# Angels Camp

## 5-Year

## Pavement Management Program

## 2025-2030

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# Pavement Management Program Narrative

The City of Angels Camp 2025–2030 Pavement Management Plan (PMP) establishes a five-year program for the preservation and rehabilitation of the City's roadway network. The PMP is driven by Pavement Condition Index (PCI) data maintained in the StreetSaver® pavement management system, which is used to evaluate pavement performance, identify candidate streets, and determine cost-effective maintenance and rehabilitation strategies.

The StreetSaver® system integrates field inspection data, treatment performance models, and unit cost data to generate project recommendations that maximize network condition within available funding. Given the City's constrained budget, the PMP emphasizes strategies that extend pavement life at the lowest life-cycle cost, balancing preventive maintenance with the need to address localized structural deficiencies.

On an annual basis, City staff will review the recommended projects, refine priorities based on budget allocations and operational considerations, and present the program to the City Council for consideration and adoption.

# Program Summary

The five-year Pavement Management Plan provides the City Council with a comprehensive assessment of roadway conditions citywide and identifies candidate projects to address pavement deficiencies.

Recommended projects within the five-year period focus on applying cost-effective surface treatments to correct localized failures and extend the service life of the roadway network.

Treatment Types
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.

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 many areas 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.

The projects and budgets proposed for the 5-year planning period include:

| 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 |

# Project Prioritization

Project prioritization was based the pavement condition index (2019) and functional classification. The proposed treatments intend to address localized failures and preserve the surface.

# Revenue Sources

The following funding sources have been identified for delivery of Pavement Management Projects.

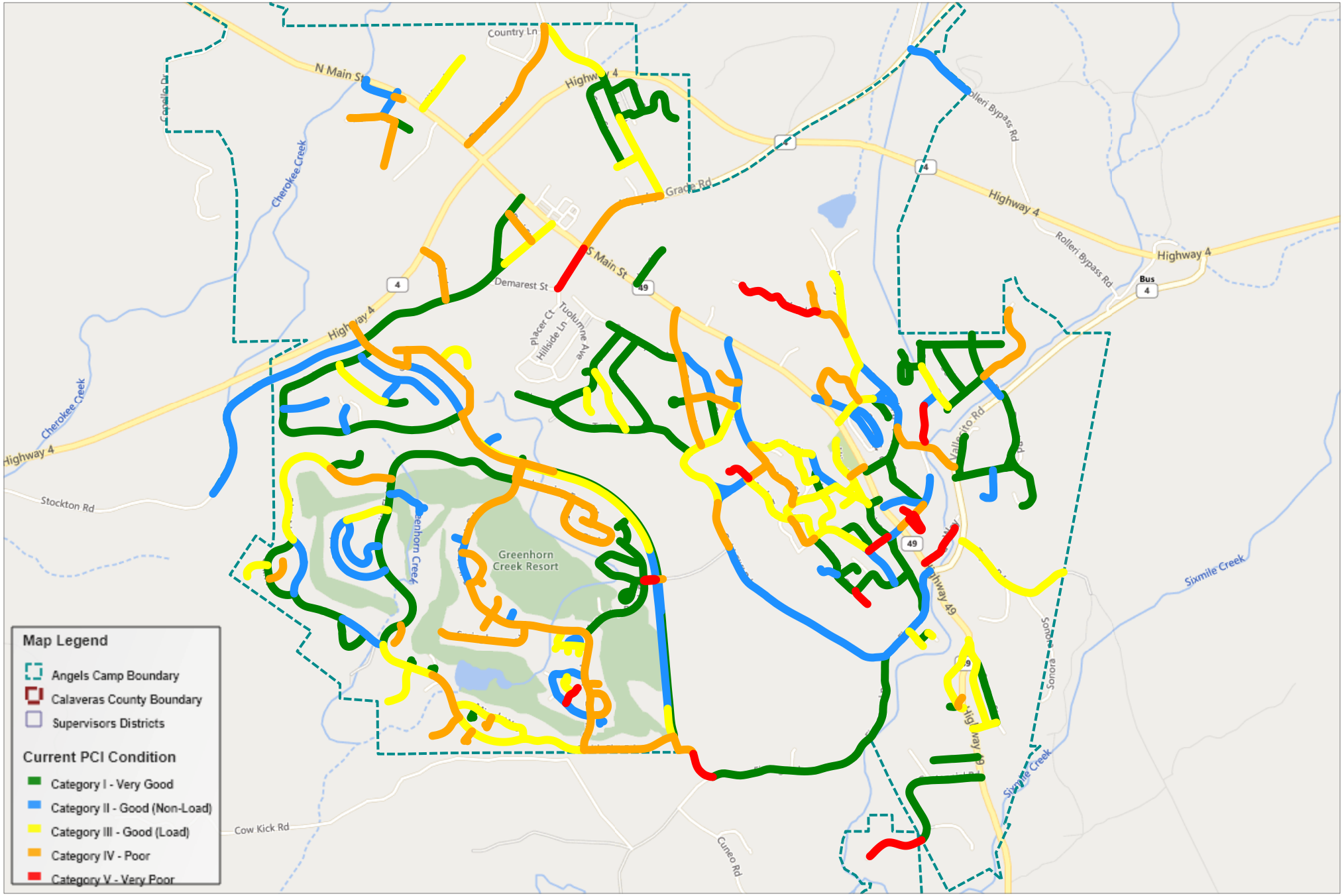
- **Highway Users Tax** (Gas Tax – HUTA)
- **Transient Occupancy Tax** (TOT- Roads)
- **Local Transportation Funds** (LTF)
- **SB 1- Road Maintenance and Rehabilitation Account** (RMRA)

# Pavement Condition Index

Angels Camp

# Current PCI Condition

**Printed: 8/26/2025**



# Pavement Management Projects

Angels Camp

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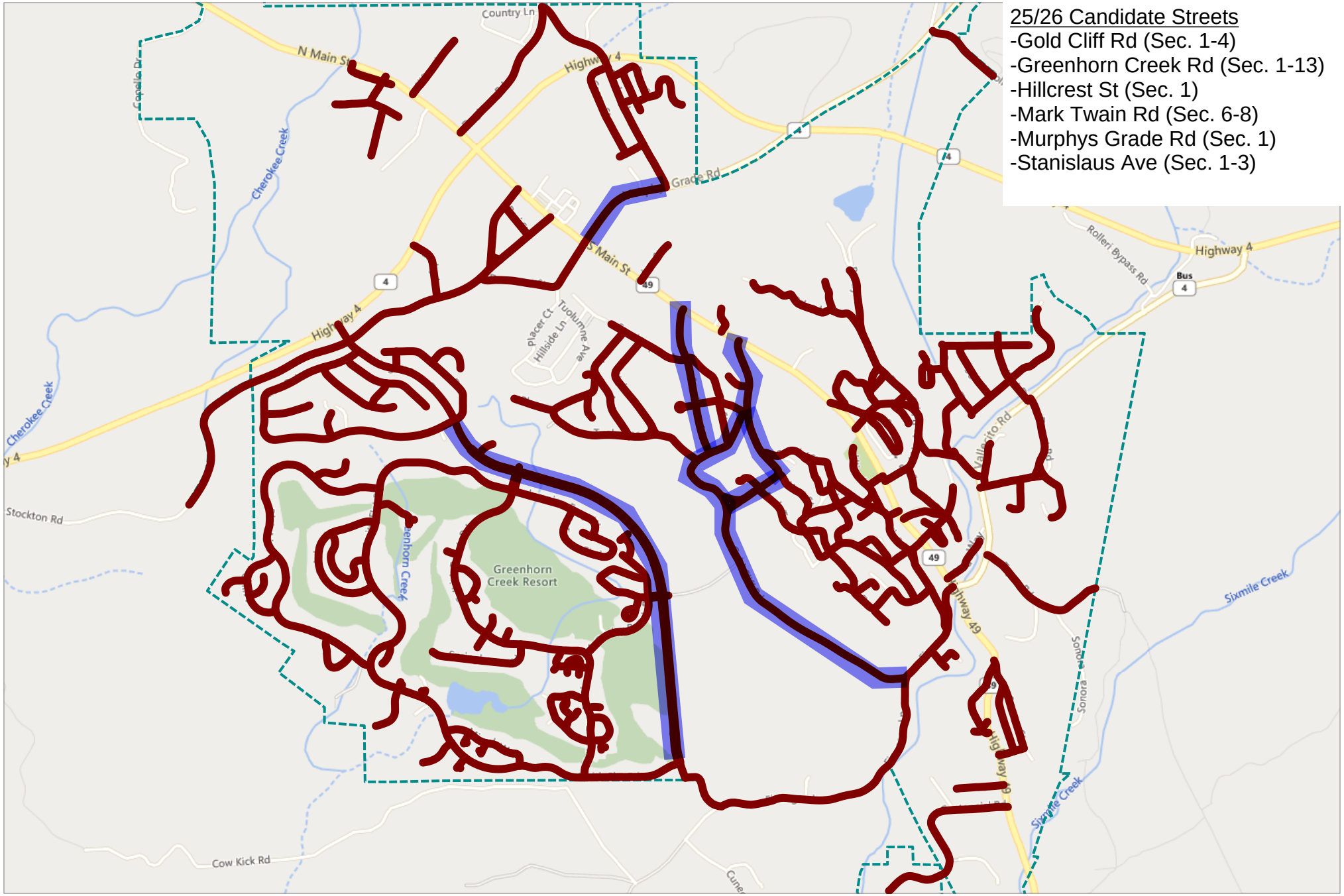


25/26 Candidate Streets
-Gold Cliff Rd (Sec. 1-4)
-Greenhorn Creek Rd (Sec. 1-13)
-Hillcrest St (Sec. 1)
-Mark Twain Rd (Sec. 6-8)
-Murphys Grade Rd (Sec. 1)
-Stanislaus Ave (Sec. 1-3)

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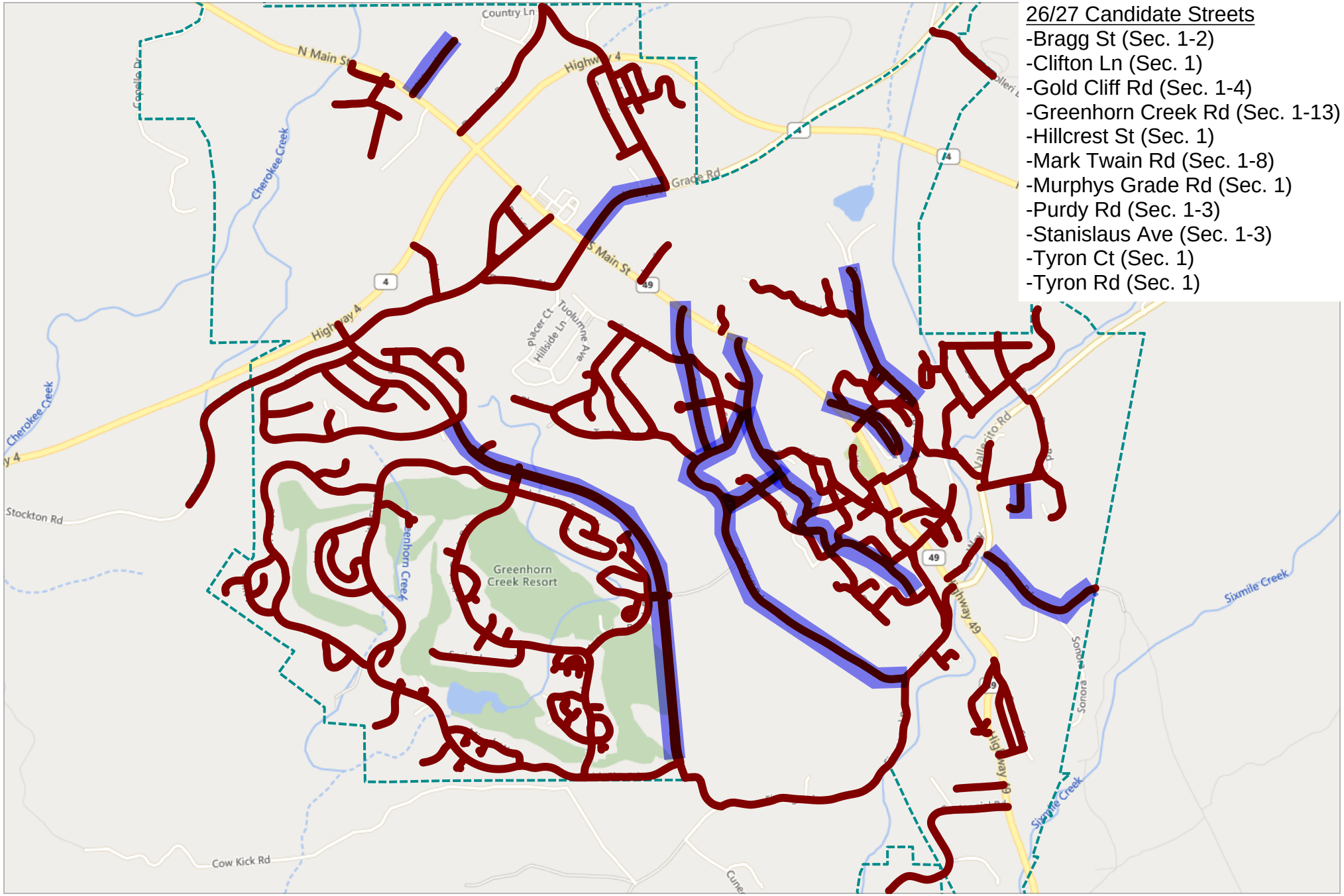


26/27 Candidate Streets

-Bragg St (Sec. 1-2)
-Clifton Ln (Sec. 1)
-Gold Cliff Rd (Sec. 1-4)
-Greenhorn Creek Rd (Sec. 1-13)
-Hillcrest St (Sec. 1)
-Mark Twain Rd (Sec. 1-8)
-Murphys Grade Rd (Sec. 1)
-Purdy Rd (Sec. 1-3)
-Stanislaus Ave (Sec. 1-3)
-Tyron Ct (Sec. 1)
-Tyron Rd (Sec. 1)

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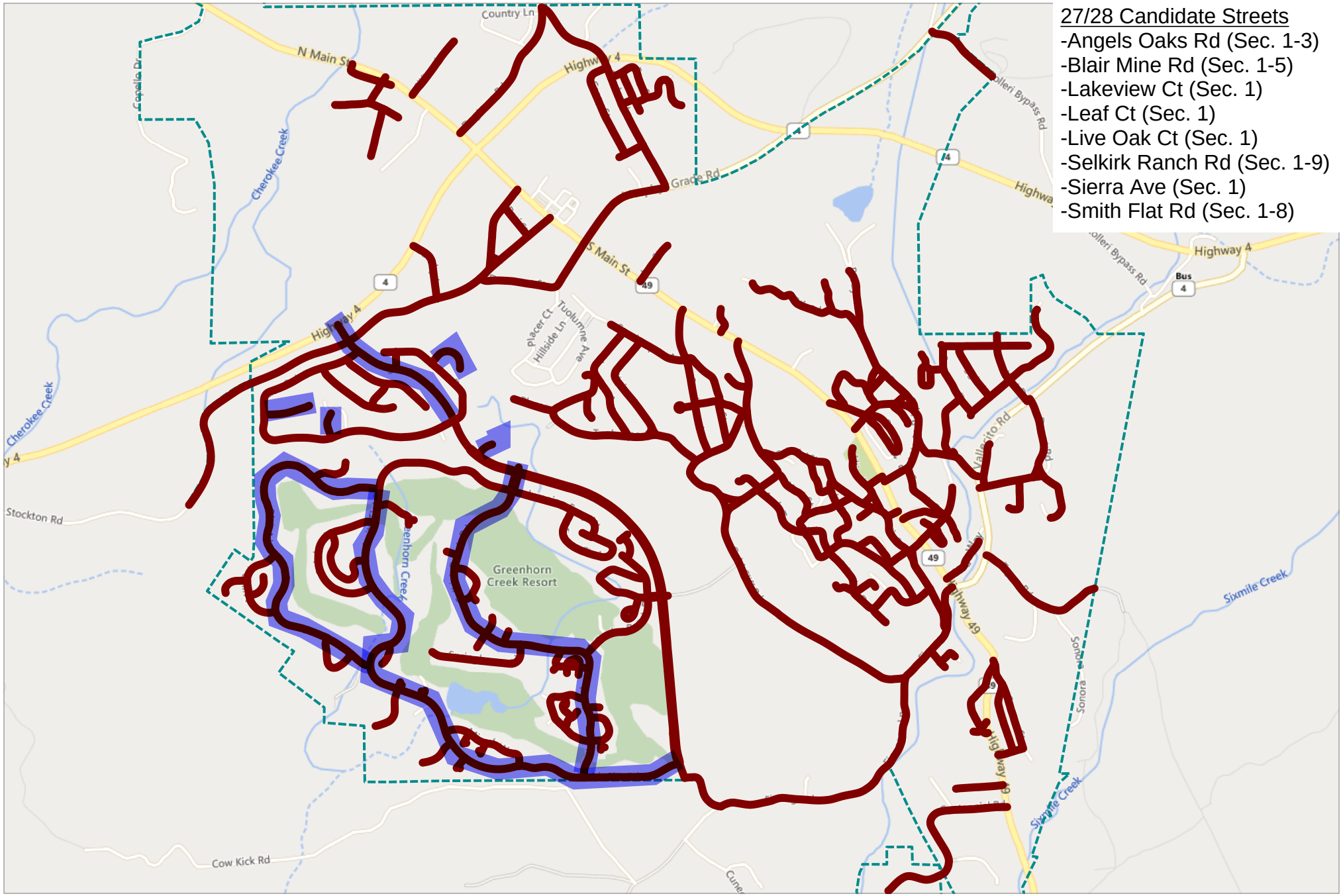


27/28 Candidate Streets

-Angels Oaks Rd (Sec. 1-3)
-Blair Mine Rd (Sec. 1-5)
-Lakeview Ct (Sec. 1)
-Leaf Ct (Sec. 1)
-Live Oak Ct (Sec. 1)
-Selkirk Ranch Rd (Sec. 1-9)
-Sierra Ave (Sec. 1)
-Smith Flat Rd (Sec. 1-8)

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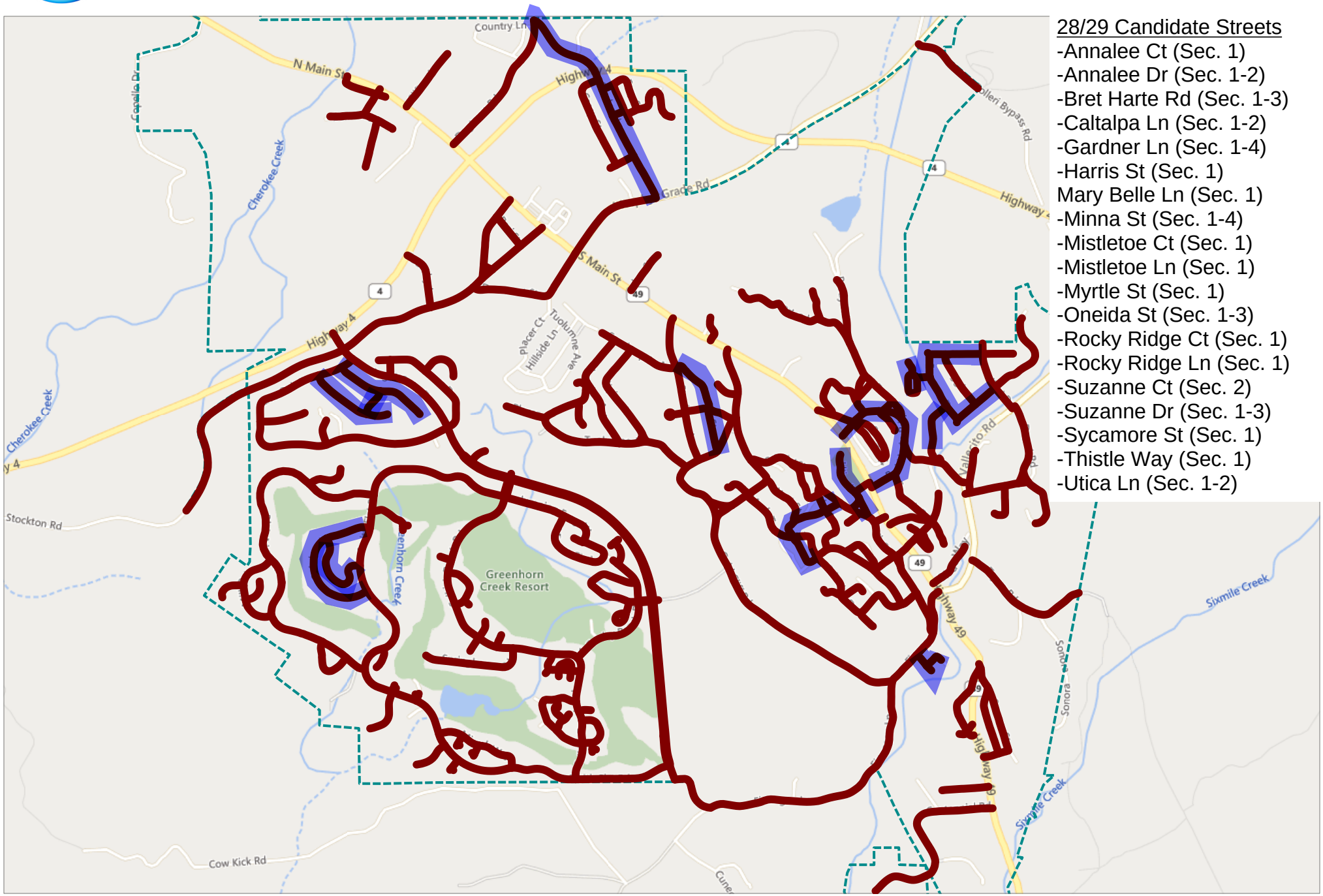


28/29 Candidate Streets

-Annalee Ct (Sec. 1)
-Annalee Dr (Sec. 1-2)
-Bret Harte Rd (Sec. 1-3)
-Caltalpa Ln (Sec. 1-2)
-Gardner Ln (Sec. 1-4)
-Harris St (Sec. 1)
Mary Belle Ln (Sec. 1)
-Minna St (Sec. 1-4)
-Mistletoe Ct (Sec. 1)
-Mistletoe Ln (Sec. 1)
-Myrtle St (Sec. 1)
-Oneida St (Sec. 1-3)
-Rocky Ridge Ct (Sec. 1)
-Rocky Ridge Ln (Sec. 1)
-Suzanne Ct (Sec. 2)
-Suzanne Dr (Sec. 1-3)
-Sycamore St (Sec. 1)
-Thistle Way (Sec. 1)
-Utica Ln (Sec. 1-2)

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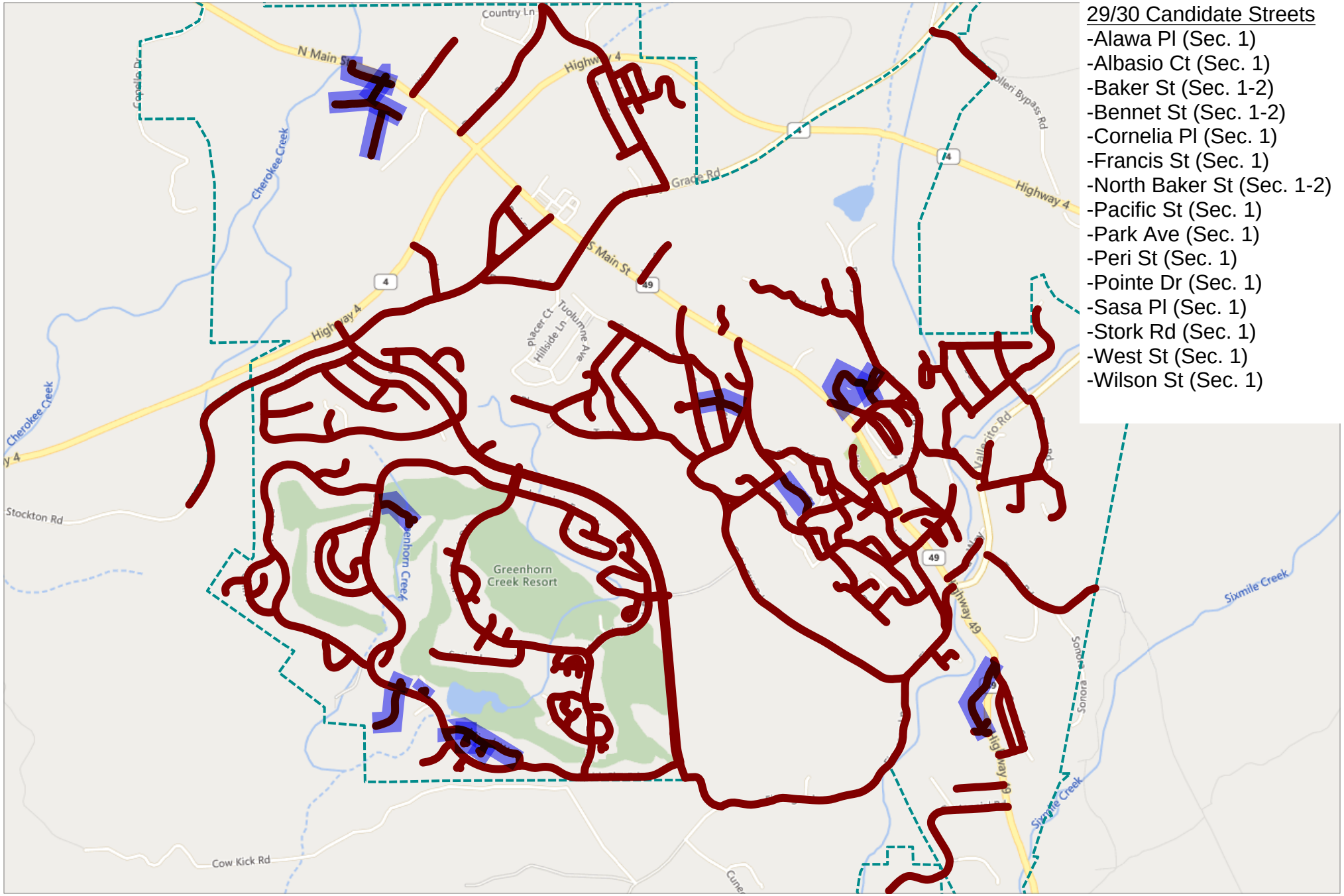


29/30 Candidate Streets

-Alawa Pl (Sec. 1)
-Albasio Ct (Sec. 1)
-Baker St (Sec. 1-2)
-Bennet St (Sec. 1-2)
-Cornelia Pl (Sec. 1)
-Francis St (Sec. 1)
-North Baker St (Sec. 1-2)
-Pacific St (Sec. 1)
-Park Ave (Sec. 1)
-Peri St (Sec. 1)
-Pointe Dr (Sec. 1)
-Sasa Pl (Sec. 1)
-Stork Rd (Sec. 1)
-West St (Sec. 1)
-Wilson St (Sec. 1)