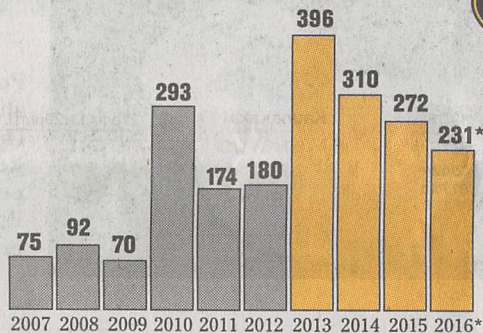


# CITY ON TRACK WITH REPAVING GOAL

## ROAD REPAIRS

The city has repaved more than 1,200 lane miles of roadway in the past three-plus years. That is 37 percent more than in the previous six years.



\*As of Sept. 21, 2016

Source: City & County of Honolulu

1,209

Lane miles paved since Jan. 1, 2013

STAR-ADVERTISER

**Substandard roads that haven't been touched sometimes for 20 or 30 years are finally being repaved."**

**Kirk Caldwell** / Honolulu mayor

*More than 1,200 lane miles of a targeted 1,500 have been completed, officials say*

**By Marcel Honoré**

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Nearly four years into an aggressive five-year repaving campaign, city maintenance officials report they're still on pace to fix the city's worst 1,500 lane miles of road as planned — even if wet weather and more challenging street repairs have slowed progress in the past two years.

Since January 2013, road crews have repaved 1,209 lane miles of crumbling and degraded city roadways across Oahu, based on figures that city officials distributed at a press event Monday on Date Street, where some of the latest repaving is underway.

"Substandard roads that haven't been touched sometimes for 20 or 30 years are finally being repaved, so people can enjoy how they drive on our city streets," Honolulu Mayor Kirk Caldwell said, speaking over the heavy paving machinery as it rumbled along Date behind him.

Along with Date Street, crews are slated to start repaving Ward Avenue mauka of King Street in mid-October. Repaving on Ward makai of King can't start until utility work wraps there, city officials said.

Caldwell has touted his road repaving goals at various similar conferences around the island since taking office in 2013. He's further touted his administration's road repaving push as a key

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# ROADS

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accomplishment this year during a competitive re-election race against challenger Charles Djou.

Under Caldwell's five-year repaving targets, the city would have to repave an average of 300 lane miles a year. Private crews contracted by the city got off to a strong start in 2013, repaving nearly 400 lane miles. Since then the annual totals have gradually shrunk each year, but the city is still averaging more than 300 lane miles a year thanks to that strong start.

"We tried to tackle some

of the smaller ones first," Caldwell said Monday. Since then, crews have moved on to larger roads that involved complicated utility work, such as Beretania Street, he added.

The city reports having paved 231 lane miles so far in 2016, and a Caldwell spokesman said the city aims to reach the 300-mile mark by the end of the year. The city reports that it's spending \$5.7 million to repave 7.5 miles of Date and Ward.

Only in recent years did the city — and the state — start using pavement preservation techniques such as slurry and crack seal that have been standard for decades in other parts of the U.S.

Since 2013, the city has applied layers of slurry seal and seal coat to 160 of the 3,500 lane miles of city road across Oahu, according to numbers provided by the mayor's office.

Such preservation techniques aren't effective for all streets — they work on smaller streets with less traffic, officials say. Still, city officials acknowledge that many more local streets can get those treatments, which are estimated to help extend pavement life about five to seven years in between repavings.

"We've been ramping up the program" for pavement preservation with slurry seal, city Facility Maintenance Department Director

Ross Sasamura said Monday.

Sasamura said it wasn't clear yet how many of Oahu's city streets could benefit from such treatments, but that his department was gathering that data as part of a pavement preservation program that it's developing.

Sasamura said the city would also need to provide more funds to apply more slurry seal.

Repaving on Pensacola and North King streets as well as on University and Kalakaua avenues is slated to happen in the next few years, Design and Construction Department Director Robert Kroning said Monday.