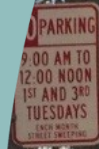


# ANNUAL STREET OVERLAY/ REHABILITATION 2018-20



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 install 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 the City performs.

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 the planned paving activities.

**The construction phase for this project commenced in fall 2020 and is projected to be completed in spring 2022.**

**This project will rehabilitate a total of 10.63 lanes miles of roadway.**

*This project was made possible with General Funds, SB1 Gas Tax, a CalRecycle grant, Measure B and Measure BB funds.*

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

*An estimated 3,064 waste tires were diverted from State landfills due to the use of rubberized hot-mix asphalt on this project.*



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