

# ANNUAL STREET OVERLAY/REHABILITATION 2017-18

Engineering and Transportation staff rate and track the pavement condition, which is called the **Pavement Condition Index (PCI)**, of every street in San Leandro. Streets in poor condition, with a **PCI** of 25 and above, can be repaired by milling or grinding off the top layer of pavement and installing three to four inches of new pavement. A mill and fill or overlay project such as this is more expensive than a cape seal but cheaper than replacement of the street section.

Streets that have reached the end of their useful life must be replaced. Cement is typically mixed into the soils below the road, after which a new pavement section is installed. This is the most expensive type of street rehabilitation work that we perform.



Without this project, the average condition of the City's streets will decline. Streets that can be maintained at a moderate cost now will degrade to the point that more expensive repair is needed. Curb ramps along these streets segments were upgraded to meet current Americans with Disabilities Act standards in advance of paving activities.

**This project began construction in Fall 2018 and was completed in fall 2020.**

**This project rehabilitated a total of 13.1 lane miles of roadway.**

*This project was made possible with General Funds, SB 1 Gas Tax, a CalRecycle grant, Measure B and Measure BB funds.*

*Measure B and Measure BB funds are administered by Alameda County Transportation Commission (Alameda CTC).*

*Information regarding this and other regional Measure B funded projects can be found at the [Alameda CTC's website](#).*

*Approximately 2,351 waste tires were diverted from State landfills due to the use of rubberized hot-mix asphalt on this project.*



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