



CITY HALL

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

January 10, 2025

Mr. Steve Williams
Interim City Administrator
City of Angels
200 Monte Verda Street
Angels Camp, CA 95222

Email: Stevewilliams@angelscamp.gov

RE: Birds Way Excavation Observation

Dear Mr. Williams,

Deflections or depressions were reported along Birds Way in locations that had received asphalt patching sometime in the past. On January 7, 2025 I observed the depressions to be ½ inch - 1 inch from a plane projected from the adjacent asphalt surface. City crews performed excavation of an exploratory trench and a shallow pothole in the west bound lane of Birds Way. Both excavations were made near the building structure 1305 Birds Way.

For the exploration trench, the City crew saw cut the work areas and removed the asphalt surfacing, which was found to be approximately 3 inches thick, using a backhoe.

A Ditch Witch vacuum excavator was used to excavate the exploratory trench and to expose subsurface conditions. The exploration trench started 4 feet south of the building face and extended approximately 10 feet south of the building face. This location was selected based upon the depression of an asphalt patch. The trench was excavated to a depth of 6 feet and a width of 8 inches to 12 inches.

A 4 inch steel water line was found 24 inches below the asphalt surface and 55 inches south of the building face. This water line is observed to be above a projected influence plane slope of 1:1 measured from the face of the building. No other utilities were found within the excavation.

The soils in the exploration trench were observed to be soft with little force was need to insert the vacuum excavator wand into the soils. Water from the wand did not accumulate or pool in the trench and infiltrated the soils quickly. There appeared to be a void space extending north / south from the north edge of the trench approximately 6 feet south where the excavation terminated. Angular stones with maximum dimension of 3 inches to 4 inches were regularly removed from the excavation, with the occasional large stone having maximum dimensions greater than 12 inches.

Deflections or depressions to the paved surface were not observed south of the exploratory trench.

A shallow pothole was excavated approximately 10 feet east of the exploratory trench. This location was selected because the building owner reported that repairs were made to a sink hole in this location in the past. The asphalt was removed from the surface which had a thickness of 4 inches to 5 inches and showed multiple

layers of asphalt. The soils beneath the asphalt were found to be competent as a digging bar was not able to penetrate the soils.

Each of the excavations was backfilled with base rock, compacted then surfaced with cold mix asphalt the same day.

Soils under the depressions were not different than the soils under the adjacent asphalt surface which was not patched. The observed depressions in the asphalt was likely a result of poor compaction of the asphalt patch during time of placement. This is a typical scenario that is observed in poorly compacted asphalt patches at potholes and other surface defect repairs.

Further soils exploration is not recommended at this time.

Sincerely,



Aaron Brusatori, PE
City Engineer

CC: Chris O'Flinn



