help make routes safer for children. Incentive programs can also be established to encourage participation. More than \$600 million over five years is available nationwide through federal grants for infrastructure and non-infrastructure projects. The funds were provided through the 2005 SAFETEA-LU federal transportation bill.

SafeRoutes

National Center for Safe Routes to School



Successful SRTS programs involve the entire community and are customized to address the unique challenges and needs of the area. Results can only be achieved when parents, children, school officials, law enforcement officers, community leaders, and transportation professionals work together to identify issues and develop solutions.

Safe Routes to School empowers communities to create safer environments for not just children, but for all pedestrians and bicyclists. The program also encourages people to become more active and rely less on their cars. Fewer cars can lead to a reduction in traffic congestion and improved quality of life.

HDOT met with interested agencies this past summer and distributed applications in August. Applications were due on October 31, 2007 and staff is currently reviewing the

completed applications. HDOT plans to award the grants to winning applicants in February 2008.

The following are details of Hawaii's SRTS grant selection criteria:

- \$1.00M (FY05), \$1.00M (FY06), \$1.00M (FY07), \$1.00M (FY08), \$1.00M (FY09)
- 100 percent federal share – no local funding match required; reimbursement grants
- Eligible applicants include state, local and regional agencies, including nonprofits, schools (both public and private), and Parent Teacher Associations
- 70 percent of funds must be dedicated to infrastructure projects and 30 percent for non-infrastructure projects
- Primary beneficiaries must be K-8 students
- Infrastructure projects must be within two miles of a school and on public property or private land with legal public access easements
- Competitive grant program administered by Hawaii DOT
- Award recipients must comply with stringent federal and state funding requirements

Infrastructure projects must reduce speeds and improve pedestrian and bicycle safety and access. Examples may include:

- Sidewalk improvements: new sidewalks, sidewalk widening, sidewalk gap closures, sidewalk repairs, curbs, gutters, and curb ramps
- Traffic calming and speed reduction improvements: roundabouts, bulb-outs, speed humps, raised crossing, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full- or half-street closures, automated speed enforcement, and variable speed limits
- Pedestrian and bicycle crossing improvements: crossings, median refuges, raised crossing, raised intersections, traffic control devices (including new or upgraded traffic signals, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, and pedestrian activated signal upgrades), and sight distance improvements
- On-street bicycle facilities: new or upgraded bicycle lanes, widened outside lanes or roadway shoulders, geometric improvements, turning lanes, channelization

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NEWS FROM OUR PARTNERS...

Cement and Concrete Products Industry of Hawaii

By Wayne Kawano, CCPI of Hawaii President



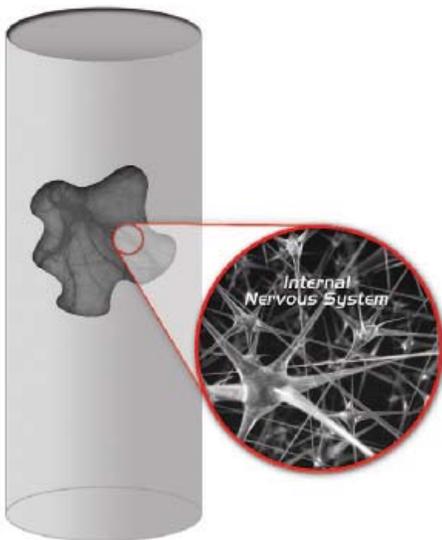
Future Structures with Nanocrete?

When we look back at the progress of concrete technology over the last couple of decades, we're intrigued with the possibilities for the future. Advancements in chemical technology have developed concrete materials to new levels of performance.

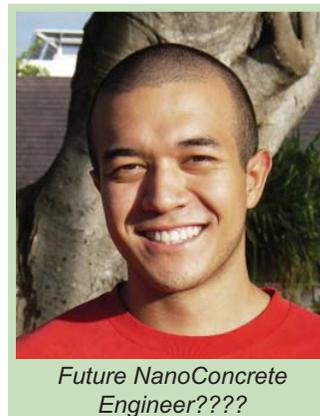
Nanotechnology will take concrete to the future. It's only the beginning as we embark on new developments with 'nanocrete'. Here's an excerpt by Oceanit, recently presented at CCPI Annual Meeting in October.

of times smaller than the width of human hair. When mixed into concrete, they form an internal nervous system that can sense tension, compression, and fracture.

The applications of 'smart' NanoConcrete are unlimited and include wireless monitoring for vehicle location and weight, vibration, and structural health. To watch video clips or read more about Nanoconcrete, visit www.oceanit.com and search nanocrete or nanotechnology. The possibilities are amazing!



Nanocrete is Oceanit's solution for monitoring concrete structures. The admixture is made using Carbon Nanotubes (CNT) which give their extraordinary mechanical, electrical, and thermal properties to the material they are incorporated with. CNTs are perfectly shaped tubes with a diameter that is tens of thousands



Future NanoConcrete Engineer????

CCPI extends its congratulations to **Garon Nobriga** recipient of the 2007 CCPI **John S. Farmer** Scholarship Fund for a UH Civil Engineering student. CCPI continues its support of the University of Hawaii, Civil & Environmental Engineering Department, working towards the development of future engineers for the State of Hawaii. Well done Garon!

Best wishes for a Happy New Year!

Institute of Transportation Engineers

By Don Hamada, ITE of Hawaii Vice President



Each year, National Engineers' Week celebrates the achievements of engineers. The Hawaii Council of Engineering Societies (HCES) is proud to showcase the accomplishments of its local engineers and students.

From February 17-23, 2008 at Pearlridge Shopping Center, we will feature a symposium of exhibits and activities that exemplifies engineering creativity.

HCES needs your help to leverage a spectacular display of broad-based, informative, and relative topics. Possible project lineup include: how rock slides are contained; how the Aiea

Heights pedestrian bridge was quickly replaced; how red light running violation cameras work; how construction cranes are removed once the building is completed; how traffic signs and markings are made brighter; how microtunneling works; and so forth. You probably can come up with superior ideas by contributing your project information.

Please send your request-for-projects (RFP) ideas to **Don Hamada** at dhamada@honolulu.gov by January 15, 2008. ITE can assist in developing your ideas or projects for the display.

HAWAII DOT'S SAFE ROUTES TO SCHOOL PROGRAM (Continued from Page 3)

and roadway realignment, traffic signs, and pavement markings

- Off-street bicycle and pedestrian facilities: exclusive, multi-use bicycle and pedestrian trails and pathways that are separated from a roadway
- Secure bicycle parking facilities: bicycle parking racks, bicycle lockers, designated areas with safety lighting, and covered bicycle shelters

Planning, design and engineering expenses, including consultant services, associated with the development of infrastructure projects are also eligible for grants.

SAFETEA-LU specifies that eligible non-infrastructure projects include initiatives that encourage walking and bicycling to school. Examples may include:

- Creation of promotional and educational materials
- Costs to develop a SRTS study or plan
- Bicycle and pedestrian safety curricula
- Training, including SRTS training workshops that target school-and community-level audiences
- Modest incentives for SRTS contests that encourage more walking and bicycling
- Photocopying fees, cost of duplicating CDs and DVDs, printing and mailing costs
- Substitute teacher pay, if needed, to cover for faculty attending SRTS functions during school hours
- Costs for additional law enforcement or equipment

needed for enforcement

- Equipment and training needed for establishing crossing guard programs
- Stipends for parent or staff coordinators, used to reimburse volunteers for materials and coordination efforts.
- Cost to employ a SRTS program manager, who runs the program for an entire city, county or an area-wide division that includes numerous schools
- Consultant costs (either nonprofit or for-profit) to manage a SRTS program.

What communities, schools, and others can do to begin the application process?

- Identify community partners and form a local SRTS team
- Devise a plan
- Inventory and prioritize needed improvements using the Walkability and Bikeability Checklists as well as parent and student surveys
- Determine shortcomings in existing pedestrian and bicycle safety education
- Start encouragement programs like Walk and Bike to School Day

For more information on the Safe Routes to School Program, contact **Laura Manuel**, State Safe Routes to School Coordinator, at 808-692-7695 or visit <http://safety.fhwa.dot>.

A MOMENT IN HISTORY

By C.S. Papacostas, Hawaii LTAP

According to "Firsts and Almost Firsts in Hawai'i" by Robert C. Schmitt "the first automobiles appeared in the streets of Honolulu on October 8, 1899, the date on which both **Henry Baldwin** and **Edward D. Tenney** took possession of their newly arrived vehicles... Both cars were described as Wood electrics."

On its Dec. 19, 1908 issue, the Hawaiian Star listed, by make, a total of 309 cars as owned by residents of Hawai'i. On Sept. 9, 1911, the same newspaper offered the "Latest List of Licensed Automobiles" by owner and vehicle make: The number was up to 792!

Along with cars came a search for "permanent pavements," as they were described at the time. One such effort was explained in Thrum's "Hawaiian Almanac and Annual" of 1917:

"As a practical test of road construction the engineering department

of the College of Hawaii, under the superintendence of Prof. J. L. Young, has constructed a stretch of road work connecting Metcalf street with Maile Way, giving entrance to Manoa Valley, in which 400 feet lengths each of plain concrete, with concrete curbing; reinforced concrete with twelve-inch mesh and cut lava rock curbing; crushed coral on a coral rock base; asphalt macadam, and a shorter section of Warrenite, all of which has [sic] been done in accordance with expert modern engineering theories. This sample of road building, through legislative appropriation, constructed for a comparative demonstration of wearing quality on equal traffic conditions, will help solve a serious problem, and aid our city fathers to meet the demand for good roads..."

Warrenite, by the way, was one of several proprietary asphalt concrete mixes that had been patented in the U.S.

HAWAII'S FIRST CONSTRUCTION CAREER DAYS EVENT (Continued from Page 1)

observed demonstrations and participated in hands-on activities with 12 different trades which included floor layers, glaziers, electricians, carpenters, laborers, painters, masons, plumbers, sheet metal workers, roofers, tapers and elevator constructors.

This exposure to the many different skilled trades helped the students realize the importance of a high school diploma and how essential it is to prepare for the future.

Honolulu Community College was the perfect backdrop for the trades because of their Apprenticeship Training Program which provides related classroom instruction for persons who are apprenticing in the building and construction industry.

Hawaii's CCD event opened a lot of the students' eyes to the limitless possibilities that are out there for them. The shortage of skilled labor in the construction industry is compounded since the baby boomers are retiring in increasing numbers and it is difficult to attract youths to the industry.

The Heavy Equipment area was truly a fun and exciting spot for the students. They gained a real hands-on experience with over 30 pieces of heavy equipment which included skid loaders, backhoes, boom trucks, excavators, dump trucks and aerial lifts. They were also able to operate a crane simulator used by the Operating Engineers, Local 3 in their training programs.

The equipment distributors and construction firms which donated the use of their equipment for the two-day event really helped expose the students to this industry. The display of enthusiasm on their faces when they were on the equipment is worth all the effort that was put into this event. An interesting point that the operators stressed to the students was their attendance in school. Many of the seasoned operators pointed out the importance of having a good record of attendance when you are being selected for the any apprenticeship program.

To safely expose the students to all the activities, they each received a hard hat, safety goggles and earplugs to wear at the event. This also identified and allowed the groups to move smoothly throughout the three different demonstration areas.

Hawaii's first CCD event was sponsored in part by the Hawaii Department of Transportation, Hawaii Local Technical Assistance Program, Federal Highway Administration, the trade and labor organizations, private construction companies, banks and many more. We would like to acknowledge all the committee members that made our first event such an outstanding success. All of the students were thrilled with the event and we are pleased that that we gave them a better insight to their future.



Experiencing the construction industry trades and heavy equipment.

NEWS FROM OUR PARTNERS...(Continued from Page 4)

American Society of Civil Engineers

By Mike Hunnemann, ASCE Hawaii Chapter President Elect



2007 University of Hawaii, College of Engineering Junior Expo Popsicle Stick Bridge Competition

The 2007 Popsicle Stick Bridge Competition was a huge success that included 20 teams from all the major islands. Each team consisted of four middle school students and one faculty advisor. The purpose of the competition was to provide an event for students to learn about engineering in a practical way and to have fun in the process.

Each team was given a box of popsicle sticks, a container of glue, and some simple design rules. The students were then left to design and construct their bridges.

The first phase of the competition consisted of an oral presentation made to a panel of judges comprised of nine structural engineers with extensive backgrounds in bridge design. Each team described their bridge design, what they did to make their bridge stronger, and what they thought to gain by participation in this endeavor.

The second phase was the actual load testing of the bridges. This was the most exciting part of the competition as each team was allowed to add weight to their bridges until failure occurred. The winning team consisted of four girls from St. Andrews Priory as their bridge supported 268 pounds before failing. That's quite a load to carry on a 2 foot long model bridge constructed of just popsicle sticks and glue.



St. Andrews Priory winning team.

The Popsicle Stick Bridge Competition is an annual event sponsored by the ASCE Hawaii Chapter and the UH Student ASCE Chapter. Volunteers are always needed and welcomed for this and seeing the expression on the faces of the students and being swept up in their enthusiasm during the competition makes it all worthwhile to help. Please see an ASCE board member about volunteering your time and ideas.

What did YOU think?

Editor's Note: In this feature, we quote our associates and stakeholders about our activities. This selection, highlights the Tort Liability for Transportation Professionals Workshop held in November.



"...After attending this workshop one has to be very aware of the conditions of our roads and public facilities. We need to keep good records. Documentation is very important along with communicating with the public. While we are out working on the roads or other facilities, proper warning signs need to be in place to let the public know that there is something happening up ahead. Going further on warning, we need to inform the public through the newspaper or radio. If the public is aware of construction or remedial work they anticipate delays and they can compensate for these delays.

In the field the supervisor usually concentrates on the job at hand. Now he needs to set up proper signs, road cones, and flagman as he is doing the maintenance work. There is certainly a lot more responsibility in his job as a supervisor. The hard part is to assure ourselves that the supervisor out in the field can perform up to our standards so we stay out of court..."

Submitted by: **Ken Morikawa**, County of Kauai

HAWAII DOT RESEARCH PROGRAM

Analytical and Hydraulic Model Study of Highway Culvert Sand-Blockages

M. Kamaka - KFC Airport

E. Cheng & M. Teng - Department of Civil & Environmental Engineering, University of Hawaii

C. Matsuda - Hawaii Department of Transportation

The Problem

Coastal highway flooding or “overtopping” by surface runoff is a major concern. To address the problem we considered two mitigation measures. The first management measure is to determine the needed frequency of performing routine maintenance along the coastal highway, where the culverts are kept free of debris to facilitate unimpeded surface runoff through them. The second management measure is to assess the adequacy of the existing culverts and their associated detention ponds as the upstream drainage areas and design storms may vary.

A Solution

In establishing the design criteria and the maintenance policy for coastal culverts, we use overland flow theory to consider the design storm, drainage area, detention basin and culvert sizes as a system. A computational scheme was thus created. For predicting whether a sand-blocked culvert may be opened by floodwater or whether it may need manual cleaning, we built hydraulic models for two existing culverts at Hauula and Punaluu on Windward Oahu in our laboratory at the University of Hawaii at Manoa (Figure 1). The purpose of the hydraulic model study was to observe the timing for a culvert to self-open under various completely sand blocked conditions. The scaled models were blocked with beach sand, and the

experiments were conducted to evaluate the timing of the culvert self-open process that may be a function of upstream flow depths.

Laboratory observations from model study of both the box culvert and the circular culvert indicate that the timing for the culvert self-open process is indeed a function of the soil moisture, the degree of “compactness” of the sand in the model culvert, as well as the upstream flow depths.

More than 5,600 model runs were performed. Thirty-nine different sizes (from 2 ft by 2 ft to 10 ft by 12 ft) of box culverts and sixteen different sizes (from 2 ft to 9 ft in diameters) of circular pipe culverts were modeled for each of the three different conceptual detention ponds of 1%, 2% or 3% bottom slopes under 17 different inflow hydrograph scenarios. These hydrographs were developed for drainage areas varied from 25 acres to 300 acres with an increment of 25 acres and from 300 acres to 500 acres by 50-acre increments.

The Results

The generalized simulation model presented here does not reflect or simulate actual conditions of any particular drainage basin. Rather, the more than 5,600 simulation runs described may encompass most culvert systems along the coastal highway on Windward Oahu. These results may guide decision makers in prioritizing available resources in managing existing drainage culverts there.

Specifically, this generalized simulation model is intended to establish the management criteria for clearing and maintaining the culverts along the coastal highway throughout Windward Oahu. Results obtained from this study may provide a qualitative screening tool in which decision makers may be able to identify the frequency of culvert clearing, or to identify the need to perform further study of a particular existing culvert or detention pond to minimize flood flow overtopping the roadway for a given drainage area.

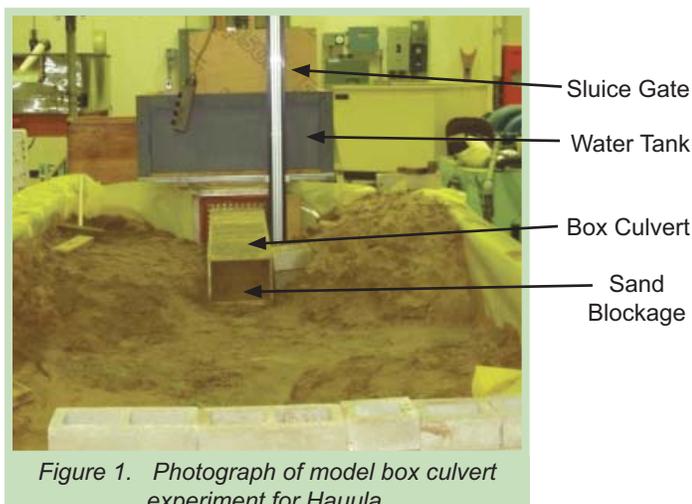


Figure 1. Photograph of model box culvert experiment for Hauula.

HAWAII COUNTY DPW MAKING HILO STREETS SAFE AND EFFICIENT

Editor's Note: This is the first of four federal-aid projects on the Big Island; the rest will appear in upcoming issues.

In recent years, Hawaii County Department of Public Works has completed four major federally-funded road projects in Hilo that have significantly improved traffic flow within the community. The center of commercial, agricultural, industrial, and governmental activity in Hawaii County, the City of Hilo covers roughly 58 square miles and is home to nearly 44,000 residents, and the University of Hawaii, Hilo.

As with other areas of the state, Hilo has experienced enormous growth in recent years with an influx of new residents and increased activity around commercial centers. These four projects, which cost \$51.3 million, enable residents to reach their destinations more efficiently and reduce traffic on roadway segments, which were previously over-capacity and above average in accident rates.

Mohouli Street Extension

Part of the County planning process since the 1950s, and included in the Hawaii County General Plan, the Mohouli Street Extension [Federal Aid Project No. STP-2790(1)] is a successful federally-funded road project. Traversing the developing neighborhood of Sunrise Estates, the project extends Mohouli Street 1.26 miles between Komohana Street (the eastern terminus) and Kaumana Drive (the western terminus) in Hilo, connecting the communities of Lower Kaumana/Ainako with the existing Mohouli Street.

This project was essential because an increasing shift of commercial activities towards Waiakea and the expansion of the University of Hawaii, Hilo would have eventually generated traffic volumes exceeding the capacity of the existing traffic network.

The road extension provides a more efficient link between the growing Kaumana and Ainako neighborhoods and Komohana Street, which connects to the University of Hawaii, Hilo and major shopping areas of Hilo. The project relieves unnecessary traffic congestion from the intersection of Komohana Street and Waianuenue Avenue and adjacent areas.

The design specified two 12-foot travel lanes, with 8-foot shoulders and 10-foot paved swales. The project

was consistent with all planning, and no rezoning, reclassification, or use permits were required.

An Environmental Assessment found no significant impact and was approved by the Federal Highway Administration on May 12, 1998. Notice to proceed on the Mohouli Extension was issued September 11, 2000 and the project was finished November 26, 2001, taking 300 consecutive working days to complete. Work was done by M. Sonomura Contracting Co. Inc. of Hilo with a project cost \$9.5 million. Federal matching funds covered \$7 million of the project costs, with Hawaii County Department of Public Works paying \$1.79 million and the semi-autonomous Department of Water Supply paying \$698,000.

The Mohouli Street Extension project was the County's first new major street since the Komohana Street Extension was completed in 1967.

Residents driving along the Mohouli Extension now enjoy a considerable savings in time and fuel. Even more importantly, the project relieves unnecessary traffic congestion from the intersection of Komohana Street and Waianuenue Avenue and adjacent areas.



View of Mohouli Street Extension with Mauna Kea in the background.

Director's Note

by C.S. Papacostas



We have just completed the ninth year of association between the Hawai'i LTAP and the UH Dept. of Civil and Environmental Engineering.

Thanks to a competent staff and dedicated sponsors and partners, the program has grown by leaps and bounds.

2007 proved to be a year of increased training activities and involvement in several large-scale initiatives. Among the latter was our contribution to the formulation by many stakeholders of the Hawaii Strategic Highway Safety Plan for 2007-2012, now in its implementation stage. Our Program Assistant **Gail Ikeda** took the lead in the challenging logistics that this effort entailed. For those interested, the plan may be downloaded from hltap.eng.hawaii.edu/shsp/ that is maintained by our IT specialist **Thong Lien**.

A second notable undertaking was the first Construction Career Days Event (see page 1) under the able guidance of our Program Manager **Juli Kobayashi**, who laid the foundation and oversaw the process.

Leading a major effort to present new permit requirements for Total Maximum Daily Loads (TMDL) of surface water bodies was a third major initiative this year (see page 11).

Our Training Associate **Les Imada** and our student helper cadre consisting of **Keoni Wasano**, **Kevin Kuba** and **Kristine Miyasato** went the extra mile to deliver our regular program on top of such major activities.

On behalf of the entire Hawai'i LTAP `ohana, I wish you Hau`oli Makahiki Hou.

Program Manager's Note

by Juli Kobayashi



Mele Kalikimaka & Hauoli Makahiki Hou!

This was an extremely busy and exciting year for us. We held 34 workshops with over 2,400 participants and this resulted in over 20,000 training hours. All our focus areas of Safety, Workforce Development, Infrastructure Management, Value Delivery and Environment were covered in these valuable training sessions.

The highlights of the year included the Hawaii Strategic Highway Safety Plan, Heavy Equipment Operator Training, 2007 Superintendent/Overseers Conference and Construction Career Days (page 1 & 6). We would like to thank all the members of the planning committees, instructors and presenters that helped make these events so successful.

In 2008 we are looking forward to working with some of our newest partners on educational training opportunities. We recently partnered with the American Council of Engineering Companies of Hawaii (ACECH) and the Engineering and Architects of Hawaii. This has brought our successful partnership program to 10 different organizations.

May you all have a joyous Holiday Season and a richly blessed 2008! From my family to yours...



*Hawaiian Connections features scenic pictures from various locations in Hawaii (Photos courtesy of the Hawaii Visitors and Convention Bureau).

In this issue, we are featuring the Island of Kauai. On the front is Ha'ena Beach located on the northern side of the island. This popular beach is recommended for experienced surfers only, as it has strong currents, dangerous shorebreaks, high surf, a sudden drop off, sharp coral and slippery rocks. On the back is Wailua River which starts at the Wai'ale'ale Crater and is fed by several tributaries on the way to the ocean. It is the only navigable river in Hawaii.

HAWAII LTAP ACTIVITIES

Compiled by Gail Ikeda, Hawaii LTAP

We ended the third quarter with one of our most successful events of the year, the "8th Annual Superintendent/Overseers Conference" held on the island of Oahu. City & County of Honolulu Mayor **Mufi Hannemann** welcomed superintendents and overseers from all counties and stressed the importance of the role they play in maintaining the infrastructure in their respective counties. The conference has hit a landmark, each county has officially hosted the conference two times and we look forward to starting the third cycle next year in Maui.

October was a very busy month for our program. We partnered with the Hawaii Asphalt Paving Industry (HAPI) for three one-day seminars, "Recycled Asphalt Pavement for Hot Mix Asphalt cost savings and sustainability" on Oahu, Hawaii and Maui. Various structural and traffic engineers, field and construction inspectors and maintenance personnel attended the "Inspection and Maintenance of Ancillary Highway Structures" workshop. Along with the State Department of Health, U.S. Environmental Protection Agency, UH Water Resources Research Center, City & County of

Honolulu Department of Environmental Services, Hawaii DOT and the UH College of Tropical Agriculture and Human Resources, we planned one and a half day workshop "Total Maximum Daily Loads (TMDL): Myths and Realities." Ending the month was the "Chainsaw Training" held on Kauai, Maui, Oahu and Hawaii for county personnel and the successful "Hawaii Construction Career Days" event (see page 1 & 6).

We finished the year with two Hawaii DOT sponsored workshops: "Tort Liability for Transportation Professionals" which provided information on the kinds of highway conditions that may typically lead to tort lawsuits and two sessions of "Federal-Aid Highways 101". Participants were provided with in an overview of the key elements of the Federal-Aid Highway Program and the entire federal-aid highway development process.

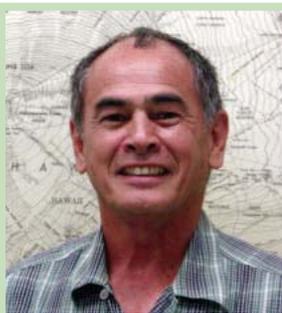
For more information on any of these workshops please contact us at (808) 956-9006.



8th Annual Superintendent / Overseers Conference participants with City & County of Honolulu Mayor **Mufi Hannemann**.

COUNTY OF HAWAII'S MANAGER OF THE YEAR

By Jiro Sumada, County of Hawaii



Stanley Nakasone, Public Works, Highway Maintenance Superintendent was named Hawaii County's Manager of the Year for 2006-2007. In winning this award, Mr. Nakasone was recognized for his strong leadership, continued commitment to excellence and service to the communities around the Big Island.

The significant projects Mr. Nakasone undertook with the 170 men and women of his Highway Maintenance Division to win the award, were the:

- 1) Resurfacing of 5 miles of Mamalahoa Highway through Waimea that saved the County an estimated \$4 million by doing the paving work in-house;
- 2) Constructing a 2.13 mile Waikoloa Emergency Evacuation

- Road that saved the County an estimated \$700,000; and
- 3) Assistance provided to the State DOT-Highways Division, Hawaii District, in opening a 3.5 mile alternate route around the collapsed Pa'auilo Bridge on the Hawaii Belt Highway within 12 hours after the October 15, 2006 Kiholo Bay Earthquake; and
- 4) His unceasing efforts to grow and develop the Overseers and Supervisors within his division, through a comprehensive training program geared towards teaching his people how to manage complex projects through a graduated approach of carefully planned hands-on experiences.

From his first job with the County of Hawaii as a Laborer I, some 39 years ago, Mr. Nakasone struggled through and overcame many challenges to become a well respected County manager with a "can-do" spirit of service to the people of the Big Island. Congratulations Stanley on winning this much deserved recognition for the second time!!!

Editor's Note: Stanley has been instrumental in establishing our annual Hawaii Superintendent/Overseers Conferences and very active in its continued success.



HAWAII LOCAL TECHNICAL ASSISTANCE PROGRAM

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Thomas Jackson
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Hawaii Department of Transportation
Highways Division, Personnel Staff

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Safety Engineer
FHWA Hawaii Division

Jan Murakami
Personnel Management Specialist
Hawaii Department of Transportation
Highways Division, Personnel Staff

C.S. Papacostas
Director, Hawaii LTAP
Department of Civil and Environmental
Engineering
University of Hawaii at Manoa

Paul Santo
Engineer
Hawaii Department of Transportation
Highways Division, Design Branch

Hawaii LTAP Staff

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Program Assistant:
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Thong Lien

Training Associate:
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Advisory Board

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Assistant Professor
Department of Civil and Environmental
Engineering
University of Hawaii at Manoa

Thomas Jackson
Personnel Officer
Hawaii Department of Transportation
Highways Division, Personnel Staff

Wayne Kaneshiro
Safety Engineer
FHWA Hawaii Division

Galen Kuba
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Department of Public Works

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County of Kauai
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Traffic Engineering Division
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Department of Transportation Services

Jan Murakami
Personnel Management Specialist
Hawaii Department of Transportation
Highways Division, Personnel Staff

Paul Santo
Engineer
Hawaii Department of Transportation
Highways Division, Design Branch

Cary Yamashita
Engineering Division Chief
County of Maui
Department of Public Works

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:

*Hawaii LTAP
Department of Civil and
Environmental Engineering
University of Hawaii at Manoa
2540 Dole Street - Holmes Hall 383
Honolulu, Hawaii 96822*

*Please contact:
C.S. Papacostas, Director
Tel: (808) 956-6538
Fax: (808) 956-5014
E-mail: csp@eng.hawaii.edu
or
Juli Kobayashi, Program Manager
Tel: (808) 956-9006
Fax: (808) 956-8851
E-mail: juli@eng.hawaii.edu*

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

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.

Hawaii Local Technical Assistance Program
Department of Civil and Environmental Engineering
University of Hawaii at Manoa
2540 Dole Street - Holmes Hall 383
Honolulu, Hawaii 96822

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