

HAWAIIAN CONNECTIONS

THE HAWAII LOCAL TECHNICAL ASSISTANCE PROGRAM

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

10TH ANNUAL SUPERINTENDENT/ OVERSEERS CONFERENCE

By C.S. Papacostas, Hawai'i LTAP

This year we reached a milestone when we held our 10th Annual Superintendent/Overseers Conference. The County of Hawaii Department of Public Works proved once again to be a gracious host during the Sept. 9-11 event. Under the leadership of **Stanley Nakasone** of the Highways Division, **Kelly Galdones**, **Lorlei Andrade** and **Mack Asato** organized the meeting theme "Integrity: Doing the right thing even when nobody is watching."

The newly appointed Deputy Director **Tim Esaki** welcomed the delegates and encouraged the valuable interaction and sharing of ideas, noting that the positive impact of the group on the health and safety of the community is often underestimated by the general public.

Led by **Gilbert Ha**, the City & County of Honolulu representatives discussed their recent reliance on pavement co-planing and issues associated with the National Pollutant Discharge Elimination System (NPDES). The city obtained two Wirtgen co-planing machines, which they use on county roads and gutters, and also in parks and other facilities. The material is recycled into the paving of dirt roads and unpaved parking lots. Given that contracted work in narrow, low material tonnage streets is very expensive, the two county-owned machines were paid for by the resulting savings in about one year.

Regarding NPDES, **Raoul Self** noted that the counties should be ready for new permitting requirements by the State Department of Health (DOH), including material storage facilities, covered storage for anything that is chemically treated, and the need to upgrade old infrastructure that does not meet current requirements. On Oahu, these include construction defects, deteriorating concrete pipes, old open ditches that were subsequently covered with concrete slabs, and brick manholes that need to be concreted.

Earle Ray Kukahiko of Maui discussed an in-house project to improve the sidewalk on Front Street in Lahaina to meet Americans with Disabilities Act (ADA) requirements, and the use of a "steerable pipe ringer" equipped with a DVD recorder to inspect

(Continued on Page 8)



2009 Hawaii Construction Career Days.
See pages 5 & 9 for details.

STEEL BARRIER MAKES FIRST HAWAIIAN APPEARANCE WITH MOVEABLE VULCAN® BARRIER

By Laura Siebold, Quixote

Barrier Utilized With ACZ-350™ Crash Cushion On State's Busiest Highway

When a significant retaining wall rehab project commenced, the importance of the H-1 freeway for both commuter and commercial traffic prohibited daytime lane closures, requiring all work to be performed between 8:30 p.m. and 4:30 a.m. The frequent changes and nature of the resulting lane configurations required a degree of flexibility and speed, leading engineers to turn to Moveable Vulcan Barrier.



Vulcan Barrier deployment.

Don Pyde, Marketing Manager for Energy Absorption Systems, commented, "We're proud to be the first steel barrier enabling Hawaii to complete necessary work on such an important highway. It's achieving exactly what they needed."

The Vulcan Barrier is a portable steel longitudinal barrier that meets NCHRP 350 TL-3 & TL-4 and EN 1317 H2 & N2 test requirements as a longitudinal redirecting barrier. Available in effective lengths of four meters and 12 meters, Vulcan Barrier uses a vertical steel pivot pin to interlink each section allowing the system to follow curves of up to six degrees per four-meter segment. Using the innovative Vulcan Transfer Attachment (VTA) and a small skid steer or front-end loader, a contractor can move the Moveable Vulcan Barrier and also open or close a one mile long, one lane wide work zone in 20 minutes. The lightweight construction and flexibility of the Vulcan Barrier has become a natural solution for many contractors and engineers.

Ben Bauer, General Manager of GP Roadway Solutions, explained, "The traffic volume of the H-1 highway significantly restricted our work window on this project. Not only did we need to be able to open and close lanes regularly, but as quickly as possible to keep down time to a minimum and stay on schedule. The Moveable Vulcan Barrier delivered the safety and flexibility we needed while being extremely fast and easy to use – this project wouldn't have been as successful without it."

In addition to the debut of the Moveable Vulcan Barrier on the H-1 project, Energy Absorption Systems' ACZ-350™ Crash Cushion also had its first deployment in the state of Hawaii.

About Quixote Corporation:

Quixote Corporation (www.quixotecorp.com) through its wholly owned subsidiaries Quixote Transportation Safety, Inc. and Quixote Transportation Technologies, Inc. is a leading manufacturer of energy-absorbing highway crash cushions and truck mounted attenuators, electronic wireless measuring and sensing devices, road weather information systems, computerized highway advisory radio transmitting systems, flexible post delineators and other transportation safety products and services.

For more information contact Laura Siebold at: lsiebold@martopia.com.



Vulcan Barrier on Palama Offramp.

HAWAII DOT RESEARCH PROGRAM

MS4 Project

By Clark Liu and Philip Moravcik, University of Hawai`i

In support of the Hawaii Department of Transportation's (HDOT) Storm Water Management Program, the UH-Manoa Water Resources Research Center undertook a project to examine storm runoff in both the Ala Wai and Halawa watersheds to determine storm runoff and pollutants generated by the H-1 freeway, the H-3 freeway and other sources.

The federal Clean Water Act of 1972 enabled cleaning up polluted receiving waters around the United States. The Act required point-source polluters to reduce and treat their discharges in order to restore the receiving waters to a fishable and swimmable condition. However, despite the implementation of these requirements, many water bodies continue to not meet water quality standards. In response, the US Environmental Protection Agency (EPA) has turned its attention to non-point sources of pollution which are associated with storm water runoff. All cities of any size have storm drain systems to carry rainwater from their roads. The EPA felt that regulation of these systems could be a tool in the effort to control non-point pollution, and introduced a permitting system.

Under Section 402 of the U.S. Clean Water Act, highway storm runoff is regulated by the National Pollutant Discharge Elimination System (NPDES). The NPDES system mandates that municipal separate storm sewer systems (MS4s), such as that maintained by the HDOT, require permits for the discharge of highway storm water. The current HDOT MS4 permit for highway storm water discharge was issued in February 2006 by the Hawaii Department of Health (HDOH) acting on behalf of the EPA. MS4 permits specify allowable levels of relevant water pollutants in the permittee's discharge, based on an analysis of a receiving water's capacity to assimilate waste. MS4 permits also include sections about programs that the permittee is expected to undertake to reduce the pollutant load carried by the storm-water in their system. In the case of the HDOT MS4 these include, among others; an Illicit Discharge Detection and Elimination Program, a Construction Site Runoff Control Program, a Debris Control Program, and an Erosion Control Program. HDOT's MS4 permit stipulates that HDOT work jointly with the City and

County of Honolulu (CCH) to propose monitoring and implementation plans for the existing Ala Wai Canal, Kawa Stream, and Waimanalo Stream WLAs.

If a stream receiving highway storm runoff is designated as a water-quality-limited stream (WQLS) – i.e. not meeting water quality standards despite point source control, then the highway storm runoff is also regulated by Section 303(d) of the U.S. Clean Water Act. Under Section 303(d), the total maximum daily load (TMDL), a water-quality-based management tool, must be established by states for water-quality-limited streams within their jurisdiction. TMDL is defined as the sum of the individual WLAs for point sources, load allocation (LA) for nonpoint sources, and natural background pollutants. Both the Ala Wai Canal and Pearl Harbor (where Halawa Stream discharges) are designated WQLSs.



Ala Wai Canal after a particularly large storm.

According to a recent Ala Wai Canal TMDL report, a 65% loading reduction of total nitrogen and total phosphorus from urban point source pollution produced by CCH and HDOT MS4s is required. However, the report did not specify how much load reduction HDOT would be responsible for. Indeed it is poorly understood where these nutrients originate.

The WRRC project comprises both data collection and

(Continued on Page 6)

NEWS FROM OUR PARTNERS

Cement and Concrete Products Industry (CCPI)



By Wayne Kawano, President

Aloha & Happy New Year!

Indeed...it is a 'New' Year...and perhaps a new beginning for a better economic outlook as well. The Cement and Concrete Products Industry of Hawaii (CCPI) enters its 46th year of servicing the concrete construction industry in Hawaii. Even through these tough economic times...our organization remains together and stronger, continuing to service and to enhance our industry.



Slip form paving operation on the North-South Road project .

CCPI is a non-profit trade association, comprised of member firms located throughout major islands in the State of Hawaii. These member firms are cement and concrete suppliers, construction tools and equipment vendors, recast/pipe/masonry product manufacturers, aggregate producers, specialty concrete contractors, consultants and inspection service firms.

Since 1965, we have provided technical resources and educational training on concrete design and applications.

CCPI has established strong partnerships with national industry organizations, such as the ACI - American Concrete Institute, NRMCA - National Ready Mix Concrete Association, and ACPA - the American Concrete Pavement Association, to enhance our local industry through research updates and technology transfers for the advancement in the use of cement, concrete, and masonry products.



One new development by ACPA is the Concrete Pavement Field Reference – Construction. It provides a quick reference and easy-to-use series of checklists aimed at guiding and assisting inspectors and contractors with proper concrete paving procedures. The user will get a better understanding of quality control measures, concrete production, concrete placement, texturing & curing, jointing operations, and opening the pavement to traffic. Scheduled to be available this spring, check the ACPA website: www.pavement.com/

[fieldreference](http://www.pavement.com/fieldreference) for more information.

It will be an exciting year, full of good surprises for a change. So, please visit our website www.ccpihawaii.org and periodically check our industry calendar of events. We look forward to working with LTAP in the coming year! Mahalo!

Hawaii Asphalt Paving Industry (HAPI)



By Bart Lungren, Director

Asphalt Highlights

Asphalt is an essential building block for the American economy. Throughout the last 100 years, asphalt pavements have created the arteries through which the nation's life blood flows. Today the asphalt pavement industry is geared up to put the country on the road to economic recovery, with many ready-to-go projects lined up that fit the requirements of a massive stimulus package focusing on renewing the nation's infrastructure.

For new construction, asphalt Perpetual Pavements can be designed and built to last indefinitely. A Perpetual Pavement never needs to be removed and replaced, unless the geometry of the

road needs to be changed. Once it is in place, a Perpetual Pavement is maintained through infrequent milling and resurfacing for pavement stability. The material that is reclaimed is reused or recycled. A Perpetual Pavement never needs to be removed and replaced. A Perpetual Pavement is there for a lifetime.

The technology now exists to use higher percentages of reclaimed asphalt pavement (RAP) in resurfacing our roads. Initiatives such as the FHWA/AASHTO/industry Expert Task Group on RAP and the FHWA/AASHTO/industry Warm-Mix Asphalt Technical Working Group have been extremely effective. The next generation of asphalt mixes will include warm-mix asphalt technology that allows a high percentage of RAP.

2009 HAWAII CONSTRUCTION CAREER DAYS

By Juli Kobayashi, Hawai'i LTAP

Construction is an essential and vital part of the economy in Hawai'i. Each year the current workforce is losing valuable employees with skilled trade workers retiring. To address the serious shortage we may be facing, the Hawai'i Construction Career Days (CCD) event is helping to expose students to the many opportunities that are available in the construction industry.

This was the third year that we held this successful event at Honolulu Community College. It was held on October 21 & 22, 2009 and participation has grown to over 1,100 students from 20 different schools on O'ahu who were exposed to future opportunities in construction.

This year we had two separate focus areas:

Heavy Equipment Area:

The heavy equipment area is where students had an opportunity to get onto skid loaders, backhoes, excavators, loaders and dozers as well as bucket and boom trucks. They were also able to try chipping and demolition guns as well as experience a wacker and plate compactor. This was fun and exciting for students especially the ones that have never had an opportunity to get onto these machines. Many of the voluntary skilled workers that were there to talk to the students told them about the importance of finishing high school and attending their classes. This advice made many of the students really think about their future and what it takes to be successful.

Trades & Exhibits Area:

This year we combined the trades and exhibits into one area so that the students could spend more time interacting with the trade unions and talking to the different companies that were there. A total of 18 exhibitors which included three University departments and 12 trade groups participated in the event. One special display we had this year was the City & County of Honolulu's Rail exhibit. The students had an opportunity to see the route of the rail as well as the number of construction workers that will be needed. **Mayor Mufi Hannemann** made a special appearance to greet the students and also announced the winners of the construction bid for the rail project. Congratulations to the Kiewit Pacific Company who was awarded the design-

build contract for the first segment of the rail project.

We would also like to recognize the University of Hawai'i's College of Engineering for winning the best overall exhibit award that was voted for by the students.

To measure the success of the event, we had the students fill in evaluations forms at the end of the day. Many of them said that this was one of the best events that they have attended and it helped them to think about different careers in construction. Along with the students, the career counselors from the different schools that participated also had many positive comments. For example, Castle High School's Transition Coordinator, **Amanda Miyamoto**, wrote:

"Both my students and my teachers thoroughly enjoyed the "whole" Hawai'i Construction Career Day experience. From going on the heavy equipment to visiting each of the booths, playing games with the companies' representatives, and using the various tools and "hands on" activities, such as the masonry and welding activities. This gave us a clearer picture of what kinds of career opportunities are available and the necessary skills needed."

We truly appreciate the Hawai'i Department of Transportation who are the main contributors to the event as well as the many private sponsors who donate generously each year. A special mahalo to the many volunteers that came out to share their valuable time with the students and especially the planning committee for their dedication in making this event one of the best workforce development tools in Hawai'i.

(See page 9 for additional pictures.)



Mayor Mufi Hannemann with students attending the 2009 Hawaii Construction Career Days event.

HAWAII DOT RESEARCH

MS4 Project (continued from page 3)

modeling components; 1) Intensive water quality surveys will be conducted during major storm events in the Ala Wai and Pearl Harbor watersheds. Presently the project is operating five automatic samplers in streams tributary to the Ala Wai Canal (Manoa, Palolo, Maki-ki). The samplers are programmed to take composite samples once the water level in the stream reaches a preset level, thus capturing storm runoff. The samplers are sited in such a way as to take advantage of the existence of current and historical USGS gauging stations and data. Simultaneously rainfall data is being collected at the Hawaii Nature Center in Makiki. The samplers will be moved to sites in the Pearl Harbor watershed in the second year of the study. The samples collected are analyzed for total suspended solids and total nitrogen at the University of Hawaii's WRRC laboratory.



Automatic sampler installed near Manoa Stream

2) Data collected by the intensive water quality surveys, together with other monitoring data, will then be used in the calibration and verification of water quality models of the two watershed systems. These models are being developed under the framework of the U.S. EPA

BASINS (Better Assessment Science Integrating Point and Nonpoint Sources) model. The developed models will allow easy interface with a geographical information system for data storage, retrieval, and display.

It is anticipated that the survey and analysis will bring about a better understanding of the impacts of storm runoff, including those from the H-1 and H-3 freeways, on water quality conditions in the Ala Wai Canal and Pearl Harbor. Results and findings of this project will help provide a technical basis for HDOT to work together with CCH and HDOH to identify the most cost-effective and environmentally-friendly best management practices for the reduction of sediments, nutrients, and other relevant pollutants from highway storm runoff and from other point and nonpoint sources.

Project personnel consist of: **Dr. Clark Liu**, professor/researcher, **Philip Moravcik**, specialist/researcher, graduate students, **Krispin Fernandes** and **Tsu Chuan Lee**, and undergraduate students **David Gandy** and **Melia Iwamoto**.

Nuclear Gauge Calibration and Testing Guidelines for Hawaii

By Horst G. Brandes, Andrew J. Felkel and John D. Domrique, University of Hawaii

Nuclear gauges are widely used by consultants, government agencies and researchers since they allow for a quick and cost-effective way to determine field density and water content. However, strict adherence to ASTM/AASHTO requirements has been reported to be burdensome and problematic in some cases. It has also been postulated that the nuclear gauge may not yield accurate values for all types of materials, particularly for high-moisture soils. This research addresses these concerns. The final outcome of the project will be a set of streamlined guidelines for adoption by the Hawaii Department of Transportation.

With regard to the accuracy of the nuclear gauge, a series of tests were conducted under carefully controlled

laboratory conditions using a variety of materials ranging from high-plasticity soils to coarse basaltic and calcareous aggregate-sand mixtures. Batches of each material were brought to selected moisture levels and compacted in large rigid containers using a standard Proctor hammer (fine-grained soils) or a jumping jack (coarse-grained soils). Final moisture contents and densities were measured with a nuclear gauge lowered onto the test bed (Figs. 1a and 1b). These values were compared to moistures and densities determined using direct volume and weight measurements. In the case of fine-grained soils, thin stainless steel tubes were inserted into the soil after nuclear gauge testing. The tubes were then excavated, trimmed, measured and weighed. Water contents were determined by

PROGRAM (continued from page 3)



Fig. 1a: Compaction of coarse aggregate

drying in an oven. In the case of coarse-grained soils, a larger test container was used to accommodate the larger aggregate fractions and to allow more room for compaction and positioning of the nuclear gauge. Reference volumes were obtained from measuring the dimensions of the test container. Reference weights were determined by weighing the filled test container on a large-capacity scale.



Fig. 1B. Gauge in fine-grained test bed

A comparison of densities and moisture contents between nuclear gauge readings and physical measurements is shown in Figures 2 and 3. The Koloa red soil represents a high plasticity silt (MH, LL=55, PI=9), and the Alewa clay a high-plasticity clay (CH, LL=88, PI=52). The other three materials are common calcareous and basaltic aggregates typically used for road construction. Two additional soils, an ash soil from the Hilo area and a high-plasticity gray clay from Kalihi Valley, are being tested right now. The results so far indicate a fairly reasonable agreement for wet density over the entire range of values investigated

(Figure 2). On the other hand, nuclear gauge water contents agree well with oven-based measurements up to about 33 pcf (equivalent water content of about 47%). Above this, the nuclear gauge seems to under predict water contents slightly (Figure 3). Therefore for high moisture contents it may be necessary to use a gauge moisture offset. This is a straightforward procedure for most gauges.

A number of other variables were also investigated, such as the effect of count times, rotation of the gauge in coarse soils, depth of measurement, gauge model, and grain mineralogy. In summary, the findings indicate that the nuclear gauge is indeed a reliable instrument, which if used with care and properly maintained, will yield acceptable results. Further details of the project are contained in one completed thesis report, another thesis report under preparation, and in a scientific paper being drafted.

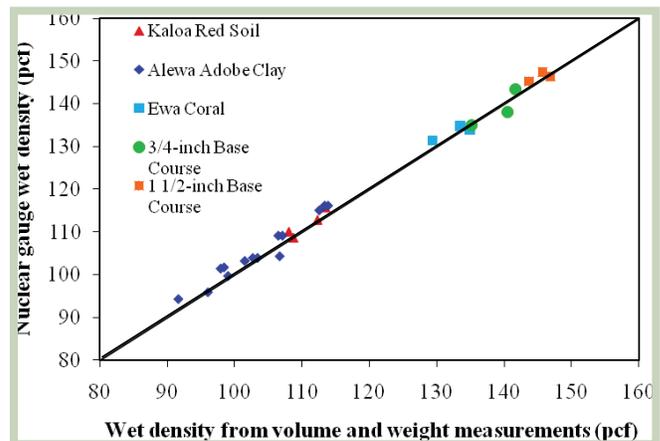


Fig. 2. Comparison of density measurements

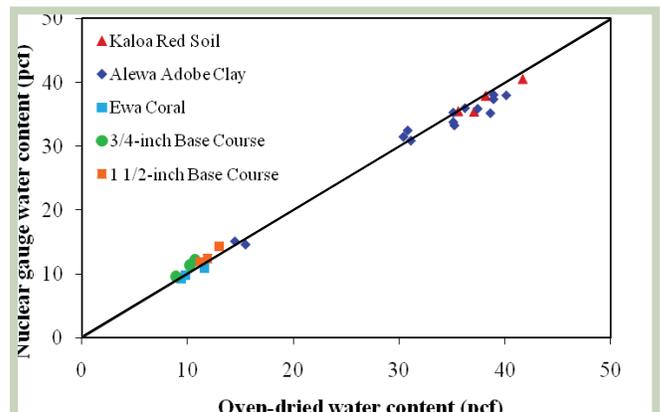


Fig. 3. Comparison of moisture measurements

10TH ANNUAL SUPERINTENDENT/OVERSEERS CONFERENCE (Continued from Page 1)

underground conduits. **Leonard Costa** gave an inspiring speech about the need to delegate responsibilities and to provide training and knowledge to the next generation of supervisors and overseers. Effective communication, he urged, is paramount to the continued success of the agencies.

Once again, **Ken Morikawa** who introduced two relatively new supervisors led the Kauai contingent. **Craig Pomares** of Hanapepe described the use of the 29 workers in highway and levee maintenance, and **Jojo Ponce** described the in-house Signs & Markings operations on Kauai. His presentation motivated a lively discussion about the upcoming federal regulations relating to traffic sign retro-reflectivity, the ability of signs to reflect back to the light source, and pavement marking visibility. In summary, according to the Federal Highway Administration (FHWA), "agencies have until January 2012 to establish and implement a sign assessment or management method to maintain minimum levels of sign retroreflectivity."

T'Jaye Forsythe, one of two senior equipment trainers on the Big Island, described the three types of standard safety vests and explained that Type III (retroreflective) has been adopted by the County of Hawaii. **Hiram Keliikoa** demonstrated a computer-based driving simulator that can be used to supplement roadside training and testing of truck operators. The software allows the trainer to design alternative driving scenarios covering both day and night operations that allow the assessment of the employees' capabilities. The reasonably priced system affords more frequent and less time consuming evaluations to be conducted, in addition to less frequent applications on the road. **Stanley Nakasone** described a recent exercise, driven by the employees themselves rather than the administration, to formulate a strategic plan for the Highways Division. Employee buy-in is more likely if were allowed to contribute to the plan, rather than having it imposed on them from above.

Jiro Sumada and **Jamie Ho** of the Hawaii DOT contributed to the program's success. Jiro discussed a multi-skilled worker program that, with union consent, allowed the formation of landscape units consisting with cross-trained workers that could respond more effectively to routine and special tasks. Jamie explained the procedures needed to seek emergency relief for certain federal-aid roads under county jurisdiction in the event of declared disasters. She agreed to share with the counties a listing and maps of the qualified facilities.

An anxiously awaited field trip was organized on the second day of the meeting. As presented a year ago, the Big Island has trained an in-house paving crew that is capable of supplementing outsourced contracts and allows county employees to improve their own skills and responsibilities. Attendees inspected on-going paving operations along the Kuakini Highway in the Kailua-Kona District. The lessons learned from establishing and training the paving group were then shared with other counties.

Lincoln Gayagas and **Daniel Meyer** who represented the U.S. Corps of Engineers, explained that current practice is to inspect 20% of dams and levees every year, resulting in a five-year in-depth inspection cycle. They also announced the existence of a geospatial National Levee Database containing the attributes and condition of levees and floodwalls to aid proper design and maintenance decisions. They also awarded the "Commander's Coin of Excellence" to Maui for the "most improved maintenance" and to Hawaii for the "best maintained" Alenaio Stream.

The Big Island also received the annual Hawaii LTAP "Better Mousetrap" award for adopting its daily work assignment system to respond to pre- through post-emergency response situations (see Fall 2009 issue for details).

A brainstorming session aimed at identifying topics for next year's meeting on Kauai wrapped up the conference.



At the Paving Demo.

A MOMENT IN HISTORY

By C.S. Papacostas, Hawaii LTAP

Have you ever wondered when it was that commercial sightseeing buses began operating in Honolulu? An advertisement in the Honolulu Star-Bulletin of June 3, 1916 supplies the answer:

SIGHTSEEING BUSES FOR HONOLULU

“Seeing Honolulu” will be a familiar sight in the very near future as a fleet of four auto busses will shortly be put into commission and run between points of interest around the city, to the Pali, Pearl Harbor and other nearby points as well as “around the island” trips.

*The Island Sight Seeing Company, with offices over Castle & Cooke, Fort and Merchant streets, a newly formed corporation under the management of **Mr. William Hole**, formerly proprietor of the Reliable Auto Shop, has applied to the supervisors for a downtown street stand.*

The company will also make a specialty of accommodating picnic parties or excursions to any part of the island. Telephone inquiries to 2989 or 1356.

By 1916 not only motorized transportation was on a steady rise, but telephone use as well - with telephone numbers in the city having reached four digits!

What did YOU think?

Editor’s Note: In this feature, we quote our associates and stakeholders about our activities. This selection highlights our “Annual Superintendent/Overseers Conference” held in September.



“From the topics, to the demonstrations, to the discussions, I feel every experience shared, every word spoken holds valuable information that can be taken back to each County (no matter how different we operate) and be applied to increase and improve productivity in mechanics, personnel and supervision. More than ever in these tough

economic times we must continue to share our knowledge, and more importantly give support to all individuals who at times must stand alone and take on the task to lead and make hard decision with very little resources.”

Submitted by: **Earle Ray Kukahiko**, Participant

2009 HAWAII CONSTRUCTION CAREER DAYS



Director's Note

by C.S. Papacostas



In September we held the 10th Annual Superintendent/Overseers Conference on the Big Island of Hawaii.

The front page article in this issue summarizes the major events that took place during the two-and-a-half day meeting. Not as obvious are the many side conversations and interactions that occurred constantly throughout the day, including sharing of practices and tips for improved performance, exchanges of procedures documents and policy statements, and just enjoying each other's company.

Following a discussion, an ad hoc pavement task force was formed to keep the conversation going beyond the end of the annual meeting. Since then, we exchanged information and discovered that the County of Maui is currently implementing the IworQ Asset Management System that has a pavement management module, and the City & County of Honolulu is planning to use MicroPAVER, a pavement management system (PMS) originally developed by the Corps of Engineers. Hopefully, the other two counties will follow suit.

Having observed agencies throughout the country struggling for literally years to decide on the "best" software, I have reached the conclusion that having a working system now is better than waiting for the ultimate tomorrow!

Agencies that are thinking about a PMS may start by asking three basic questions: How do we know the condition of our roads? Where do we keep this information? How do we use this information to decide which road segments to treat and what treatments to apply? The answers will give each county some idea and direction as to where to go next.

Another concern that arose during the meeting was the issue of compliance with new Manual for Uniform Traffic Control Devices (MUTCD) retroreflectivity standards. According to the FHWA final rule that was published in January 2008, agencies have until January 2012 to establish and implement a sign assessment or management method to maintain minimum levels of sign retroreflectivity. By January 2015 they must upgrade regulatory, warning, and ground-mounted guide signs (except street name signs) and by January 2018 they must replace sub-standard street name signs and overhead guide signs.

Season's Greetings!

Program Manager's Note

by Juli Kobayashi



Merry Christmas & Happy New Year!

Another successful year for the Hawai'i Local Technical Assistance Program! This year we were exceptionally busy with 27 workshops which resulted in 57 sessions, over 3,100 participants and 21,600 training hours. One of the reasons for our success is that every year we try to stretch our budget by coordinating workshops with our valuable partners. This year we worked closely with the Department of Transportation, Cement & Concrete Product Industry, Hawai'i Asphalt Paving Industry and People's Advocacy for Trails Hawaii to bring you more than half of the total workshops in 2009.

Some of the extraordinary workshops included the DOT Design Conference, Pavement Preservation workshop, Avoiding and Dealing with Construction Claims, the Collaborative Leadership workshops, 2009 Superintendent/Overseers Conference, Chainsaw Safety Training, ATSSA Work Zone Traffic Control, and the 2009 Hawai'i Construction Career Days Event (see pages 5 & 9). Great appreciation goes out to all the different members of the planning committees, instructors and presenters that worked so hard to make these training opportunities so successful.

In 2010 we have scheduled some of our popular training sessions to accommodate everyone that we did not have enough room for in a few of our workshops in 2009. We are also looking forward to more training opportunities on the outer islands with the distance learning capabilities that we are currently working on. Another exciting event that will be happening is the Hawai'i Construction Career Days event on the Big Island in October 2010.

Have a safe and wonderful Holiday Season with countless blessings in 2010!



**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 pictures of the Hawaiian Green Sea Turtle, often referred to as Honu. A gentle vegetarian, feeding almost exclusively on algae the Honu was listed as threatened under the U.S. Endangered Species Act of 1973. The Honu is the largest hard-shelled sea turtle, with adults of commonly reaching about 3 feet in carapace (top shell of a turtle) length and about 330 lbs in mass.

HAWAII LTAP ACTIVITIES

Compiled by Gail Yamamoto, Hawaii LTAP

On October 15th and 16th, together with the Hawai'i Department of Transportation (HDOT), a statewide Child Passenger Safety (CPS) training was conducted for approximately 70 technicians and instructors from around the State. Two instructors from the mainland led the two-day training, providing the most up-to-date information on child passenger safety and changes in the national CPS curriculum. In addition, participants received hands-on training on installing some of the newest child safety seats on the market, as well as witnessed a live demonstration of the power of a vehicle's airbag and the dangers of placing a child safety seat in front of an active airbag.

Also in October, we welcomed back **Tim & Laura Ard** of Forest Applications Training, for three weeks of "Chainsaw" training at various locations on O'ahu and Kaua'i. This hands on training covered chainsaw usage, maintenance and complex felling tree techniques. They trained a total of 82 employees of the HDOT. We plan on bringing this popular class back next year on Maui and the Big Island.



Tim Ard discussing the basics of chainsaw safety.

Ending October, we held the second part of **Donna Ching's** collaborative leaders training. In this workshop, attendees from the HDOT focused on various facilitation techniques and strategies utilized by collaborative leaders. They also learned about the importance of meetings and how to plan and facilitate them.

In November, we repeated **Jack Rosenzweig's** popular "Avoiding and Dealing with Construction Claims: A government lawyer's perspective" on O'ahu and on the Big Island. We look forward to continuing his training next year.

We assisted the HDOT with the "Highways Design Conference". Due to the constant changes in new laws, regulations, and funding levels, the theme for this

year's conference was "Adapting to Changes". The first day provided updates to the project delivery processes, anticipated external changes, proposed ongoing changes since the last conference in 2006 (see page 11 of *Hawaiian Connections*, Volume 8, No. 1 for a brief description), and the vision for the Division. The second day attendees rotated through three breakout sessions that focused on the improvement on collaborative leadership and team building.



Abe Wong (FHWA) and Tammy Mori (HDOT) participate in the team building exercise at the HDOT Design Conference.

Our winter quarter ended with several sessions of the "ATSSA Work Zone Traffic Control Technician & Supervisor" courses on O'ahu and Kaua'i. The Traffic Control Technician (TCT) course provided an introduction to temporary traffic control in work zones for individuals who work in the field installing and removing traffic control devices. The Traffic Control Supervisor (TCS) course was two days of comprehensive work zone standards, guidelines, installation and removal procedures, inspection, documentation and supervisory skills. We hope to repeat these courses next year.

During our annual Hawai'i LTAP Advisory Board meeting, we presented **Gordon Lum**, Executive Director for the O'ahu Metropolitan Planning Organization, with an appreciation award for his years of dedication and support to our program. He will be retiring at the end of this year and will be sincerely missed.



Costas and Gordon Lum.

For more information on any of these workshops please contact us at (808) 956-8367.

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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Return Service Requested



HAWAII LOCAL TECHNICAL ASSISTANCE PROGRAM

Executive Board

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

Wayne Kaneshiro
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

Director:
C. S. Papacostas

Program Manager:
Juli Kobayashi

Program Assistant:
Gail Yamamoto

IT Specialist:
Thong Lien

Training Associate:
Les Imada

Student Assistants:
Ryan Saruwatari
Tyler Tanabe

Advisory Board

A. Ricardo Archilla
Associate 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
Engineering Division Chief
County of Hawaii
Department of Public Works

Wallace Kudo
Chief, Engineering Division
County of Kauai
Department of Public Works

Tyler Sugihara
Division of Road Maintenance
Department of Facility Maintenance
City & County of Honolulu

Gordon Lum
Executive Director
Oahu Metropolitan Planning
Organization (OMPO)

Claude Matsuo
Head, Urban Honolulu Regional Branch
Traffic Engineering Division
City & County of Honolulu
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/>*

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