



## CITY HALL

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CITY OF ANGELS PO Box 667, 200 Monte Verda St. Suite B, Angels Camp, CA 95222 P: (209) 736-2181

**DATE:** August 8, 2025  
**TO:** City Council  
**FROM:** Aaron Brusatori, City Engineer and Michelle Gonzalez, Finance Director  
**RE:** **PAVEMENT MANAGEMENT PLAN AND ROAD MAINTENANCE**

### **RECOMMENDATION:**

Receive a presentation from City Engineer Aaron Brusatori on the City's Pavement Management Plan and provide Council direction on project priorities for road maintenance over the next five years.

### **BACKGROUND:**

The City of Angels maintains a roadway network that requires ongoing maintenance, rehabilitation, and repair. In order to make strategic decisions about how to invest limited road maintenance funds, the City has worked with our City Engineer, Aaron Brusatori, to develop a Pavement Management Plan. This plan evaluates the condition of our roads, identifies and prioritizes needed improvements, and establishes a roadmap for future investments.

### **DISCUSSION:**

The Pavement Management Plan will provide the City Council with an overview of road conditions throughout the City and a list of potential projects to address identified deficiencies. The goal of tonight's discussion is to:

- Review the current condition of city streets.
- Discuss prioritized road maintenance and rehabilitation projects.
- Establish a five-year project list based on anticipated funding.
- Develop a pipeline of project-ready plans that can be implemented as funding becomes available.

### Recommended Projects

**Chip Seal** – Chip Seal refers to a road surface treatment where a layer of asphalt emulsion is applied to the road surface, followed by a layer of crushed stone aggregate (chips). The chips are then embedded into the asphalt by rollers, creating a durable, skid-resistant surface. This is more intensive than a Slurry Seal.



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**Crack Filling** – Crack Filling is a process where cracks in the road are sealed to reduce intrusion of water into the base section, which can accelerate structural failure. Crack Filling is an annual treatment that can be applied by City crews or a contractor prior to a pavement management project.

**Rapid Set Slurry Seal** - Rapid-set slurry seal is a pavement maintenance treatment that utilizes a quick-setting asphalt emulsion, aggregate, and other additives to create a durable, skid-resistant surface. This application extends the life of the paved surface up to 8 years. Depending on existing roadway conditions, up to three applications of slurry seal can be applied before a more intensive mill and overlay is recommended.

**Mill and Overlay** – Mill and Overlay is a pavement maintenance treatment that removes 1.5” – 2” of the paved surface and replaces it with a new asphalt layer.

**Stop Gap** – Stop Gap projects include various methods of more intensive asphalt repair. The intent of a Stop Gap project is to perform repairs to as much area as possible with available budget. Stop Gap effort may include full depth replacement of failed areas, replacement of cold patch with hot mix asphalt, mill and fill operations to address block cracking and or severely alligatored pavement sections. This treatment is more intense than a slurry seal. It is recommended that a Rapid Set Slurry Seal be applied within a year after a stop gap project.

**Reconstruction** – Reconstruction projects rebuild the pavement structure to a new condition. When the decay of a road advances to poor or very poor, reconstruction is the recommended treatment. A reconstruction would consist of replacing all asphalt, base, and possibly subgrade materials. This is the most expensive treatment option.

5-Year Pavement Management Plan Budget				
Year	Project Type	Budget	Estimated Treatment Area (sf)	% of Network
25/26	Stop Gap	\$ 355,000	78,000	Varies
26/27	Rapid Setting Slurry	\$ 300,000	600,000	18.00%
27/28	Stop Gap	\$ 300,000	65,000	Varies
28/29	Chip Seal	\$ 300,000	375,000	11.00%
29/30	Stop Gap	\$ 300,000	65,000	Varies



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### FINANCIAL IMPACT:

The following revenue sources are available for road projects in Fiscal Year 2025–26:

Fund Source	FY 25/26 Allocation
Highway Users Tax (Gas Tax - HUTA)	\$115,000.00
Transient Occupancy Tax (TOT – Roads)	\$140,047.00
Local Transportation Funds (LTF)	\$50,000.00
SB 1 – Road Maintenance and Rehabilitation Account (RMRA) 25/26 Citywide Pavement Repair Project	\$355,000.00
<b>Total</b>	<b>\$660,047.00</b>

**NOTE:** The SB 1 RMRA amount includes rollover from unspent prior year funds.

Looking ahead, the City anticipates an annual average of approximately \$350,000 in recurring road funding from the combined Gas Tax, TOT (roads), and RMRA sources.

### NEXT STEPS:

Staff requests Council direction to finalize the five-year project list and designate project priorities. Establishing clear priorities and maintaining a shelf of project-ready plans will position the City to seek additional outside grant funding as opportunities arise. This will be a future agenda item tentatively schedule for September 16, 2025 Council meeting.



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