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DATE: October 7, 2025

TO: City Council

FROM: Aaron Brusatori, City Engineer

RE: AMENDMENT NO. 1 TO THE 2025–2030 PAVEMENT MANAGEMENT PLAN AND ADOPTION OF RESOLUTION 25-80

RECOMMENDATION:

It is recommended that the City Council adopt Resolution No. 25-80, approving Amendment No. 1 to the City of Angels 2025–2030 Pavement Management Plan (PMP).

BACKGROUND:

On September 16, 2025, the City Council adopted Resolution No. 25-71, approving the 2025–2030 Pavement Management Plan. The PMP provides a five-year program for roadway preservation and rehabilitation based on Pavement Condition Index (PCI) data from the StreetSaver® pavement management system.

Following adoption, staff identified necessary updates to project prioritization, treatment schedules, and funding allocations. These adjustments are incorporated into Amendment No. 1 to ensure the plan reflects current roadway conditions and budget realities.

DISCUSSION:

Amendment No. 1 introduces the following changes to the previously adopted PMP:

1. Treatment Schedule Adjustment:
 - The original PMP identified Chip Seal for FY 2027–28.
 - Amendment No. 1 revises this to a Stop Gap project, funded at \$300,000, covering approx. 65,000 square feet.
 - This adjustment reflects updated PCI analysis showing more localized failures requiring intensive repair rather than surface sealing.
2. Addition of “Unfunded Sections”:
 - The original PMP did not identify or cost out untreated roadways.
 - Amendment No. 1 adds a new Unfunded Sections chapter (pp. 13–17), including:
 - A citywide map highlighting untreated areas (page 14).
 - A detailed table with estimated deferred maintenance costs for untreated streets, categorized by PCI range and functional class (pp. 15–17).
 - This transparency helps Council plan for long-term funding needs beyond the 5-year cycle.

3. Candidate Street Lists and Maps:
 - The candidate streets for each fiscal year (2025–2030) remain unchanged between the original PMP and Amendment No. 1 (pp. 8–12).
 - The amendment reaffirms these selections with updated mapping and labeling.
4. Policy Narrative:
 - While the narrative remains consistent (StreetSaver® basis, PCI prioritization, cost-effectiveness focus), Amendment No. 1 emphasizes that Council priorities were refined after adoption and formalizes these refinements into the plan.

FISCAL IMPACT:

No new appropriations are required at this time. Projects remain funded through existing allocations: Highway Users Tax, Transient Occupancy Tax, Local Transportation Funds, and SB1. Documentation of unfunded roadway segments does not commit funds but highlights deferred maintenance costs for future consideration.

ATTACHMENTS:

1. Resolution No. 25-80 (Pavement Management Plan Amendment No. 1)
2. Amendment No. 1 – Pavement Management Plan (2025–2030)