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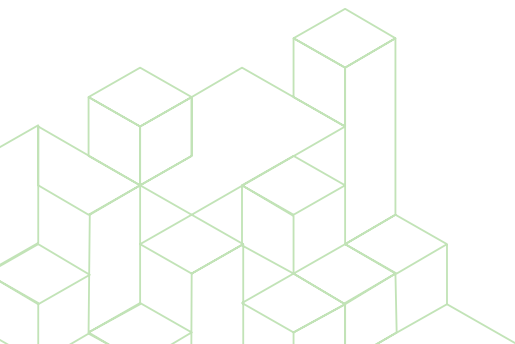
BUILDING EXTRAORDINARY



KAIWAHINE VILLAGE TOPPING OUT

Kaiwahine Village is an affordable rental housing project in Kihei, Maui which held it's topping out ceremony. Upon completion, the project will provide a total of 120 new two and three-bedroom multi-family homes.

This project faced challenges that impacted the work schedule. A large brush fire occurred for four days in close proximity, however with the various setbacks this project is still on a schedule to be a complete success for the ownership team (Urban Housing Communities) as well as Moss.



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A Bill Laden with Concerns

It's fair to say controversial Bill 37 has become a real head-scratcher, as some are wondering how it got through the Honolulu City Council. The measure, passed by the council in early October and sent to the mayor's office, requires a project labor agreement (PLA)—often called a community workforce agreement (CWA)—for city projects valued at more than \$2 million.

Mayor Caldwell, who reportedly has expressed concerns over the legality of Bill 37, had 90 days to consider whether to veto the bill. At press time, the clock was ticking on what the mayor might opt to do.

It's worth noting that Hawaii's three major building organizations—including those with both union and non-union members—all are lined up in opposition to the measure, which likely would require all workers to pay union dues. Here's what they are saying:

- “BIA-Hawaii has been opposed to Bill 37 because it will stifle competition, hurt all contractors, union and non-union alike, especially smaller ones, and increase the cost of public projects paid by Oahu taxpayers,” says Gladys Marrone, executive director of the Building Industry Association of Hawaii. “We urge Mayor Caldwell to veto the measure.”

- Jonathan Young, ABC of Hawaii, says he was “literally flabbergasted” when the City Council passed the bill on Oct. 10. Associated Builders and Contractors Inc. Hawaii Chapter, which represents the state's merit shops, or about two-thirds of the Islands' contractors, says non-union builders will be shut out of even bidding on numerous city jobs. “Our members will kiss any city project goodbye; we'll just work with the state,” Young says.

- Layne Machida, president of the General Contractors Association of Hawaii, says Bill 37 will be “a detriment to the construction industry, as well as the residents of the City and County of Honolulu. It will waste tax dollars, take away job opportunities from construction workers and irreparably damage the city's ability to use competitive bidding to secure the best value from contractors on construction projects. In Hawaii's construction industry, there is a special *ohana* whereby union and non-union construction firms often work side-by-side to provide quality and cost-competitive projects for the city. Bill 37 is simply not necessary.”

The council passed Bill 37 on a 7-2 vote. The “no” votes were by Councilmembers Brandon Elefante and Heidi Tsuneyoshi. Up until the time that the mayor takes action on the bill, contractors big and small can call the mayor's office at (808) 768-4141 and encourage a harder look into the merits of Bill 37. Young says that if it becomes law, ABC may consider a legal challenge, noting that state law supercedes city or county statutes.

In this issue, we take a look at the latest in heavy equipment scattered across the Islands, such as Kelikai Inc.'s towering Bauer MC-128 drill assembled at a jobsite in Kakaako.

We also spotlight some of Hawaii's multi-generational family-run companies, including an exclusive interview with Alana Kobayashi Pakkala of The Kobayashi Group.

And for the sci-fi crowd, we delve into the latest in construction technology, where drones and software are performing amazing onsite tasks.

A hui hou,



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Setting It Straight

Construction of Maui Cattle Co.'s slaughterhouse and renovations at the Fairmont Kea Lani were incorrectly attributed in the October issue of *Building Industry Hawaii*. Bower Development performed both projects.



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On the cover

Damien Enright of Kelikai Inc. with his company's new Bauer MC-128 at a jobsite in Kakaako. The rig will install auger cast piles at Ko'ula, a new 400-foot-tall Howard Hughes residential high-rise.

Photo by Anjj Lee

Design by Ursula A. Silva



COMING IN DECEMBER

*Building Industry Hawaii offers an update on the **Top Construction Projects** for the coming year as well as a report on **Lumber & Wood**. Our coverage will include a look **Inside BIA-Hawaii** and the status of **Guam Military Projects**.*



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NOVEMBER 1

Electrician Continued Competency: License Renewals Course

This Associated Builders and Contractors Inc. Hawaii Chapter course is open to ABC Hawaii members and any licensed electrician in the state. Course satisfies the state's continuing education requirements for Electrical Journey Workers IAW HRS section 448E-8.5.

Contact ABC Hawaii at 845-4887 for additional information and to sign up for the next available class.

NOVEMBER 4-7

OSHA-500 Trainer Course in OS&H Standards for the Construction Industry

This Building Industry Association

of Hawaii (BIA-Hawaii) and UC-San Diego OSHA Training Institute four-day course prepares students to teach the OSHA Outreach Training Program's 10- and 30-hour classes. A Verification of Prerequisite Form, OSHA 510 documentation and other industry/academic credentials required. Various credits available. Laptop recommended. No online class enrollment.

8 a.m.-4 p.m. (daily). CTC Pacific, 94-487 Akoki St., Waipahu.

Register via email at osha.ucsd.edu. For more information, go to biahawaii.org, call (800) 358-9206 or visit osha.ucsd.edu. Fee: \$765. No refunds after Oct. 21

NOVEMBER 6

BIA-Hawaii Fall General Membership and Election Luncheon

At this last general membership meeting of the year, Robert Dietz, National Association of Home Builders, and Philip ME Garboden present their homebuilding forecast, and BIA-Hawaii Board President Marshall Hickox provides association and legislative updates. Members will also vote for BIA-Hawaii's 2020 board of directors and for the Contractor, Developer, and Associate of the Year.

11:30 a.m.-1:30 p.m. Pomaikai Ballroom at Dole Cannery, 735 Iwilei Road. Register with payment at biahawaii.org. Fee: BIA-Hawaii members \$55; nonmembers \$65; walk-ins \$70.

NOVEMBER 9, 16

Risk Management and Problem Solving (STP Unit 6)

The General Contractors Association of Hawaii (GCA of Hawaii) presents the Associated General Contractors of America's Supervisory Training Program (STP), designed and field-tested for contractors. Instructor Kristi Koga of KECI Industries Inc. covers the roles and responsibilities of a construction supervisor in accident prevention and loss control. Certificate available after completing course. Includes manual and lunch.

8 a.m.-4 p.m. (daily). GCA Conference Room, 1065 Ahua St. Register with payment by October 25 via gcahawaii.org. For more information contact Gladys Hagemann at 833-1681 or via gladys@gcahawaii.org. Fee: GCA of Hawaii members \$295; nonmembers \$395. No refunds after October 25. Replacements accepted.

NOVEMBER 9, 23; DECEMBER 14

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Saturday of the month, the American Institute of Architects Honolulu Chapter (AIA Honolulu) hosts walking tours of Honolulu's architectural landmarks. Tour groups must be 4-12 people.

9-11:30 a.m. AIA Honolulu Center for Architecture, 828 Fort Street Mall, Suite 100. Go to contact@aiahonolulu.org or call 628-7243 to RSVP with payment in advance and for more information. Fee: \$15 per person.

NOVEMBER 20

ARE Review: Introduce - Construction & Evaluation

This AIA Honolulu prep session covers ARE 5.0 (Introduce - Construction & Evaluation). Experts take questions and provide study tips for those on the path to licensure. AIA Honolulu's Cohort program offers extended ARE prep in six sessions. Various credits available.

5-7 p.m. AIA Honolulu Center for Architecture, 828 Fort Street Mall, Suite 100. For more information, go to contact@aiahonolulu.org or call 628-7243. Fee (6 sessions): AIA members \$250; nonmembers \$360.

NOVEMBER 21

NAWIC General Membership Meeting

This dinner meeting of the National Association of Women in Construction Hawaii Chapter features two financial experts, both female, who will discuss the non-financial challenges of retirement.

5 p.m. (registration and networking); 5:30 p.m. (dinner); 6 p.m. (meeting and speakers). Honolulu Country Club, 1690 Ala Pu'umalu St. RSVP by Nov. 15 to [nawic114-nov19.eventbrite.com](https://www.eventbrite.com/e/nawic114-nov19); nonmembers must pre-pay via Eventbrite. Fee: \$40.

NOVEMBER 21

AIA General Membership Meeting: Hot / Cold Climates With Joe Ferraro

Award-winning architect Joe Ferraro discusses climate change



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and its likely impact on design and construction at this month's General Membership Meeting.

11:30 a.m.-1 p.m. AIA Honolulu Center for Architecture, 828 Fort Street Mall, Suite 100. To register and for more information, go to contact@aiahonolulu.org.

DECEMBER 4

NAHB CAPS III Details & Solutions for Livable Homes and Aging-in-Place

BIA-Hawaii's new NAHB Designation Course builds on CAPS I and II courses, which are prerequisites. NAHB specialist Curt Kiriu presents design techniques, specialized products and best practices for CAPS building professionals who provide livable aging-in-place solutions. Special hands-on instruction included.

8 a.m.-5 p.m. CTC Pacific, 94-487 Akoki St., Waipahu. Register at biahawaii.org. For more information, contact Barbara Nishikawa at 629-7505 or at BLN@biahawaii.org, or Sydney Simbre at 629-7504. Fee: BIA-Hawaii members \$300; nonmembers \$400; \$200 with available ETF funding.

DECEMBER 10, 12, 16, 17, 19

40-Hour Safety Hazard Awareness Training for Contractors (5-Day)

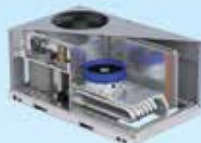
BIA-Hawaii's five-day training session provides a Site Safety & Health Officer (SSHO) with the additional certification required by the NAVFAC UFGS 1.6.1.1.1. Also covers the EM-385. Industry/academic credentials and laptop required. Certification provided after successful testing.

7:30 a.m.-4 p.m. (daily). CTC Pacific, 94-487 Akoki St., Waipahu. Register at biahawaii.org. For more information, contact Barbara Nishikawa at 629-7505 or via BLN@biahawaii.org, or Sydney Simbre at 629-7504. Fee: BIA-Hawaii members \$450; nonmembers \$575; \$287.50 with available ETF funding.



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Builders Welcome Rise in Agency Awards

Contractors got some good news in September as government agency awards hit their highest mark of 2019 with contracts valued at \$103,686,399.

The month's total was the year's best since the \$73,256,682 in jobs in February and pushes the nine-month total to \$450,902,232. By contrast, after the first three quarters of 2018, agency awards totaled \$1,524,874,460.

Bolstering the month's tally was the U.S. Army, which awarded \$79,072,992 in jobs. The next busiest agency was the Hawaii Department of Transportation with \$10,317,972 in contracts.

The Army handed out the three largest contracts in September. The biggest, valued at \$35,286,992, went to Whiting-Turner Contracting Co. for a utility plant and repairs to other buildings at Schofield Barracks. The next largest, at \$29,586,000 also is for work at Schofield

and was won by Zumwalt Construction Inc. Nakasato Contracting LLC landed a \$14,200,000 bid for work at Pohakuloa Training Area on the Island of Hawaii.

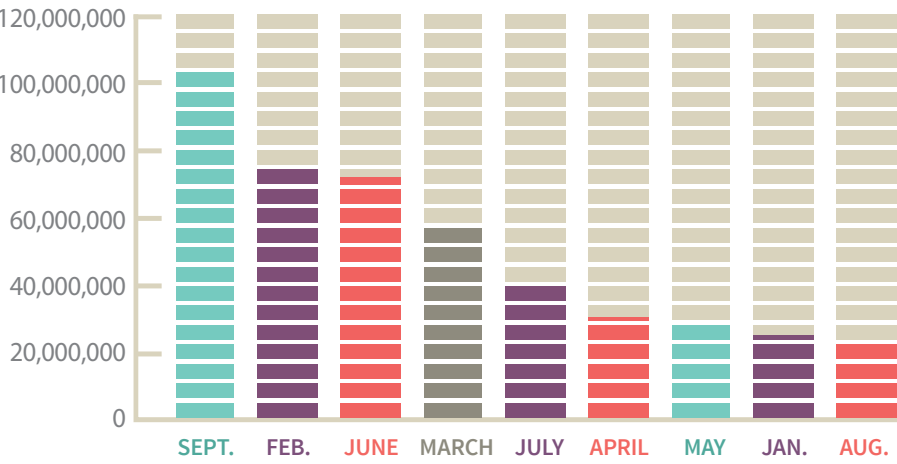
There is still optimism for builders. In its construction forecast released in early October, the Economic Research Organization at the University of Hawaii (UHERO) says that "despite a steep falloff" in government agency contracts this year, builders can look forward to "considerable forthcoming public sector construction."

Among the projects that should keep the industry busy are the rail system on Oahu, plans to redevelop Aloha Stadium and the Neal S. Blaisdell Center and updating facilities at Daniel K. Inouye International Airport. UHERO's report also points to public works projects focusing on the recovery from natural disasters on the Neighbor Islands.

Oahu	\$79,624,399
Hawaii	16,013,796
Maui	6,297,257
Kauai	1,750,947
Total	\$103,686,399

Army	\$79,072,992
DOT	0,317,972
UH	7,800,835
DOE	2,255,278
DLNR	1,519,131
DHHL	1,275,178
DAGS	866,082
HDOA	578,931
Total	\$103,686,399

1. SEPTEMBER	\$103,686,399
2. FEBRUARY	\$73,256,682
3. JUNE	\$71,542,283
4. MARCH	\$57,580,170
5. JULY	\$39,566,092
6. APRIL	\$30,073,797
7. MAY	\$27,470,641
8. JANUARY	\$25,105,725
9. AUGUST	\$22,323,443
TOTAL	\$450,902,232



Oahu

- The Whiting-Turner Contracting Co.** \$35,286,992
 FY 2018, Quad A, Repair Building 131 and Central Utility Plant and Repair Buildings 130 and 132, Schofield Barracks
- Zumwalt Construction Inc.**..... 29,586,000
 Repair Building 3004, Schofield Barracks
- MEI Corp.** 3,217,661
 Accessibility Improvements, Phase II (Shidler), University of Hawaii at Manoa
- Ted's Wiring Service Ltd.**.....2,536,244
 Request for Proposals: Design-Build Construction Project, Lighting Retrofit, Various Locations, Sports Complex Lighting, UH-Manoa
- Contech Engineering Inc.**.....2,172,478
 Waipahu High School, Miscellaneous R&M for FY 2008-2011
- International Roofing & Building Construction**2,018,000
 7886 Business Education and 7885 Theater Reroof Buildings, Phase IIB, Leeward Community College
- Paul's Electrical Contracting LLC** 1,805,839
 Runway Guard Light Improvements at Daniel K. Inouye International Airport

SEPTEMBER'S TOP 10 CONTRACTORS

1. The Whiting-Turner Contracting Co. (1)..... \$35,286,992
2. Zumwalt Construction Inc. (1)..... 29,586,000
3. Nakasato Contracting LLC (1)..... 14,200,000
4. Goodfellow Bros. Inc. (1) 6,297,257
5. MEI Corp. (1) 3,217,661
6. Ted's Wiring Service Ltd. (1) 2,536,244
7. Contech Engineering Inc. (1) 2,172,478
8. International Roofing & Building Construction (1)..... 2,018,000
9. Paul's Electrical Contracting LLC (1) 1,805,839
10. Miller's Paving LLC (1) 1,708,311

Information is summarized from the Contractors Awarded section of *BIDService Weekly*, compiled by Research Editor Alfonso R. Rivera.

Ameritech Slope Constructors Inc......**1,476,495**
Manoa Falls Trail Rockfall Mitigation

Close Construction Inc.**1,275,178**
Waianae Valley Increment 4, Site Improvements

Power Constructors LLC.....**137,782**
Aliiolani Hale and Kapuauiwa Building, Integrated Security Camera and Recording System, Phase 2

T-2 Construction Inc......**58,000**
Maili Elementary School, Renovate Building A, A-5 and A-6 Restrooms

EBJ Construction Inc.**28,930**
Lyon Arboretum, Cottage A Roof Repairs, UH-Manoa

AL & C Mechanical & A/C Corp......**24,800**
Mililani Middle School, Buildings D and E, Replace Gutters and Downspouts

LOW BIDS

The companies below submitted the low bids in September for the work detailed. Submitting the lowest bid is not a guarantee of being awarded the job. However, it is a strong indication of future work, and subcontractors can plan accordingly.

Oahu

Doonwood Engineering.....**\$596,105**
Monitoring, Maintenance and Emergency Repairs for the Potable and Non-Potable Water Systems, Daniel K. Inouye International Airport

Molina Engineering Ltd.**419,696**
Youth Challenge Academy, Buildings 1786 and 1787, Railing Replacement and Other Improvements

Kapili Construction LLC.....**238**
Indefinite Delivery, Indefinite Quantity, Roof Repairs at Various Locations, University of Hawaii

Maui

Prometheus Construction**578,000**
Emergency Repair of Kahekili Highway Culvert at MP 8.4

Lite Electric**389,560**
Lahaina Intermediate School Campus, Replace Fire Alarm

Lite Electric**313,375**
Nahienaena Elementary School Campus, Replace Fire Alarm

Maui Kupuno Builders LLC.....**306,428**
Wailuku-Kahului District Resurfacing, FY 2019

Global Specialty Contractors Inc......**179,135**
Kahakuloa Bridge, Stream Channel Lining Repair, Wailuku

Hawaii

Isemoto Contracting Co. Ltd.**97,847**
Slope Repairs at Storage Yard, Kawaihae Harbor

Kauai

Harvey Brothers LLC.....**3,579,941**
Lihue Wastewater Treatment Plant Process Improvements

Earthworks Pacific Inc......**1,892,190**
Wainiha Powerhouse Road and Culvert Repairs, FEMA #45580

GP Roadway Solutions Inc.**373,523**
Guardrail and Shoulder Improvements at Various Locations, Part 5, Lihue

Earthworks Pacific Inc.**113,700**
River Mouth Clearing on the Island of Kauai

Maui

Goodfellow Bros. Inc.**6,297,257**
Taxiway A-C Intersection Reconstruction at Kahului Airport (OGG)

Hawaii

Nakasato Contracting LLC.....**14,200,000**
FY 2018 MCA PN91742, Operational Readiness Training Complex (Barracks), Phase 1, Pohakuloa Training Area

Stan's Contracting Inc......**728,300**
Hilo State Office Building, Reroof Over Switchgear and Mechanical Equipment, Replace Condenser and Chill Water Pipes and Repair, Hilo

George M. Oye Inc......**578,931**
Lower Hamakua Ditch Watershed, Paaui Distribution Improvements

Wastewater & Pump Specialties of Kona LLC.....**506,565**
Operating and Maintaining of the Wastewater Treatment Plant, Ellison Onizuka Kona International Airport at Keahole

Kauai

Miller's Paving LLC.....**1,708,311**
Parking Lot Repair and Improvements at Lihue Airport

Dean S.H. Pak Inc......**42,636**
Metal Storage Building



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Honolulu Builders Delivers for DHX

GC completes 'beautiful' state-of-the-art warehouse and distribution facility for freight company

BY DAVID PUTNAM

A four-acre eyesore in the Iwilei area, so contaminated with hazardous waste that for decades it was deemed too diminished for development, has been fully remediated and given a new purpose.

General contractor Honolulu Builders LLC recently completed work on a 76,000-square-foot warehouse and distribution center for ocean freight company DHX (Dependable Hawaiian Express). A formal grand opening of the state-of-the-art facility was held in late September.

DHX's new \$13 million building offers expanded storage capabilities and new warehouse management

software for tracking multi-location storage for customers along with same-day and next-day delivery capabilities. It also allows customers to communicate with the company's facilities on Maui, the Big Island and Guam.

"This is a big step forward for DHX, as we had previously leased our facility on Oahu," said President Brad Dechter. "With this new building, we now own our own facilities on Oahu, Maui, and Guam and in Kona and Rancho Dominguez in Southern California."

The Oahu facility, just off Nimitz Highway and only minutes from the Honolulu Port facility, has skylights and LED lighting, with solar panels

currently being installed. The building can store up to 8,000 pallets; DHX's previous 70-year-old facility offered only 500 spaces.



DXH President Brad Dechter welcomed guests at the grand opening of the new warehouse in August.

PHOTO BY BARRY REDMAYNE



Honolulu Builders preps the jobsite ...



... plans begin to take shape ...

“They built us a beautiful building,” says Dechter. “I found them creative in working through the issues that presented themselves during the construction process. The principal I dealt with, Dan Jordan, was a good man to work with.”

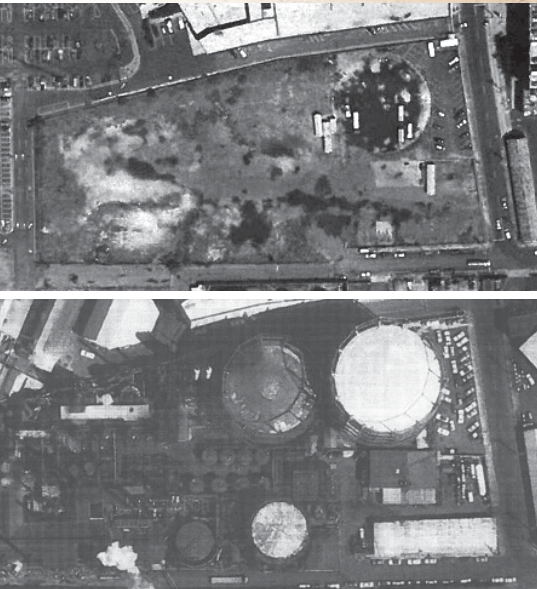
The parcel, the location of the former Gasco operation, sits between Lowe’s, The Home Depot and Dole Cannery and was, according to Dechter, “one of the most contaminated sites on the island.” Despite knowing the land would require extensive remediation, he and his business partner, Ron Massman, decided to purchase the site in 2017 for a reported \$16.25 million. Honolulu



... the crew frames the warehouse.



The 76,000-square-foot warehouse August.



Top: the former Gasco site in 1997. Bottom: the four-acre lot in 1972.

PHOTOS COURTESY HAWAII DEPARTMENT OF HEALTH



Attending the grand opening of the DHX warehouse are, from left, Gabriel Lee of American Savings Bank, Dan Jordan of Honolulu Builders and Brad Dechter of DHX.

PHOTO BY BARRY REDMAYNE

Builders broke ground on the project in May 2018.

Among the job's unique challenges, says Jordan, was prepping the site.

"The site is a 'brownfields' site in that it is heavily contaminated with petrochemicals," he says. "Extensive measures had to be taken to safely construct on the site



Dan Jordan

and protect workers."

Jordan adds that a "ventilation membrane was required under the building to cap and capture vapors."

The site was found to be contaminated with oil and gas by-product waste. It had been used to keep large oil and gas tanks and included a tar separation area and a benzene treating area.

According to a case study done a few years ago by Weston Solution for the Hawaii Department of Health, the parcel had an estimated 3.4 million

pounds of contaminants, including 130,000 pounds of benzene and 264,000 pounds of naphthalene.

Along with Honolulu Builders, the project team included Ensolum LLC as the environmental consultant and designer MC Architects. Key members of Honolulu Builders team, Jordan says, were Senior Project Manager Tim Sinn, Site Superintendent John Clayton and Project Engineer Danmark Delacruz. 🏠

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HONOLULU BUILDERS

Kelikai Inc. is using Bauer's 158-foot MC-128 crane to install auger cast piles at depths to 150 feet.
PHOTO BY ANJJ LEE



KING-SIZE RIGS

New heavy equipment is shaking up Hawaii jobsites—and some industry rankings

BY BRETT ALEXANDER-ESTES

Damien Enright, president at Kelikai Inc., has just imported one of the biggest cranes in the state. But as he assesses his new tower of steel rising nearly 160 feet in the air, he's looking down—straight down.

Because his new Bauer MC-128 isn't for lifting.

It's for drilling.

Coupled with a lead, Kelikai's new crane installs auger cast piles—giant cement-and-steel columns that are the foundation of choice at most big Hawaii projects.

"The industry is looking for something affordable and quicker, production-wise," Enright says. "Auger cast piles are the going trend."

Kelikai is installing the auger cast piles for Ko'ula, a new 400-foot tower in Kakaako. In January, Kelikai will do the same at Hilton's new high-rise in Waikiki.

New auger cast piles are installed on bedrock or other solid substrates—and in Kakaako, Waikiki and Ala Moana, solid substrates are often 110 feet down or deeper. At this depth, contractors are usually forced to use drill shafts and caissons—much slower and expensive than piles—since Hawaii's other cast pile rigs can't drill past 120 feet.

"With our new drill rig," Enright says, "we are able to go to 150 feet in depth."



Damien Enright

He says it's the only rig in Hawaii that can do it.

The rig also increases pile diameters from 24 inches to 30 inches, or even 36 inches—diameters, Enright says, that nobody else in the state is currently installing at 150 feet down.

"This would be for new construction high-rise projects," he says. "Anything that's requiring an auger cast pile that is 90 feet to 150 feet in depth, typically your taller high-rise projects, your 300- to 400-foot high-rises."

A high-rise usually requires "about six to eight weeks to drill out a whole foundation," he says. With the MC-128 reaching greater depths and installing bigger piles, "I would imagine you could save a week, maybe a week and a half."

The new crane cost in the seven figures. Its operating weight, with its Birmingham lead, is 249 metric tons. Enright chose Bauer, he says, because the German manufacturer is "top of the line, best of the best."

It is the first and only Bauer rig of its size, coupled with a Birmingham lead, in the world.

"Before this," Enright says, "there was only one guy in town who could go over 110 feet. This will allow us to compete and bid on projects that we couldn't bid on before."

The new Bauer rig will likely boost Kelikai Inc.'s business—an aim shared by other Hawaii builders buying the latest and greatest in heavy construction equipment today.

Bauer

Manfred Dreier, sales manager at Bauer's new Livermore, Calif., branch, says the German manufacturer backs up the world-renowned performance of its heavy equipment with strong client relationships.

Dreier and six other Bauer specialists flew in from Germany and the Mainland to guide the setup and initial operation of Kelikai's new Bauer MC-128 drill rig. "We have four people here for the technical stuff, for the hydraulic and the structure stuff, and the electric," Dreier says. "Then we have an operator here, who will perform the test program and the training phase for the client."

As a standard service, Bauer is monitoring the performance of the new rig for the next six months. A Bauer team also visits Hawaii, usually twice each quarter.

"We conduct sales, we talk to customers with reference to their current projects and what they have upcoming, and what their equipment needs are going to be," says Karl Reed, Bauer sales administrative assistant.

"There's a trust between us and our



Karl Reed, Manfred Dreier

customers," Reed notes. "They trust that we will provide them with the equipment that will do the job. The company is worldwide, and has expertise in every sort of foundation work that there is."

Bauer currently has eleven heavy equipment units in the Islands. "The smallest is 88,000 pounds," says Dreier.

Goodfellow Bros.

Shep Nelson, equipment superintendent at Goodfellow Bros. Inc. (GBI), a Hawaii leader in roadwork, site prep and excavation, says "we consistently update our fleet with new equipment of all



Shep Nelson



Bauer's 158-foot MC-128 crane weighs approximately 172 tons.

PHOTO COURTESY BAUER EQUIPMENT AMERICA INC.

sizes. Because of the type of rock we encounter here in the Islands, larger equipment is a must."

At New Kihei High School, one of GBI's biggest earth-moving jobs in Hawaii, "the entire site is rock," Nelson says. "We are basically building the job with the big dozers."

Goodfellow is also looking for more overall efficiency. "The more dirt that can be moved with a gallon of fuel, the better," he says. "Not only does this mean utilizing fuel-efficient machines, but also that we have the latest in GPS technology to ensure we are never moving too much dirt, and not moving it twice.

"We are using Trimble Earthworks 3D in everything we can," Nelson says. This includes the Kihei job site, where Earthworks guides the Caterpillar D10 bulldozers.

"Earthworks displays 3D mapping in the cab so the operator can see the high points and low points, along with what others are doing on the entire site," Nelson says. "Trimble and Caterpillar piloted this equipment on large dozers for this job. All this translates to a better product and less expense for our customer."



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Cutaway view shows HawthorneCat D6XE drivetrain. PHOTO COURTESY HAWTHORNECAT



"Can't beat it," says a Goodfellow Bros. operator of HawthorneCat's D10T2 bulldozer. PHOTO COURTESY HAWTHORNECAT

HawthorneCat

For Morris Ah Nee, Goodfellow's Maui Region operator foreman, Cat's 2019 D10T2 bulldozer is a hands-down winner. "Pushing, ripping, unlimited power. This is a big piece of iron," he says. "Can't beat it, big and powerful."

Clifford Cox, the firm's Big Island Region foreman, says the 2019 electric D6XE bulldozer provides "more power and no delay," and makes 100 percent of its torque at RPMs.

Orrin Nakanelua, president at Malama Tree Care, added two smaller



HawthorneCat's electric D6XE makes 100 percent of its torque at RPMs. PHOTO COURTESY HAWTHORNECAT



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performers to his Cat fleet this year. “The hydraulics on the 305.5 are so much stronger than the 305,” he says of his new 2019 mini-excavator. He notes that while 305.5 specs say it can lift



Steve Joseph

to 500 pounds, “it feels like it can do so much more.” His new 299D2 compact track loader, he says, is “unstoppable.” At PVT Land Company in Waianae, Vice President Steve Joseph relies on his Caterpillar D7E, Hawaii’s first diesel-electric powered bulldozer. “Its innovative drive train delivers 10 percent more pushing power while using about half the fuel,” Joseph says, “and meets Tier 4 Final/ Stage IV/Japan 2014 (Tier 4 Final) emission standards.”

For Hawaii in 2020, says Chris Giannaris,



Chris Giannaris

At PVT Land Company in Waianae, Vice President Steve



Komatsu’s PC138USLC hydraulic mini-excavator, a Bacon Universal best-seller, features a tight tail swing design. PHOTO COURTESY KOMATSU/BACON UNIVERSAL CO. INC.

HawthorneCat corporate marketing manager, Cat is releasing its new line of Next Generation Mini Hydraulic Excavators, including the new 309 and 310 models, the new 349 Next Generation HEX and the new D6 and D6 XE TTT (track-type tractors).

“Our compact construction equipment now comes with a two-year standard warranty,” Giannaris adds.

Bacon Universal

In addition to its stock of Komatsu and Kubota best-sellers, “Bacon has

just taken on the Doosan line of forklifts and the Topcon line of GPS equipment,” says Adrian P. Silich, vice president of operations at Bacon Universal Co. Inc. “These are exciting additions to our sales lineup, especially the Topcon line which provides machine-positioning technology for construction contractors, equipment owners and operators.”

For Bacon clients like the president of Drayko Construction, Komatsu and Kubota are “really reliable ... and versatile.” Alfred Cheng says he’s pleased

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with how his mini-excavators and loaders are performing at Drayko's Pali job for the Board of Water Supply.

"One thing about Komatsu," says Cheng, "you can securely lock the equipment by computer. You know you have control, know where everything is."

That's because "all Komatsu machines now come standard with the Komtrax monitoring system that allows the owner, as well as Bacon Universal, to remotely locate and shut down the machine if necessary," says Silich. The system is free for the life of the machine.



Caterpillar's 836K compactor automatically raises its blade when the machine reverses. PHOTO COURTESY PVT LAND COMPANY LTD.

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Bacon Universal's 2019 top sellers include Kubota's U55 compact excavators. PHOTO COURTESY KUBOTA/BACON UNIVERSAL CO. INC.

2019 Top Picks

BACON UNIVERSAL CO. INC.

Komatsu

Mini-excavators (PC138USLC-11,
PC88MR-10, PC55MR-10)

Kubota

Mini-excavators (U35, U55)
Mini Track Skid Steer Loaders
(SVL65, U27-4R1)

JLG

Electric Scissor Lifts (1930ES)
Compact Telehandlers (G5-18A)
Snorkel
Aerial Lifts (AB46J, AB60J)

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259D3 Compact Track Loader
305.5E2 MHEX

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Hitachi
Excavators

SUNBELT RENTALS

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Man lifts, Scissor lifts
Telehandlers

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American Machinery

John Deere is introducing its new "L" series wheel loaders this year, says Sean Loa, field sales manager at American Machinery.

"We just received our first new 624L series wheel loader for demonstration,"



Sean Loa

Loa says. "These new 'L' series loaders have more cab space, new ergonomic multi-function joystick controls, an exclusive bucket vibrate feature for more precise control when metering loose

dry material into a wagon or hopper, and High-Lift Plus boom configurations with higher hinge pin heights."

JDLink, Deere's telematics system, connects all makes and models in the field with the office and mobile devices. JDLink sends alerts and machine updates including location, utilization, performance and maintenance data "to manage where and



John Deere's new 624L series wheel loaders at American Machinery have more cab space and a JDLink telematics system.

PHOTO COURTESY JOHN DEERE/AMERICAN MACHINERY

how equipment is being used," Loa says. "American Machinery also has an Integrated Solutions Department dedicated to monitoring your machine health for you."

American Machinery's new service

support truck also provides customers with onsite preventative maintenance service. "Manufacture-recommend fluid and filter changes can be performed infield at the jobsite, decreasing downtime and increasing productivity," Loa says.

The World's Biggest Crane

"Big Carl," the world's largest crane, can lift 3,000 tons. It took 250 trucks months to move from Belgium-based designer Sarens to Somerset, UK, where it is now working on its first project—a nuclear power plant.

Officially named SGC-250 for Sarens Giant Crane 250, Big Carl's job is to lift more than 600 components, as well as install concrete, steel structures and reactor equipment for the project. Over 3.73 miles of rail had to be laid for its movement.

Powered by 12 motors, Big Carl can operate at a height of nearly 820 feet and move 360 degrees on its axis. It is supported by 52 counterweight containers weighing 100 tons each, and has a radius reach of approximately 902 feet.

—Priscilla Pérez Billig



Big Carl, the world's biggest crane
PHOTO COURTESY SARENS



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Sunbelt Rentals

Sunbelt has just opened a second Oahu location on Sand Island, says James Allison, PC682 profit center manager at Sunbelt Rentals. “Now we’re in a better position to better serve our customers from Kapolei to town.”



James Allison

That will give Leeward builders quicker access to all of Sunbelt’s Genie and JLG aerial rentals—man lifts, scissor lifts and telehandlers—that are “extremely popular” this year, Allison says. “Because our fleet is so new, our customers love the fact that the newer models don’t break down, are a lot more reliable and are much more user-friendly.”

One user-friendly safety feature on Sunbelt Rentals’ Genie and JLG models (Lift Guard and Sky Guard, respectively) senses “when the driver is in distress and will position itself to prevent that driver from getting injured,” Allison says. “It’s OSHA-approved and enforced.” Sunbelt’s focus, he says, is keeping its fleet updated and providing great customer service.

Sunbelt in June acquired Harper Rentals on Hawaii Island, and now has two new outlets in Hilo and Kona.

Service Rentals

In 2020, says Ryan Ouye, president at Service Rentals & Supplies Inc., he’s adding “more booms and scissor lifts to our fleet.”

This year, Ouye says, “customers like the 5,500-pound lifting capacity of our forklift unit because of its versatility and price. The rest of the forklift models that we offer are standard on all job sites, depending on the phase of the construction.”

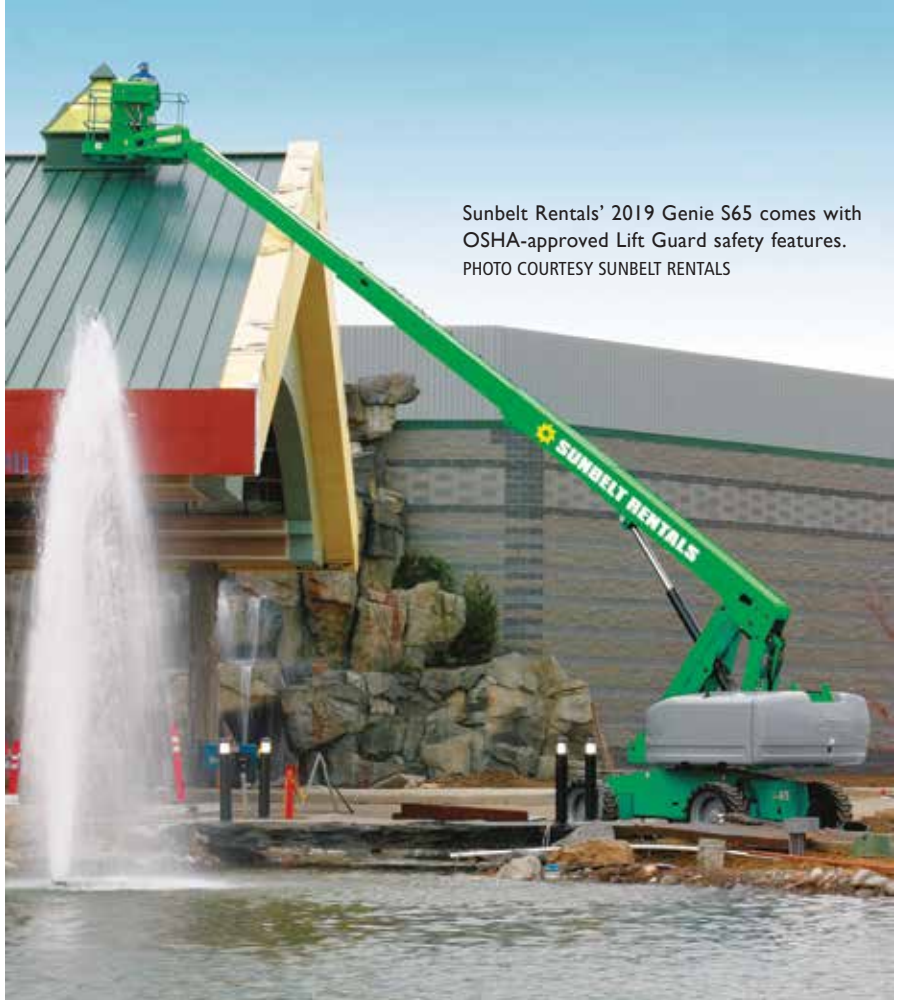
Standout features on these models include “larger cabs and ease of use for the operators.” Other draws include a display that shows the operator the status of the equipment.

Since safety is a top issue for

...continued on page 58



Ryan Ouye



Sunbelt Rentals’ 2019 Genie S65 comes with OSHA-approved Lift Guard safety features.
PHOTO COURTESY SUNBELT RENTALS

Cat’s 2020 Lineup

HawthorneCat’s new 2020 performers coming to Hawaii include its Next Generation Mini Hydraulic Excavators (309, 310 models), 349 Next Generation HEX and the new D6 and D6 XE TTT (track-type tractors).

Next Generation Mini Hydraulic Excavators

New industry firsts include:

- Stick steer travel control
- Cruise control
- Full color LCD monitor with Bluetooth
- High-flow hydraulics on 309 models
- First one- to two-ton excavators with sealed and pressurized cabs to offer an air conditioning option



The new D6 features a factory-integrated Cat GRADE with 3D system.

PHOTO COURTESY HAWTHORNECAT

D6/D6 XE

New tech upgrades include:

- Updated, factory-integrated Cat GRADE with 3D system
- New, intuitive 10-inch touch screen that works like a smart phone
- Advanced Inertial Measuring Units (IMU) providing greater speed and accuracy without position-sensing cylinders
- Smaller antennas integrated in the cab roof for better protection
- AutoCarry (Grade with 3D) automates blade lift to maintain desired blade load, improving load consistency and reducing track slip

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By Air, Land and Sea

Keeping business on the move

BY PRISCILLA PÉREZ BILLIG



When a contractor needs a special part or extra material in a hurry, the only option is getting it to the Islands by air. That's when Brian Suzuki, president of Hawaii Air Cargo, steps in as broker for carriers that can get what's needed here in a matter of hours, not days or weeks.

Hawaiian Airlines integrated its cargo operations freight and maintenance facility.

PHOTO BY PRISCILLA PÉREZ BILLIG/TRADE PUBLISHING CO.

“Eighty percent of cargo business is from the Mainland,” Suzuki says.



Brian Suzuki

“Sixty percent of that is construction material, like electrical fixtures because they need to get here and cannot wait for sea delivery.” Products, such as the 10,000 pounds of carpet

that arrives from the Mainland every day, would otherwise come by ship.

Even the holds of passenger planes are used to transport rush deliveries, he adds. “The building industry really relies on air shipping rather than waiting.”

Pacific Air Cargo Chief Operating Officer Thomas Ingram says his cargo-dedicated company gets a lot of last-minute work



Thomas Ingram

to carry all sorts of supplies and materials. He cites the delivery of the largest load to date: a solid steel nuclear submarine drive shaft, weighing 140,000 pounds and measuring 48 inches in diameter and 70 feet in length. Using multiple loaders and several cranes, it had to be hoisted into the cargo hold of a 747 outfitted with a nose-load carrier.

When Super Typhoon Yutu ravaged the U.S. Commonwealth of the Northern Mariana Islands last year, Pacific Air Cargo transported two million pounds of lumber, plus generators and supplies, to Saipan aboard more than 28 Russian Antonovs, a cargo aircraft powered by six turbofan engines with a maximum takeoff weight of 640 tons.

Ingram says about 10 percent of his company's annual work involves construction and that figure fluctuates with building trends.

By Land

The \$3 billion Airports Modernization Plan has implemented changes to

accommodate air cargo facilities.

Two years ago, Hawaiian Airlines Cargo/Maintenance Facility consolidated its cargo operations, aircraft maintenance, loading docks, support offices and customer service operations into an integrated facility.

Aloha Air Cargo also moved into its current facility two years ago. Its cargo operations, aircraft maintenance, loading docks, support offices and



Jim Moynihan

customer service operations are combined in an integrated facility on the west side of the airport.

The movement of construction equipment and supplies is really

two categories: heavy equipment, and light equipment and supplies, says Aloha Freight Forwarders Inc. Chief Operating Officer Jim Moynihan.

“In general, heavy equipment such

as bulldozers, cranes and grading machines moves as roll on/roll off or conventional lift by the ocean carrier,” Moynihan says. “Freight forwarders with specific Hawaii expertise are then best suited for flat rack and container movement that includes final Hawaii delivery and related services. Most jobsites are space-constrained and rely on progress-dependent delivery schedules that allow for adjustments due to progress and weather delays or opportunities. This type of flexibility is critical to Hawaii clients working to stay on-time and on-budget.”

As far as the Kapalama Terminal expansion, Moynihan says it affects everybody that services Hawaii.

“This is Pasha’s new terminal, and they and Matson are the only two Jones Act ocean carriers servicing the Hawaiian Islands,” he says. “Anything those two companies do has an impact across the supply chain for Hawaii, but the outcome should be improved capacity and a positive step forward for the good folks of Hawaii.”

Planned Pasha Hawaii projects at KCT include IT and terminal building infrastructure, including a marine tower, two new berths totaling 1,859 feet, adjoining barge connections for Neighbor Island cargo and on-dock



Aloha Freight Forwarders specialize in freight services between Hawaii and the Mainland. PHOTO COURTESY ALOHA FREIGHT FORWARDERS



DHX's new storage facility PHOTO COURTESY DHX

truck queuing.

Dependable Hawaiian Express (DHX) offers customized transportation services, including trucking, project cargo, container delivery, logistics and warehousing. It recently

added a new warehouse just off Nimitz Highway with expanded warehouse capacity.

“Nearly half of our containerized volumes consists of construction materials ranging from tile, lumber,



Sause's newest barge, Columbia, is launched from Portland, Ore. PHOTO COURTESY LOGAN MCCLANAHAN/SAUSE BROS.



Pacific Air Cargo delivers last-minute loads.
PHOTO COURTESY PACIFIC AIR CARGO

plumbing, paint, tools, etc., says Keith Sasaki, regional sales manager for DHX.

“On top of scheduled deliveries of these goods to various customers and job sites, our trucks are also kept busy hauling goods from local vendors to customers, from ports to desired

locations and, of course, to our new facility for storage. Add to this, specialized equipment and any oversize, overweight and out-of-gauge cargo which our Project Cargo Department transports, as well as our DGX air-freight services, and our involvement within the construction industry is a

healthy footprint.”

Sasaki says store-front warehouse space, as well as job site receiving depots, can be extremely tight.

“Our 76,000-square-foot facility, right in the heart of industrial Honolulu, will enable contractors to ship large quantities of goods, use DHX as their annex depots and receive goods on an as-needed basis,” he says.



Keith Sasaki

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Matson has added Lurline to its fleet.
PHOTO COURTESY MATSON INC.

By Sea

Aloha Marine Lines, part of the Lynden family of companies, provides barge services between Hawaii and the Pacific Northwest. Lynden also offers air and ocean forwarding services to Hawaii and transportation services in locations throughout the Mainland. These diverse capabilities allow customers to have their freight picked up from suppliers on the Mainland and shipped to Hawaii all by the same company, simplifying the entire shipping process.

According to Bret Harper, director of sales for Aloha Marine Lines, these diverse capabilities also allow customers to vary shipping speeds to match their requirements. If something is needed quickly, it can ship to Hawaii via air or ship or, if time flexibility allows, customers can save money by using the barge service.

“Aloha Marine Lines plays a significant role in providing transportation



Bret Harper

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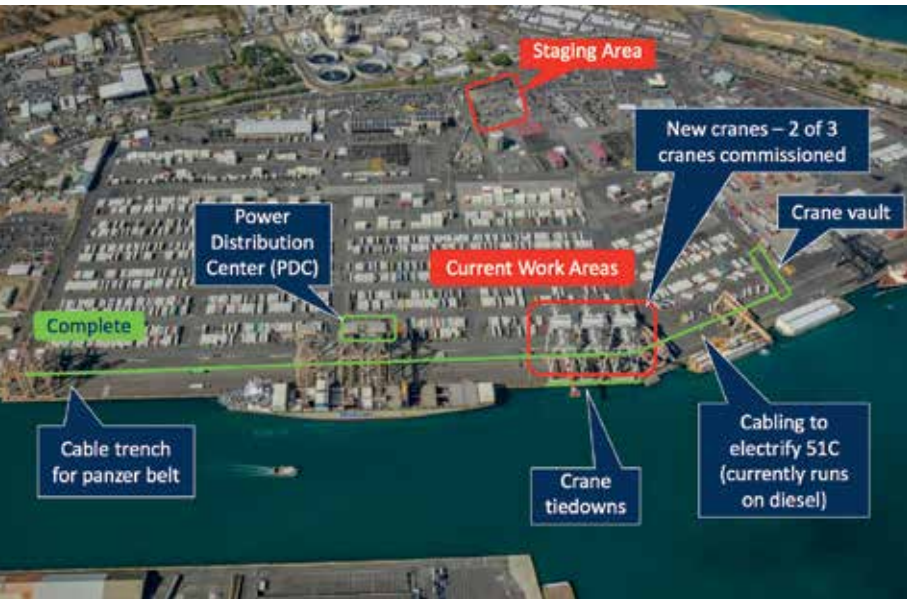
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Sand Island will accommodate rising shipping volume and activity.
PHOTO COURTESY MATSON INC.

Young Brothers has a towing tug fleet of five.
PHOTO COURTESY YOUNG BROTHERS LTD.

solutions for Hawaii’s construction industry,” Harper says. “Our bi-weekly barge service from the Pacific Northwest provides timely and economical delivery of building materials, such as lumber and plywood products, roofing materials, pipe, wallboard,

rebar and structural steel. In addition to building materials, we transport machinery, office trailers, tower cranes and over-dimensional cargo that’s not typically suited for ship service.”
To best meet their customers’ needs, Aloha Marine Lines uses a variety of

marine equipment.
“Recently we’ve introduced to the Hawaii market special equipment, such as 102-inch-wide, 53-foot-long containers and platforms,” Harper says. “The extra width and height provide increased cubic capacity and a better overall payload in comparison to the standard equipment typically used by shipping companies.

“In addition, we offer a ‘Kaptive Beam’ decking system in many of our containers that allows freight to be stacked higher in the container without crushing the bottom pallets.”

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“Our involvement within the construction industry is a healthy footprint.”
—Keith Sasaki

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Pasha Hawaii operates container service with the *Marjorie C*, the combination container/roll-on/roll-off (Con-Ro) vessel, and four containerships. Pasha plans to add two 774-foot Liquefied Natural Gas (LNG) fueled containerships, the *M/V George III* and the *M/V Janet Marie*, currently being built in Brownsville, Texas, to its Hawaii fleet.

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Hawaii's Maritime Industry: Are We There Yet?

Honolulu Harbor is Hawaii's central hub where more than 80 percent of critical goods are offloaded for the entire state.

"As Hawaii's population grows and cargo volumes continue to increase, Honolulu Harbor's cargo handling facilities have reached cargo yard capacity," says Engineering Program Manager Carter Luke at Hawaii Department of Transportation's Harbors Division. "The congestion is adversely affecting the HDOT Harbors' ability to efficiently operate and serve the Hawaii maritime industry."



Carter Luke

Addressing this concern, HDOT Harbors Division contracted Kiewit Infrastructure West Co. which is currently working on Phase I Cargo Yard for the Kapalama Container Terminal (KCT) in Honolulu as part of the state's Harbors Modernization Plan, started in 2010. Since then, an Environmental Impact Statement, two new piers, a building and operating area remodel for University of Hawaii's School of Ocean and Earth Science and Technology to relocate out of the KCT area have been completed.

Phase II, KCT Wharf, is expected to go out for bid by this month. In total, the Harbors Division anticipates

investing over \$500 million on the KCT, which is the cornerstone of the Harbors Modernization Plan and the largest project undertaking in the HDOT Harbors Division's history.

"When KCT is completed, Honolulu Harbor, the hub of Hawaii's hub-and-spoke freight system, will significantly increase its berthing and cargo yard capacity to meet Oahu's needs for the foreseeable future," Luke says.

The new wharf will provide berthing capacity for two container ships and up to six gantry cranes at Piers 42 and 43. In addition, over 1,000 linear feet of berthing area will be constructed for interisland barge operations at Pier 41 and Pier 40F. Resilient landside wharf improvements include installation of high-capacity bollards and state-of-the-art fenders.

"Another benefit to Hawaii residents and its shipping industry is that the peak traffic associated with cargo movement within Honolulu Harbor, Sand Island Parkway to Auiki Street will be alleviated," Luke adds. "The KCT Project will allow cargo to move directly between the KCT and Interisland Cargo Terminals, allowing for 24,000 truck trips to be taken off public roadways by early 2023, which is the estimated KCT Project completion."

Luke says the new KCT adds resiliency to Hawaii's critical port system. The landside elevations will be raised almost



Honolulu Harbor
PHOTO COURTESY HDOT

two feet higher than current pier elevations. A new fuel manifold to handle jet fuel will add redundancy for Oahu aircraft fuel supply and will be integrated into the new Pier 43 deck structure.

Once finished, the secured KCT facility will feature 84.4 acres of container facilities, cargo yard area, security fencing, water/sewer/electrical utilities, high-mast controlled yard lighting using low-power, energy-efficient LED lights, infrastructure for an automated entry and exit gating system, and a pile-and-rail system to support gantry crane tie-downs for hurricane conditions.

The completed KCT is a collaboration among legislators, the Hawaii Harbors User Group, the HDOT, Hawaii Stevedores and Horizon Lines, which was acquired by the Pasha Group in 2015. KCT is supported by a capital outlay from Hawaii Stevedores Inc. for private infrastructure unique to its operation, including facilities and installation of the container gantry cranes.

"Since 2010, the HDOT Harbors Division has been moving quickly to plan, permit, design and construct statewide Harbors Modernization improvements working in close partnership with the Hawaii Harbors Users Group—23 key Hawaii maritime stakeholders," Luke says.

In addition to the Kapalama Container Terminal, HDOT Harbors Division has completed the Kalaheo Barbers Point Harbor 2040 Master Plan, and spent over \$70 million for design and construction of new dredging and container yards in both Hilo and Kawaihae Harbors, and a new access road and pier that created a new Interisland Container Terminal at Hilo Harbor.



The 84-acre Kapalama Container Terminal site
PHOTO COURTESY HDOT

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The vessels will have a cargo carrying capacity of 2,525 20-foot equivalent units (TEUs), including a fully laden capacity of 500 45-foot containers, 400 refrigerated containers and 300 40-foot dry containers, with a sailing speed of 23 knots. Delivery of the first new vessel is expected in early 2020, and the second vessel in fall 2020.

Matson, Inc. currently occupies Piers 51C, 52 and 53 with a load-on/load-off (Lo-Lo) operation at Piers 51C, 52 and 53, as well as a barge operation typically done at Pier 51C. Its roll-on/roll-off (Ro-Ro) operation is located at at Pier 32/33 across from Piers 52 and 53.

Its \$60 million crane program, Phase I, began with the arrival of three new gantry cranes in April, the retrofit of three existing gantry cranes and the demolition of four existing cranes. Electrification and other related infrastructure upgrades are required.

Phase II will encompass yard and gate upgrades, as well as land expansion with automated gates to begin in 2020 and is expected to take a year



An Aloha Marine Lines barge brings in cargo to Honolulu.
PHOTO COURTESY ALOHA MARINE LINES

to complete. Phase III will see expansion of Piers 51A and 51B with timing based on Pasha moving to KCT in 2022-2023. The one-year project will include demolition and rebuild to work operationally with the remaining Sand Island pier operations.

“The Sand Island investments

we are making today are meant to address increased volume and activity over the next 40-50 years,” reported Vic Angoco, senior vice president, Pacific, at



Vic Angoco

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Matson's Investors Day presentation in August.

Matson has added *Lurline*, its first "Kanaloa Class" vessel, to the fleet. Matson's Kanaloa Class vessels will be the largest combination container/roll-on, roll-off (Con-Ro) ships ever built in the U.S.

Lurline features a fuel-efficient hull design, environmentally safe double-hull fuel tanks, fresh water ballast systems and the first Tier 3 dual fuel engines to be deployed in container-ships serving West Coast ports. A Con-Ro vessel like its sister ship, the new *Matsonia* is scheduled to be delivered in the second quarter of 2020. All of Matson's new vessels are part of a larger \$1 billion investment in modernizing Matson's Hawaii service.

"We expect approximately \$30 million in financial benefits in 2020 from new vessels and other infrastructure investments and \$40 million annually thereafter," reported Joel Wine, Matson CFO, at the Investors Day presentation in August.



Joel Wine

Young Brothers, an interisland freight handling and transportation company, maintains a fleet of eight barges and four new tugs, now comprising a towing tug fleet of five, to deliver goods at seven ports on six Neighbor Islands. More than 30 specialized charters run an entire barge to serve construction, military and other industries.

Sause Bros., with a fleet of more than 60 tugs and barges, provides ocean towing and cargo transport. These include oil- and bulk-towing barges and marine transportation for cargo in bulk, containers, flatrack and platforms, RO/RO and deck barges for heavy transport out of Honolulu and Kalaeloa Harbors to and from the West Coast, the Neighbor Islands and the South Pacific. Sause Bros. launched the barge *Columbia* this year.

Despite the fact that the Hawaiian Islands comprise the most isolated, inhabited island chain in the world, its ability to handle incoming and outgoing cargo is taking a giant leap into the future. And, it looks like the course is steady as she goes. 🏠



The *Marjorie C*, Pasha's workhorse in its container service

PHOTO COURTESY PASHA HAWAII

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INNOVATIVE TECHNOLOGY IN CONSTRUCTION

Builders adopt newest digital tools to gain a competitive edge

BY PRISCILLA PÉREZ BILLIG

Building a structure has evolved into a digital art form. As technologies develop and the construction industry adapts and integrates them as new tools of the trade, results are showing improved productivity and efficiency, time management and safety.

According to Dan Patterson, chief design officer with Kiewit Corporation's wholly owned subsidiary InEight, a company that offers integrated digital solutions dedicated to the entire project life cycle, "construction remains one of the top five industries driving the world economy. Yet until recently, it's been lagging

behind virtually every other sector in the adoption of technology."

However, the building industry's technology now in application, such as building information modeling (BIM) and drones, is helping contractors see a clearer path for investment in innovative technology opportunities.

Cloud-based Tools

A construction worker on a jobsite now has the capability to access software



Dan Patterson

solutions directly from a browser or a mobile device. Chris Dill, chief technology officer with Kiewit Corp., says InEight offers cloud-based construction software whose modules represent every phase of a capital project.

The software, Dill says, provides "everything from estimating on the front end, the project controls on the execution phase, knowing where you're at on a minute-by-minute basis as it relates to the project schedule, labor, materials, quantities, contractor management, subcontractor management, all the way out to commissioning and turnover to the owner when the project is complete."



Most companies will start with the estimating or document controls, Dill adds. The estimating solution has the ability to be used locally as a stand-alone component.

“You need a lot of collaboration in the estimating process and you also need availability,” Dill says. “If you’re down to the final hours when the bid is due, you can’t have your cloud-based estimate solution suddenly become unavailable because you lose your Internet connection.”

Swinerton Builders has added a field network services crew within its business technology group—IT operations team to lead upgrades meant to

improve jobsite internet connectivity and enhance jobsite performance, according to the company’s Spring 2019 newsletter. The report notes that these types of innovations will save time, save on costs and work toward smarter, safer and more productive jobsites.

Artificial Intelligence

Artificial intelligence (AI), also referred to as machine intelligence, is the ability of machines or software to mimic human cognitive functions, including learning, perception, problem-solving, speech and language and decision-making.



Built Robotics transforms building equipment into robots.
PHOTO COURTESY BUILT ROBOTICS

“AI will never replace the human factor,” says InEight’s Patterson. “In fact, I believe it shouldn’t be called ‘artificial’ intelligence, but rather, ‘augmented’ intelligence. AI assists in the project planning process—it doesn’t replace it.”

Patterson adds that investment in AI by the construction industry is forecasted to top \$4 billion by 2026.

Kiewit's Dill says AI will end up underpinning and enhancing virtually every part of the InEight suite over time. The effort is starting with the scheduling solution where a project schedule is written up, uploaded and AI-enhanced to run predictive models against that schedule to pinpoint potential problems or conflicts, show best- and worst-case scenarios, allow for constant adjustment based on both human and machine input, and produce actual information.

Robotics

There is absolutely “remote-controlled equipment today,” Dill says. “Someone is sitting in a room in Denver and they are operating a crane that’s in Seattle. That’s not widespread, but it is a reality today.”

He says the technology is a pit stop on the way to “truly autonomous machines” and are no more than a decade away from becoming a reality. Truly autonomous machines with no operator at all, doing jobs such as road work, would be downloaded with “electronic orders,” and the machines can work 24 hours a day.



A Kiewit worker on a jobsite
PHOTO COURTESY KIEWIT CORP.

“We are working with companies like Caterpillar right now to develop that technology and help develop the software that would enable that technology,” Dill says. “We have been piloting ... a roller compactor that is autonomous with no operator out in the northwestern U.S. at one of our operating areas.

“So Caterpillar, John Deere and Komatsu will have fleets of truly autonomous machines that you will be

able to purchase; but the key will be the software behind them that drives those machines to be able to work and be productive, and that’s what still needs to be developed.”

Focusing on autonomous robotic equipment technology, San Francisco-based Built Robotics’ main endeavor is earthmoving—trenching, excavating, mass grading, demolition and compacting.

“Built Robotics develops guidance systems to transform construction equipment into autonomous robots,” says Gaurav Kikani, vice president of

strategy, operations and finance. “Our robots are already on commercial jobsites, and we’ve signed over \$100 million in customer commitments.”

Kikani says Built Robotics is definitely seeing an uptick in customer interest across some of the biggest contractors. He adds that automation is just one piece of a larger trend in construction that is tackling both a severe labor shortage and a tremendous need for new building projects.

“Infrastructure, energy, environment and more have a huge backlog that needs to be addressed, and we’re hopeful that autonomy can help propel that productive capacity,” Kikani says. “We want to help people build faster, more efficiently and more safely.”

Topcon GeoPositioning solutions,



Gaurav Kikani



Topcon’s GTL-1000 scanner linked to a robotic total station
PHOTO COURTESY TOPCON POSITIONING GROUP

whose products are available locally at RDO Integrated Controls in Kapolei, specialize in construction verification, digital layout, 3D scanning and integrated workflows. These workflows are intended to increase productivity, reduce errors and deliver increased business value.

Topcon's GTL-1000 instrument uses the digital layout capabilities of a one-man robotic total station with the power of a 3D laser scanner. The same tool and operator that is used to perform layout can be utilized to capture high-resolution 3D scans in less than a minute, enabling construction verification on an everyday basis. The ability to layout and scan on a single set-up combined with ClearEdge3D Verity software creates a new standard in verification that can be completed in just a few hours.



Raymond Dimas

"It is a real-time captured solution instead of having to do spot checks every couple of weeks or every month," says Topcon Geopositioning Marketing Strategy Manager Raymond

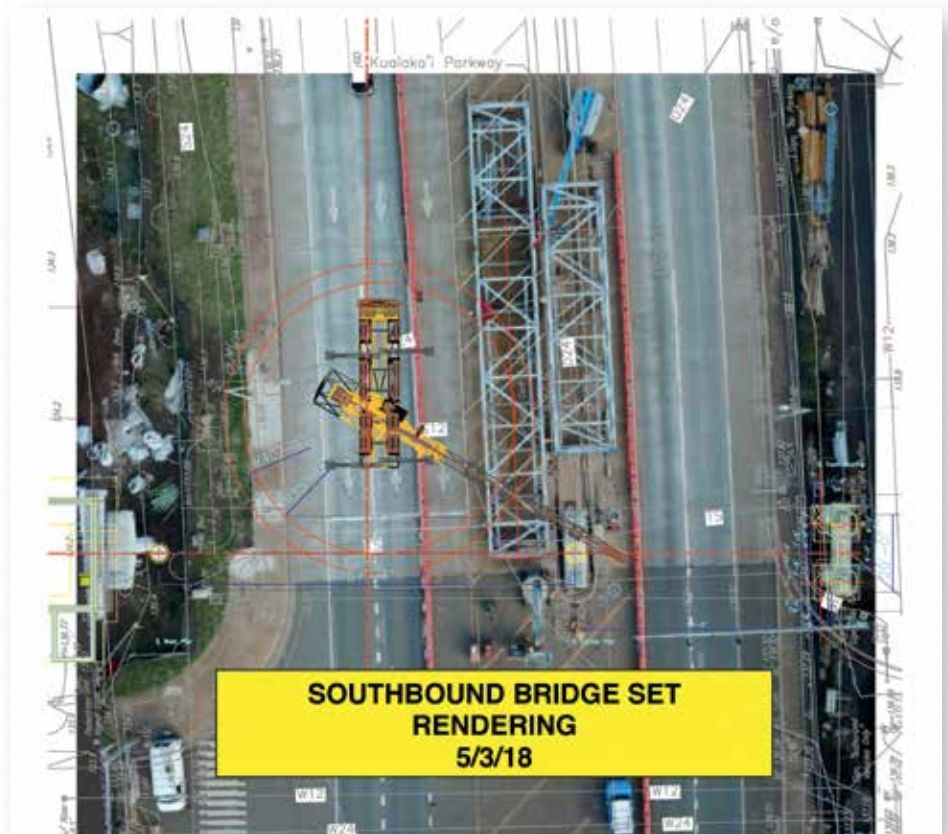
Dimas. "A single operator can bring in the GTL-1000, set it up on a tripod and use it for layout work because it is a fully functional three-second robotic total station."

Dimas adds that on the same set-up, with the push of just three buttons, an operator can do a 360-degree down-scan, import that data into a processing software such as Magnet Collage, then pull it directly into Navisworks ClearEdge3D Verity to verify whether the design matches the "as-built."

"It can save general contractors and subs thousands of dollars, and potentially hundreds of thousands of dollars, because on a daily basis they can confirm if the subs are in or out of spec, saving time and saving money to the project," Dimas says. "It's a very powerful tool, so there's a lot that product can do."

With offices in Honolulu and on the Mainland, U.S. CAD is a provider of BIM technology, consulting, production, training and support to the architectural, engineering and construction industries.

"U.S. CAD BIM in construction is



A plan view rendering is superimposed over a drone photo. PHOTO COURTESY NAN INC.



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A drone's eye view of a construction site
PHOTO COURTESY DRONE SERVICES HAWAII

the use of digital 3D models that give construction professionals the insight and tools to plan more efficiently, design, construct and manage buildings and infrastructure,” says U.S. CAD Director of Operations Yoshi Honda. “BIM in construction is the use of digital 3D models during the construction process.”

Norman Takeya, assistant professor of architecture, engineering and CAD technologies at Honolulu Community

College, is preparing curriculum to teach BIM next spring. He says “students will use \$120,000 3D scanners to scan buildings, create images and incorporate those into drawings.”

Takeya was successful in obtaining a Perkins Grant, which supports and promotes education in career and technical continuing education programs. U.S. CAD supplied the necessary equipment at a significantly reduced rate, Takeya adds.

According to a new SmartMarket report from McGraw-Hill Construction, nearly 71 percent of architects, engineers, contractors and owners reported using BIM in their projects. And a global forecast of the BIM market projects growth from \$3.2 billion in 2016 to \$7.6 billion by 2022.

The American Institute of Architects reports that building-related waste makes up between 25 percent to 40 percent of America’s solid-waste stream. With 3D printing it will even be possible to print materials right on site, reducing waste and further saving on transportation and storage costs.

On attracting young professionals to the construction industry, Dill says, “Our young engineers coming into the workplace not only desire to work with technology, they expect to work with technology. This generation coming out of school does not know life without technology, and they expect to use it to be more productive and be more informed.

“There’s no doubt it’s an advantage for Kiewit as we talk to those young engineers about coming to work for our company.”



Norman Takeya

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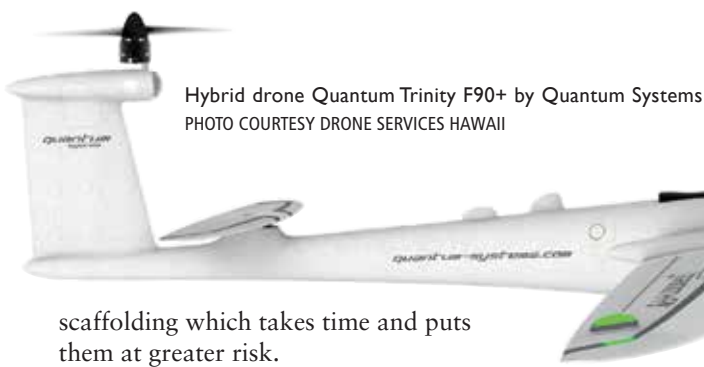
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Mike Elliott

Drones

Mike Elliott, co-owner of Drone Services Hawaii, says one of his work-horse drones, the DJI M210, has the ability to carry a DJI Z30 camera, which has a 30X magnification optical zoom and 6X digital zoom, and is completely stabilized. Elliott says this allows for greater standoff and capture of detail that otherwise would require personnel to ascend towers or



scaffolding which takes time and puts them at greater risk.

“One of the newer hybrid drones that is making a big splash on the market is the Quantum Systems’ Trinity F90+ that can carry a wide variety of payloads and fly for 90 minutes mapping 1,729-plus acres in one flight,” Elliott says. “There is also a model that carries LIDAR (light detection and ranging). Hybrid systems take off and land vertically and then transition to horizontal flight, can fly up to 62 miles and have a command and control range of 4.6 miles.”

Elliott says he has seen an increase in demand for drones that serve a variety of purposes over the past two years, including for use in general inspection.

“We also see mapping and surveying becoming more commonplace as the technology continues to improve,” Elliott adds. “New systems allow for quick and highly accurate maps to be made and compared to ‘as designed’ CAD drawings. Mistakes can be caught early and overall progress can be reviewed and easily shared.”

Nan Inc. Public Involvement Manager Justin Barfield says his company uses drones, or UAVs, in multiple ways.

“I am asked to take progress photos and to document construction milestones,” Barfield says. “I also take ‘beauty’ shots that are used for marketing purposes, such as our company magazine or weekly construction update emails that we send out to a large group of users.”



Justin Barfield

Barfield adds that some on Nan’s construction team ask him to take photos for specific projects.

“J.J. Iaea, a superintendent on our (HART) West Oahu Station Group project, used my drone photos to create a layout for staging a crane to erect the rail station’s pedestrian bridge across Kualakai Parkway,” he says. “He was able to accurately depict the swing radius and map out underground utilities to make sure we didn’t place our crane outriggers directly over them.

“That planning led to successful picks of both bridge segments, the larger of which weighed nearly 100,000 pounds. It was the heaviest pick in Nan Inc.’s history. As our company continues to grow, I expect that we’ll expand the way we use drones.”

Wearable Technology

According to the Occupational Safety and Health Administration, 21 percent of workplace fatalities take place in the construction field. But what was once standard personal protection equipment (PPE) is now “smart.”

Wearable technology, which can be attached to hard hats, safety glasses, PPE and even soles of shoes, can collect, store and, through GPS, transmit or receive information about worker location that may be hazardous, read biometric signs

that reveal a worker’s vital signs, fatigue and environmental risks, nearby hazards and other jobsite data.

However, there seems to be some pushback from workers who feel uncomfortable wearing sensors

that track what they are doing. Dill says he believes it will be more commonplace as attitudes evolve over time.

In the meantime, Kiewit’s InEight has piloted a wearable “exo-skeleton” that acts as a multiplier in terms of strength, stability and the ability to either pick things up, hold in position for a long time, or hold a tool like a big drill or a jackhammer for a long time.

“It basically takes most of the load off the human body and puts it on the skeleton,” Dill says. “Anything to make people safer, anything to take the wear-and-tear off people is bound to have a use in our industry.”

Dill says he sees billions in capital moving toward the acquisition of technology construction companies. He says he expects a tremendous amount of change in the next few years with an abundance of technology flowing into the industry, and that if companies are going to compete, they will have to do it utilizing technology.

“It’s an exciting time to be a technology person in the construction industry,” Dill says. “And there is never a dull moment.” 🏠



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Developing 'Happy' Communities

Kobayashi Group's Alana Pakkala carries on the 'boutique' business strategy gleaned from her iconic father

BY DON CHAPMAN
PHOTOS BY NATHALIE WALKER

The least surprising takeaway from a conversation with Alana Kobayashi Pakkala is that in college she carried a double major.

Well, of course she did.

What else would you expect from a young woman who today is chief operating officer of Kobayashi Group LLC and whose responsibilities include interior design, IT, security, AV design and marketing?

The surprise is that her particular choice of majors would one day lead her to play an integral role in developing projects such as Hokua, Capitol Place, One Ala Moana and Park Lane, among many others, both residential and commercial. That double major at Georgetown University in Washington, D.C.? English literature and psychology.

"I only took one business class during my whole time at Georgetown, which I now regret," she says. "What

a wonderful opportunity with all those great professors to learn from."

But business, including the family development business, was not on her mind then.

"I was not planning on ever moving back to Hawaii; that was my original thinking in my 20s," she says. "And I was really focused on wanting to teach mathematics at the high school level. So I taught for a few years out of college and was applying for my master's.

"A friend of mine from Georgetown was starting his own company, and he said, 'Why don't you come work for me? It's going to be a lot of fun.' So I worked in the whole startup mode for four years, working seven days a week, and that took me to living in London. It was a travel company to make it easier for English-speaking backpackers to go to Europe, where to go, where to stay, fun things to do."

Then the attacks on 9/11 changed



her outlook, as they did for so many.

“When 9/11 happened, I had the instinct that I should come home and spend some time with family,” she says. “My first nephew of the next generation was born Sept. 4, and then my grandmother was sadly diagnosed with cancer for the third time. Those two things, and then 9/11, and I said, ‘I’m gonna go home for a little while.’ The plan was to be here for six months and then go away to get my master’s.”

Home for Keeps

During that time, she started attending planning meetings for Hokua, a joint project between Kobayashi Group and The MacNaughton Group.

“I actually got to attend the very first meeting on Hokua, a market study, and I was super interested in the work our family was doing,” Pakkala says. “So my older brothers B.J. and Patrick gave me the opportunity to start working at Kobayashi Group. I had a one-year unpaid internship, and lived with my parents, tried to figure out where I could add value and what my passions were.

“Our internal goal is to get to where we’re producing one for one—one affordable unit for every luxury unit. We know that with our expertise, we can deliver a great community.”

—Alana Kobayashi Pakkala

“After a year, they offered me a job as a project coordinator. I worked on Hokua and Kapolei Kai, a 204-home project, starter homes, and then evolved from there, took on more responsibilities as project manager.”

It culminated in her being named COO last year.

“I’ve really learned the business in the business,” she says.

That’s just the way her father, longtime Hawaii builder and developer Bert Kobayashi, wanted it.

“When I first started working here,

he said you’re going to be working on Kapolei Kai, and I didn’t even own a home. So now I’m trying to work with architects and interior designers and trying to make these homes beautiful and as family-oriented as possible, and push hard so there are options—in-laws want to convert or add on—and then to make the interior design have great longevity while being clean and modern. And doing all that on a budget for starter homes was challenging.

“I remember asking my dad, ‘I’d like somebody to sit down with me and train me on this or that,’ and he said, ‘Hey, sink or swim.’ Oh, OK. He said, ‘You’re going to make mistakes, just try not to make big ones.’

“I’m constantly learning. That’s what I love about this career: Every day is new and you can use your experience from the past. But you’re constantly needing to shift and think differently and solve a new problem.”

Making a Difference

More than just the footprints of their buildings, or their place in the

ever-changing Honolulu skyline, she says she is proud to be part of “the evolution of residential condominium living, along with our partners The MacNaughton Group. We’re really proud to change the perception and the reality of condo living in Honolulu.

“Before Hokua, units were all rather small, with low ceilings, there was no closet space, there was no storage, kitchens were small. We came from the mindset that condominium living can be better than single-family-home living. Now, what do you need



Alana Kobayashi Pakkala

to do to change perceptions and, more importantly, the reality of how to live in less space but enjoy an entire property as your home, and how do you create a healthy and happy community that will live there?”

While Kobayashi Group is known for its luxury condos, there’s more to it than that, including shopping centers Kapolei Commons and Kona Commons.

“We’re equally proud and focused on our affordable housing initiative, as well as our public-private partnerships, civic nonprofit work in terms of development there,” Pakkala says. “Our company developed Kapolei Middle and High schools. We were the development manager for the Cancer Research Center for the University of Hawaii. We worked alongside The MacNaughton Group as development manager for the Kapiolani hospital renovation. More recently, we’re working on a 200-unit affordable housing rental tower, near Piikoi and Alder, that we’re really excited about.

“Our father’s history is affordable housing,” she adds. “He’s provided thousands of roofs. He’s been saying to us, very correctly, for the last few years that we need to make our efforts in that area as well. We’ve dedicated a whole portion of our company to focus on those opportunities. Our internal goal is to get to where we’re producing one for one—one affordable



Bert Kobayashi and Alana Kobayashi Pakkala

unit for every luxury unit. We know that with our expertise, we can deliver a great community.”

Bert Kobayashi is still involved with the company, but his three kids run the show.

“I admire him so much for this because it takes a certain confidence—he turned over the company to me, B.J. and Patrick,” Pakkala says. “He consciously made himself a senior adviser, not CEO. And he is not a partner in the company. It takes a lot of confidence, first of all in us kids, but also in his ability to guide us. He went through the challenge of generational transition of a business, and it’s not easy.

“I think he wanted to circumvent a lot of those challenges. But he was definitely the force behind the company, and still is. Day in and day out, he doesn’t need to worry about things—B.J., Patrick and I handle all the business. But he does sit in on all our meetings and provides his insight into different directions, or gives warnings or support, and that’s really important to us. He’s in the office every day. People still go to him first, so we’ll hear about opportunities through him to this day.

“The greatest thing about working with my dad and brothers, I’ve never had to do something I didn’t feel right about. I’ve never been put in a position of saying I don’t think we should be doing this. They always support making the right long-term decision.”

Good Advice from Dad

“My dad, his advice is always very clear,” says Alana Kobayashi Pakkala of her father, Bert Kobayashi. “It’s how he lives his life: Be a person of your word, spend time with people to get to know them, the partner counts more than the project. So you really, really have to seriously consider partnerships. Can you work together, do you share the same values? It’s easy to be successful together. The hard part is when things go wrong and you have to get through that, too.

“He’s given a lot of good advice in that regard. His advice is to always seek out a win-win. You

never want to be in a situation where it’s win-lose, whether if it’s with a vendor, a contractor, a sub or consultant. You have to seek the balance where you’re both winning and your interests are aligned.

“He’s like, if you’re the kind of person who seeks out win-lose where you’re winning and someone else is losing, you can do that once. But if you want to work with people for a long time and have relationships and be able to depend on each other in this challenging business realm in Hawaii, you need to seek out that they can also be successful and meet their goals for their company, and you can all win together.

“He gives great advice in that regard, and I try to seek that out in any contracts I’m involved with and the relationships we’ve built.”

Valuing Relationships

While the Kobayashis both compete and partner with big international development companies, they remain a family affair.

“We’re local and like to remain small, size-wise,” she says. “In terms of development firms, we still consider ourselves boutique. We have fewer than 17 employees and try to remain lean. But we’ve been very blessed to be able to do a lot of work.”

Asked about upcoming projects, she hesitates. “We’re hoping to be able to announce a couple of exciting projects, but we’re not quite ready to say anything just yet. But it will be a luxury project in the condo-hotel realm, which we think still has great need.”

The Kobayashis are also working with the MacNaughtons on the proposed Top Golf upgrades to the Ala Wai municipal golf course.

“It’s nice to have a pipeline for projects to keep people working,” she says. “We have a great construction industry here in Hawaii. I was lucky enough to grow up with my dad’s company, and many of my uncles were in that industry, and now to work with some of them is such an honor.

“We have so many good companies,

people who stand by their word and really try to do a good job. We feel very blessed by our relationships in the construction industry, and that’s really how we see it, as relationships. It’s long-term.”

Her business success may have something to do with a competitive streak that was evidenced on soccer fields across Oahu from an early age.

“I played at Punahou and also club soccer for Leahi from the time I was 10 to 18. I was OK. I worked pretty hard at it. I loved soccer, it was a big part of my life.”

She’s married to Matt Pakkala, one of the Islands’ top amateur golfers.

“We actually met at work,” she says. “Most of our projects are done in partnership, and when we did Kukio Golf and Beach Club (Big Island) back in the late ‘90s, our partner was Mike Meldon and Discovery Land Co. Mike hired Matt as the golf pro. He left the golf business and transitioned to real estate.”

They have two daughters, Sophia, 10, and Stella, 6, and live next door to her parents, who provide both babysitting and cheering at all six of their grandchildren’s games and events.

“Away from work,” Alana Pakkala says, “family is my top priority.” 🏠



Four projects. A thousand thanks.

A heartfelt mahalo to the outstanding architects, engineers, consultants and contractors who made these projects a reality. It was an honor to work with you.

KOBAYASHI
GROUP

Below: Hawaii Planing Mill Ltd. in Hilo, 1921. Right, from left: Edwin Fujimoto, Takeyo Fujimoto (Bobby Fujimoto's mother), S.K. Oda, Hiroaki Kono, Bobby Fujimoto and Glenn Oda break ground on HPM's current Hilo store after the 1960 tsunami destroyed its store on Kamehameha Avenue. PHOTOS COURTESY HPM BUILDING SUPPLY



Starting from Zero

Five family-run Hawaii building companies tell their stories

BY BRETT ALEXANDER-ESTES

Bending over a hacksaw in 1921, Kametaro Fujimoto may have doubted his new company would last beyond his lifetime.

He made it happen anyway. For Hawaii Planing Mill and other

family-run companies, making it in Hawaii's building industry takes everything they've got. But some of those that have survived are prospering and pushing a new generation of builders forward.

Five family-run companies—HPM

Building Supply, Shioi Construction, S&M Sakamoto, Cornair and Constructors Hawaii—reveal how they started, what they've learned and where they're headed.

Think Like Leaders

HPM Building Supply was founded in 1921 as Hawaii Planing Mill Ltd., says President and CEO Jason Fujimoto.

“My great-great-grandfather, Kametaro Fujimoto, a local contractor, started the business with another local contractor, Sanzo Kawasaki,” he says. In the 98 years since, HPM has survived two tsunamis and expanded from Hawaii Island to seven other locations that include Oahu and Kauai.

“My father, Michael Fujimoto, likes to say we're in the shelter business,”



Bobby and Alice Fujimoto



Kametaro Fujimoto, circa 1920
PHOTOS COURTESY HPM BUILDING SUPPLY



Jason Fujimoto



HPM employees at the Shipman Business Park location. PHOTO COURTESY HPM BUILDING SUPPLY

Fujimoto says. “From lumber and hardware to paint and concrete, we carry a wide range of quality products and materials to help our customers build better.”

That includes developing innovative product lines, like metal roofing, which HPM pioneered in 1963, Fujimoto says. “Today, we’re one of the largest providers in the state.”

“My grandfather had a vision to share in the benefits of ownership.”
—Jason Fujimoto

HPM has manufactured trusses since the 1960s, and is “now one of the largest and most technologically sophisticated providers in Hawaii,” he says. “We were the first manufacturer of factory-built wood wall panels in Hawaii when we began in 2008.”

The firm also developed HPM Homes, a line of 16 affordable home plans, some pre-approved by the County of Hawaii.

“Our latest innovation is



On the HPM floor: Jason Fujimoto (left), Michael Fujimoto, his father (right)
PHOTO COURTESY HPM BUILDING SUPPLY

HalePlus,” Fujimoto says, “a new line of locally manufactured modular housing that offers a fast, flexible and affordable option for homeownership. HalePlus will be available in 2020.”

HPM in 1959 was one of Hawaii’s first companies to establish an employee profit-sharing plan, says Fujimoto. In 1977, when ESOPs (Employee Stock Ownership Plans) were introduced, HPM was one of the first adopters in the U.S. and in Hawaii.

“In 2006, we became 100 percent employee-owned,” Fujimoto says.

“My grandfather, Bobby Fujimoto, had a vision to share in the benefits of ownership with all of the employees.

He believed that being vested as an owner instills pride, empowers employees to think like leaders, and inspires them to take care of customers and our community.”

Fujimoto’s vision is proving its worth on the grounds of the Sacred Heart Church in Puna, where HPM owner-employees, the County of Hawaii and Hope Services, a nonprofit organization, are constructing micro-shelters for lava evacuees.

In doing so, HPM is moving beyond material supplies “to being an innovator and solution provider,” Fujimoto says.

“It’s about transforming lives and improving communities so that our



Shioi Construction's Conrad Murashige at the 2008 Pacific Resource Partnership reception
PHOTO COURTESY SHIOI CONSTRUCTION INC.

community can build better and live better.”

Self-Performance

Next year, Shioi Construction Inc. is building multimillion-dollar townhomes and a hotel on Kauai.



Roy Shioi
by a laborer.

“My grandpa started as a carpenter helper for the U.S. Army Corps of Engineers,” says Roy Shioi, the company’s president.

“He liked the work, and took up

drywall subdivision is subbing for Hawaiian Dredging Construction Co. Inc. on Maui, and for Swinerton Builders on a \$100 million renovation.

Not bad for a company founded



Grand opening of Shioi Construction's new building in Pearl City, 1975. Founder Kenneth Shioi (right) and son Randall.
PHOTO COURTESY SHIOI CONSTRUCTION INC.

trade school and night class in blueprint drafting and reading,” Shioi says. “He worked for several contractors and was eventually promoted to foreman at the Kaneohe Marine Corps base.

“Then Pearl Harbor was attacked. All ‘Orientals’ were banned. He wanted to enlist in the war, but the base commander found him too valuable and wouldn’t let him join.”

After the war, Honolulu was booming, and Kenneth Shioi founded Shioi Construction Inc. on Emily Street in 1948.

His next big move came in the late ‘60s when he was tapped for a major



Koa'e Workforce Housing, a current Shioi project, will provide 134 units, 23 buildings and a community center.
PHOTO COURTESY SHIOI CONSTRUCTION INC.

remodeling job on Kauai. “He thought it would be a great opportunity for my dad (Randall) to train and learn the business there,” says Shioi.

Shioi Construction and its staff are a 100 percent ESOP.

PHOTO COURTESY SHIOI CONSTRUCTION INC.





S&M Sakamoto is GC on the high-performance World Languages building at Niu Valley Middle School.

RENDERING COURTESY HAWAII DEPARTMENT OF EDUCATION/DEAN SAKAMOTO ARCHITECTS LLC



A planned mural at Honowai Elementary School, one of S&M Sakamoto's current DOE projects

RENDERING COURTESY HAWAII DEPARTMENT OF EDUCATION/LIONAKIS

“He planned to do about \$300,000 a year. But it led to condos, resorts and shopping centers. He never did less than \$1 million per year. Now, Kauai does about 70 percent of our work.”

In addition to general construction, says Shioi, “we’re one of the last dinosaurs that still self-perform concrete, block work, rough and finish carpentry, drywall, metal framing, plastering, acoustical ceiling and insulation.”

Conrad Murashige, Shioi’s uncle, purchased the company in 1985 when Kenneth retired, and in 1993 demonstrated an equally keen business sense.

“Now CPS is one of the largest drywall contractors in the state.”

—Roy Shioi

“Conrad was tired of drywall companies folding on our jobs,” says Shioi. “So he started Creative Partition Systems. Now CPS is one of the largest drywall contractors in the state.”

“I would say our business model has changed to focusing our general contracting on Kauai and doing more drywall work on Oahu and the outer islands for other general contractors.”

Shioi Construction became a 100 percent ESOP in 2005.

“We have a great staff, and great potential in our up-and-coming staff members,” Shioi says. “I strongly believe in promoting from within as

much as possible.”

Lifelong Partnerships

Like Shioi, S&M Sakamoto started on Oahu in the World War II era.

“Our company was established in 1940 as K&M Sakamoto,” says Dale Sakamoto Yoneda, the company’s president. “My two great-grand-uncles started the company as homebuilders. In January, 1965, we incorporated as

S&M Sakamoto Inc.” Yoneda’s grandfather, Shuichi, was represented by the “S,” and “M” stood for Minoru, his brother. In addition to Yoneda, five Sakamoto family members currently staff the company.



Dale Sakamoto Yoneda

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“We focus on commercial and state and city projects, mainly on Oahu,” Yoneda says. In the company’s early years, “we were fortunate to have partnered with the Higa family to help them build many of their iconic Zippy’s restaurants here in Hawaii. Another one of our cherished partners is the Tanaka Family—owners of the Tanaka of Tokyo restaurants.

“This partnership remains strong today.”

Yoneda says the company has “a strong base of subcontractors that we work with—without high-quality subs, a general contractor cannot be successful.

“A few of the most exciting projects on tap this year are the new Goodwill Honolulu Career Learning Center, a new classroom building at Honowai Elementary School and a new World Language classroom building at Niu Valley Middle School.

“We are always looking for new opportunities to expand our market share.”

Precise Focus

Cornair Inc., a general contractor based in Kaneohe, specializes in commercial renovation work, concentrating in tenant improvement work in Class A and medical office markets.



Crazy Shirts at Lau Hala Shops. Cornair performs all carpentry at its tenant improvement projects. PHOTO COURTESY LEWIS HARRINGTON

“Most of our work is performed by our carefully selected team of subcontractors, with Cornair Inc. performing all carpentry and carpentry-related trades,” says Cornair Vice President Justin Cornair.



Justin Cornair

“Additionally, we provide services specifically geared towards the commercial renovation market—such as assistance with leasing agreements, value engineering, comprehensive budgeting and/or scheduling and custom casework.”

Cornair Inc. was founded in 1991 by its president and CEO Rex Cornair, says Cornair, Rex’s son.

“Rex began the company after occupying various construction positions, from his apprenticeship in 1981 to vice president of Harmon Constructors in 1984,” Cornair says.

“We’ve focused on treating others with respect.”
—Justin Cornair

After receiving his C license in 1985 and his B license three years later, Rex founded Cornair Building Enterprises in 1991, which eventually became Cornair Inc.

The firm shifted from part-residential/part-commercial to full-time commercial 17 years ago, performing “over 650,000 square feet of tenant improvement projects, mostly in the area of Class A office space” during that period, Cornair says.

“Making the shift allowed us to define our focus and develop our



Cornair Inc. was contractor for Crazy Shirts at Kailua’s Lau Hala Shops. PHOTO COURTESY LEWIS HARRINGTON



The "Old Gang," Constructors Hawaii, 2004
PHOTO COURTESY CONSTRUCTORS HAWAII INC.

toolbox of skills," he says. "We developed excellent relationships with some top-tier subcontractors, and carried them with us wherever we went.

"We've focused on treating others with respect, delivering upon promises, and providing our services at a price point that is both fair and representative of the effort we put into all of our projects," Cornair says. "These beliefs, coupled with years of experience in the commercial renovation market, have been the lifeblood of our business, and will continue to push us forward for years to come."

Old School

Originally from Hawaii Island, Albert Yoshiyama "showed up, went to the university here with, really, no money in his pocket," says his



Colin Yoshiyama

son, Constructors Hawaii President Colin Yoshiyama.

Albert Yoshiyama graduated from the University of Hawaii at Manoa with a civil engineering degree. "He

did work in several construction companies to gain experience," says his son. "The first was site work. That's really where he got his start.

He founded Constructors Hawaii Inc. in 1972, concentrating on site work and commercial construction. "We opened up two offices, one in

Hilo and one on Oahu," Yoshiyama says. "Luckily, he had a very supportive wife."

Fast-forward to 2019 and to Constructors' \$11.7 million Waimanalo Health Center project, which wrapped in April.

"We do ... a lot of healthcare, a lot of work with Hawaii Pacific Health—at Straub, or Kapiolani, Pali Momi. We're just starting to do some bidding with Queen's. That's something we've definitely been successful with."

Healthcare wasn't on Yoshiyama's

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Constructors Hawaii's \$13.3 million Pacific Fleet Submarine Museum project is targeting a June 2020 wrap.

PHOTO COURTESY CONSTRUCTORS HAWAII INC.

radar when he joined the family business in the early '90s. "We started bidding smaller hospital work, and they developed into larger projects. Soon our foremen were very familiar with how to work in a hospital, with all the rules and regulations.

"This year, we're also finishing up the Kapiolani Medical Center second floor, dining. Those are nice big projects for us."

So is the \$13.3 million Pacific Fleet Submarine Museum, a historical renovation project flanking the Arizona Memorial that Constructors is doing with Mason Architects.

Constructors' other renovations with Mason include Bishop Museum, Shangri-La and Our Lady of Peace Cathedral.

"What we've learned is just that added amount of care that's needed," Yoshiyama says. "Our crew has learned to do that well."

Motivated crews have supported Constructors from the start.

Albert Yoshiyama "had very good people ... a good staff, really good superintendents," says his son. "As well as the foremen. It's the foremen who make or break a job. He had a really good one."



Albert and Colin Yoshiyama, 2019
PHOTO COURTESY CONSTRUCTORS HAWAII INC.

He also "had that very old-school work ethic. Which is just work like hell." 🏠

...Heavy Equipment, continued from page 30

manufacturers, "our large 12,000-pound Dieci Reach Forklift unit comes with a load sensor that reads the load capacity on the forklift, and will inform the operator what the forklift is currently carrying," he says. "The forklift will stop lifting if the load is too heavy."

Besides new equipment in 2020, Ouye adds, "as always, we try to provide the best service to our customers."

Big Rigs Mean Business

Heavy construction contractors, like Enright, know that when it comes to opportunities, new equipment is



Service Rentals' Dieci Reach Forklift unit comes with a load sensor.

PHOTO COURTESY SERVICE RENTALS/DIECI S.R.L.

everything.

When Enright thought about purchasing his first Bauer drill rig nearly five years ago, he says, "I talked to everybody I could about (the Hawaii drilling) market, about the risks, about the rewards, what's needed, what's expected, what can go wrong, what can go right. Only after teaming up with the right people, and asking and getting advice from as many resources as I could, we made the decision to get into that sort of drilling."

Was it worth it?

"It opened us up to a \$10 million to \$20 million market in Hawaii." 🏠

HLEFCU Project Slated for May

Ralph S. Inouye Co. Ltd. is general contractor on the Hawaii Law Enforcement Federal Credit Union's new Honolulu headquarters.

Groundbreaking at 1936 S. King Street is slated for May 2020, with demolition of the site's existing structure to follow. HLEFCU's new ground-up, two-story headquarters and main office will be 13,400 square feet and include a street-level entrance and PV.

"Our relocation to a larger headquarters facility is an important investment in the future of HLEFCU, and the financial needs of our growing membership and their families," says Rene Matsuura, HLEFCU president and CEO. "We will be better able to meet the expectations of our HLEFCU ohana, and the experience and convenience of members conducting their business at our main branch will be



Site of the Hawaii Law Enforcement Federal Credit Union's new Honolulu headquarters
PHOTO COURTESY HLEFCU

substantially improved."
Construction is projected to take a

year, with HLEFCU's transition to its new headquarters scheduled for May 2021.

Three Hawaii Builders Win \$990M Contract

Nan Inc. (as Caddell-Nan JV), Hawaiian Dredging Construction Co. Inc. (as Core Tech-HDCC-Kajima LLC) and Hensel Phelps Construction Co. in September received a NAVFAC Pacific \$990 million award, along with two other contractors.

The combined \$990,000,000 indefinite-delivery/indefinite-quantity, multiple award, design/build construction contract is for projects located primarily for sites in Guam and other areas within the Naval Facilities Engineering Command Pacific area of responsibility.

These areas include Guam (80 percent of projects), the Commonwealth of the Northern Mariana Islands (10 percent), Hawaii (5 percent) and other areas in the Pacific and Indian Oceans (5 percent).

Work to be performed provides new construction, renovation and minor construction. Work may include, but is not limited to, barracks/dormitories; administrative

facilities; communication facilities; educational facilities; medical/dental/hospital facilities; dining facilities; industrial facilities; warehouse facilities; ranges; operational/training facilities; roads, streets and bridges; site utilities/infrastructure; dredging; aviation facilities (including hangars and aprons); and other base development facilities.

The two other award recipients are Black Construction-Tutor Perini JV of Harmon, Guam, and Gilbane SMCC ECC LLC of Concord, Calif.

The contract was competitively procured via the Navy Electronic Commerce Online website, with eight proposals received. The five contractors may compete for task orders under the contract's terms and conditions.

The contract term is not to exceed 60 months, with expected completion of September 2024. Task order work is expected to be completed by April 2022.

HART Sub Honored by ACEC Florida

Florida-based FIGG Engineering Group, a subcontractor on the Honolulu Authority for Rapid Transportation project, has been awarded the Engineering Excellence Award by the American Council of Engineering Companies' (ACEC) Florida Chapter.

The award recognizes engineering firms for "groundbreaking applications and (work on) intricate projects." The ACEC Hawaii Chapter held its Engineering Excellence Awards event in February.

HART received its "outstanding achievements" in the design and construction of HART's Phase 1 and 2 in conjunction with Figg Bridge Engineers Inc.

Nan Lands \$15M Guam Contract

NAVFAC Pacific in September awarded Nan Inc. a \$15 million firm-fixed price contract to build an ordnance operations facility at Andersen Air Force Base, Guam.

The project includes construction of a low-rise, one-story reinforced

concrete ordnance operations building, with administrative spaces to support United States Marine Corps ordnance operations within the area compound. The contract also provides for a low-rise, one-story reinforced concrete inert storehouse.

Work will be performed in Yigo, and is expected to be completed by December 2021. The contract was competitively procured via the Navy Electronic Commerce Online website with three proposals received.

PDCA Launches New Website

The Painting & Decorating Contractors Association (PDCA) of Hawaii unveiled a new website at pdcahawaii.org. The site provides various resources, including tools, tips and trends in the painting and decorating industry.

It also offers an online directory of PDCA of Hawaii painting contractors, filtered by market types including commercial, government, industrial and residential.

“Our new website will provide the public with much-needed information about selecting a painting and decorating contractor in Hawaii,” says Dean Nagatoshi, executive director of PDCA of Hawaii. “Our online directory is also a great tool to feature our union member contractors, some of whom do not have their own website to promote themselves or feature their work.”

The new website also contains information about how contractors, associate and affiliate companies can become members of PDCA of Hawaii. Facebook and LinkedIn pages were also created.

G70 Gains Blue Zones Project Approval

Hawaii design firm G70 in September announced that it is a Blue Zones Project Approved Organization.

Blue Zones Project is a community-wide initiative promoting healthy lifestyle choices through habits shared by people who have lived the longest.

“At G70, we’ve always focused on bettering the community, whether through design, sustainability, or simply by offering a workplace that promotes healthy living and creativity and, most importantly, supports people,” says Charles Kaneshiro,

president and COO at G70. “Being a Blue Zones Project Approved Organization supports our mission to maintain a sustainable and healthy workplace environment that extends out into the community. We look forward to being a local and global leader in corporate wellness.”

To further enhance its existing wellness programs, G70 plans to connect with other Blue Zones Approved Organizations and share healthy lifestyle practices internally and with the public.

Spirit of Life Award Honors Swinerton’s Hoopes

The City of Hope’s Northern California Real Estate & Construction Council will bestow the Spirit of Life Award, its highest honor, on Jeff Hoopes, chairman of Swinerton Builders, which has been doing business in Hawaii for 15 years.

The award, which will be presented on Nov. 20 at the Fairmont Hotel San Francisco, recognizes industry leaders for their outstanding professional and philanthropic contributions that work to elevate the human condition. Hoopes’ relationship with City of Hope began

over 20 years ago in Southern California and became an inspiration for his philanthropic efforts in the San Francisco Bay Area and across the U.S. through the Swinerton Foundation.

Since its inception in 2002, Swinerton employees have volunteered more than 110,000 hours and the Foundation has raised and distributed nearly \$7 million.



Jeff Hoopes

NEBRASKA

University to Build \$85M Kiewit Hall

The University of Nebraska-Lincoln this fall plans to begin construction of Kiewit Hall, an \$85 million College of Engineering facility, at the campus, reports the *Lincoln Journal Star*.

UNL will demolish the Link, an area connecting Nebraska Hall and the Scott Engineering Center, to make way for improvements to the College of Engineering facilities. The work is funded partly by a \$20 million gift from Kiewit Corp. and a donated parcel of land for the new building at 17th and Vine streets by 2023.



Kiewit CEO Bruce Grewcock speaks at a news conference in September announcing plans for Kiewit Hall at the University of Nebraska-Lincoln. PHOTO COURTESY LINCOLN JOURNAL STAR

University officials said Kiewit Hall will help UNL's College of Engineering to better compete with other engineering programs in the region. It also will be key in boosting enrollment in the college from roughly 3,200 this year to 5,000 within the next decade.

At the announcement of the project, Bruce Grewcock, chairman and CEO of the Omaha-based firm, which also has offices in Hawaii, said the need for more engineers is real and that Kiewit will hire 1,000 engineers this year in the U.S. and Canada.

CANADA

Robotic Bridge Inspections Being Tested

Robotics technology that might make inspecting bridges more accurate is being developed by researchers at the University of Waterloo, reports canada.constructconnect.com.

The robot does not require

specialized equipment such as lifts. The new system automates the process by combining autonomous mobile inspection robots, cameras and LiDAR—a remote sensing method that uses lasers to systematically collect data for defect detection and analysis.

The robots can precisely measure the size of defects and reveal invisible, sub-surface problems like cracks, spalls and delamination in concrete elements of bridges with infrared cameras.

The robots used by the researchers are waist-high, a couple of feet long and have four large treaded rubber tires. Two platforms have been developed—a smaller version that can be transported in a passenger car, and a larger, more rugged version for inspecting rough terrain.

FLORIDA

I-4 Ultimate Project Taking Toll

Four workers have been killed on the \$2.3 billion I-4 Ultimate project in Orlando dating back to 2016, according to a report by constructiondive.com.

SGL Constructors, a joint venture between Skanska USA, Granite Construction and The Lane Construction Corp., is the general contractor on the 21-mile, widening and toll-lane project.

Another worker was reportedly struck in the leg by a 60-foot, 7,000-pound pipe in September and

transported to the hospital for treatment. SGL told Spectrum News that the worker, who was not identified, was a subcontractor and that the incident happened during regular construction activities.

The job is a public-private partnership (P3) between the Florida Department of Transportation (DOT) and I-4 Mobility Partners. The P3 group is led by Skanska Infrastructure Development and John Laing Group.

CALIFORNIA

San Francisco Central Subway System Delayed

San Francisco's \$1.6 billion central subway system will be substantially delayed for at least two years, reports TV station KPIX 5.

The SFMTA previously said the project would be finished by December 2019. Tutor Perini is the contractor.

"Substantial completion of construction is targeted for mid-2020 with revenue service slated for mid-2021," said Erica Kato, a spokesperson for SFMTA. Delays in "revenue service" mean customers will not be able to ride the new Central Subway for another year after completion because it will take that long to test the new system, Kato said.

The subway will run between Chinatown and the Caltrain station South of Market.



A University of Waterloo robot inspects the Gardiner Expressway in Toronto in July. PHOTO COURTESY CLEARPATH ROBOTIC



Jami Gagne



Susan Gusukuma



Damien Alvarez



Stephanie Inouye

City Mill Appoints Four

City Mill announced the appointments of three store managers and a management promotion.

“These four appointments are a great addition to the City Mill enterprise. They will be a tremendous asset to our organization as we move forward to grow our businesses,” says Carol Ai May, City Mill’s vice president.

Jami Gagne has been appointed manager of the family-owned company’s Pearl City store. She has had extensive experience in retail with Ross Stores in Tennessee, the Big Island and most recently at Walmart on Oahu responsible for sales and merchandising.

Susan Gusukuma has been promoted to manager of the Kaimuki store. She has worked for the company for 27 years, starting as a cashier. For the past six years, she served as manager at City Mill’s sister store, Simply Organized, at Kahala Mall.

Damien Alvarez has been appointed manager of the Waianae Store. He has had 15 years of retail experience at the Navy Exchange and Walgreens.

Stephanie Inouye joined the merchandising department as a merchant, responsible for merchandise sold at the company. Previously, she was a buyer for Walmart. She graduated from the University of Hawaii and earned a master’s from Washington State University.

McCrary Named to HART Board

Lynn McCrary was appointed to the Honolulu Authority for Rapid Transportation’s board of directors



Lynn McCrary

and will serve as a non-voting member.

McCrary, senior vice president of government affairs for land and resource management company Pulama Lanai, was

appointed to HART board by State House Speaker Scott Saiki. Her term runs through December 2021.

She currently supervises Pulama Lanai’s Maui office. Previously, she was president and COO of Pahio Resorts on Kauai. She also was president of North Shore Catering and worked for Merit Systems and Industrial Timber & Land Co.

McCrary serves as chair of Wilcox Hospital, director of Hawaii Pacific Health and trustee of the Public Schools of Hawaii Foundation. She also has served on the boards of the Hawaii Department of Land and Natural Resources, the Kauai County Board of Water Supply, Child and Family Services, Kauai Economic Development, Zephyr Insurance and the Hawaii Nature Center.

B + K Adds Seven

Bowers + Kubota Consulting, a Hawaii-based architectural/engineering firm that specializes in architecture, construction management, program management and project development, has added seven new staff members.

Victoria James joins as project specialist on Tripler team projects.

Fabrizio Botalla joins as IT coordinator.



Victoria James



Fabrizio Botalla



Aaron Chilcote



Kevin Faamasino

Aaron Chilcote and **Kevin Faamasino** join as project inspectors on the Baggage Handling System project at Island airports, with **Guy Wilding** joining as project manager.



Guy Wilding

Warren Matsumoto joins as project inspector on Department of Education projects.

Todd Sugita joins as project coordinator on the Honouliuli Wastewater project.



Keith Kato

Kato Joins WhiteSpace

Keith Kato has joined WhiteSpace Architects as an

architectural designer for commercial, residential and educational projects.

Kato is helping design the Aiea High School girls' athletic locker room, as well as private residences across Hawaii.

Kato holds two master's, in architecture and business administration, from the University of New Mexico, Albuquerque.

AHL Places Five

AHL, a leading Hawaii design firm, has added five new staff members.

RM Lorenz Balintona joins as a designer and is working on various military projects in Honolulu and Okinawa. Previously, Balintona was a Revit modeler and junior CAD drafter for ControlPoint Surveying. He holds an associate science degree



RM Lorenz Balintona



Michael Alfonso 39 years of experience includes positions as construction administrator and job captain for Urban Works Inc. He holds an associate science degree from Leeward Community College.

Jasmine Merseberg joins as a job captain and is working on commercial projects. Her six years of experience include a position as a project designer for STIR Architecture in Los Angeles. She



Jasmine Merseberg

from Honolulu Community College.

Michael Alfonso joins as a senior job captain and is working on JP Superstore in Guam. Alfonso's



Stephanie Ing School Phase II. She has five years of experience and holds a doctorate in architecture from UH-Manoa.

Christopher Cobb joins as a junior interior designer and is working on the Straub Clinic Pearlridge renovations. Previously, Cobb was employed by the U.S. Navy. He holds a bachelor's in environmental and interior design.



Christopher Cobb

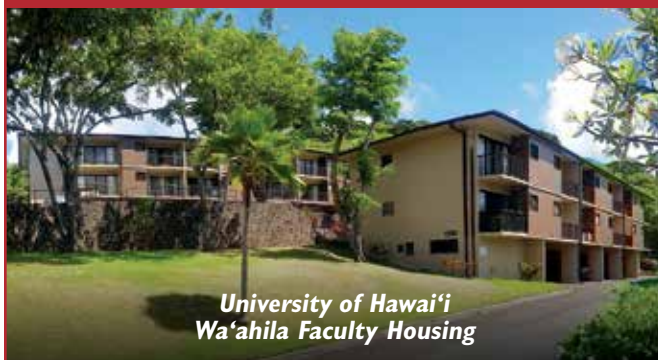
holds a doctorate in architecture from the University of Hawaii at Manoa.

Stephanie Ing joins as a designer and is working on Farrington High

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JAYAR
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NAWIC Installs Board

The Honolulu chapter of the National Association of Women in Construction (NAWIC) installed its new board on Sept. 28 at Café Julia. Taking the reins as 2019-2020 president was Carolyn Aber of Safety Systems and Signs Hawaii, succeeding Kehau Amorin of Hardware Hawaii.

Carri Pothier, Ruby Realty; Danielle Ulmann, Atlas Insurance; Carolyn Aber and Dianne Guieb, Safety Systems and Signs Hawaii; Crishelle Sablan



Annie and Robert Kuhlmann, CanDo Construction Supply



Zonia Hill, Nan Inc.; Kehau Amorin, Hardware Hawaii; Romina Isimang, Safety Systems and Signs Hawaii



Rex Nepomuceno, Safety Systems and Signs Hawaii; Ipo Fukuda, Sause Bros.



Megan Yokoi, Bacon Universal Insurance; Jason Rathyen, Jason Rathyen Music; Hannah Furumo, Redhammer LLC



Curtis Colin, Nohokai Production Services; Malea Buhlman, Allana Buick & Bers Inc.; Tim Masamitsu, Pearl Harbor Shipyard; Lakaysha Lee-Hill, Nordic PCL



Brandy Palau, BMK Construction; Carrie Vinano and Ronnette Abregano, Grace Pacific; Nathan Abregano



Rick Best, Hensel Phelps; Maegan Best, McClone Construction; Betsy Shishido and Kaiser Shishido, Safety Systems and Signs Hawaii



Jessica Owen, Johnson Controls; Rose Owen; Alejandra Langarica



Lauri Maikui, Hawaii Cement; Christine Lanning, Integrated Security Technology; Christine Chaplain, Hawaii Geographic Information Coordinating Council



Gail Nishimura, Ferguson Enterprises; Barbara Bigger; Paula Daligcon, Hi-Tech Construction Consultation



Esben Borsting; Leah Borsting, HPM Building Supply; Kristi Kapahulehua, Dowbuilt; Junior Fa'apito



Romy Sarte, Emmy Sarte, Lenie Malapit and Jessie Malapit, Safety Systems and Signs Hawaii



Charlene Gray, Trade Publishing; Amy Mijo, Honolulu Plumbing; Josephine Miyakawa, Solutions Team; Amanda Canada, Trade Publishing



Tammy Pi'i and Jo Bautista, Habitat for Humanity; Aleeka Morgan, American Cancer Society; Gaylynn Paaluhia, GP Professional Cleaning Services



Stoned

Spindrift Marble, the mosaic tiles from Island Stone, offers marble tiles with smooth, organic forms instead of hard edges and straight lines. Its two new colors, Nebula and Tempest—available locally at Daltile and Hawaii Stone Imports—join the existing Carrara Marble line to work with a range of room color schemes and designs, giving designers more freedom to create looks from subtle to lively and bold.

Each stone is meticulously shaped and crafted into mosaic tiles measuring 11-3/4 inches square by 1/4 inches thick. Spindrift Marble tiles are suitable for walls, showers and freeze-thaw areas.

www.IslandStone.com

White Light

Braun's lightweight 1,000-lumen work light has a rugged steel base for stability, making it easy to position for the best visibility. The super-bright white LED is cooler and lasts longer than halogen bulbs and doesn't have the "yellowish" tint of many incandescents. Ideal for painting, plumbing and repair jobs. Its adjustable head with base allows for positioning and directing light where needed. Projects a beam up to 115 feet in high mode.

Impact-resistant lens, reflector and housing insures durability.

www.braun.com



Not the Same Old Grind

Bosch X-Lock angle grinders and accessories feature a new quick-change interface. These grinders have a tool-free grinding wheel and disc change mechanism. This is a new generation of corded and cordless angle grinders with more than 130 grinder accessories in the system. Most Bosch X-Lock accessories will also fit traditional grinders. Flat grinding is now possible, and surfaces will never get scratched. The audible "click" means you always know the accessory is firmly attached to the tool and you can start your work with peace of mind.

www.bosch-professional.com

Tight Fit

Known for its spray stand and drying rack solutions for painting, cabinet and millwork finishing, PaintLine introduces ProCart, a versatile material handling cart with removable dividers which can convert it into a lumber cart, HD castors and a weight capacity of 2,000 pounds. The cart is designed to handle multiple parts as users move through the shop or production. ProCart has a powder-coated steel base with MDF decking and heavy-duty six-inch castors for maneuverability. Dividers can be installed along the width or length of the cart to provide maximum flexibility with as many as 12 bins. Height is 59 inches; width is 22 inches.

www.thePaintLine.com





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