



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

DATE: January 20, 2026
TO: City Council
FROM: Aaron Brusatori, City Engineer
RE: AUTHORIZATION TO ADVERTISE FOR BIDS – FY 2025/2026 PAVEMENT MANAGEMENT PLAN PROJECTS

RECOMMENDATION:

Adopt a resolution authorizing the City Engineer to advertise for bids for the Fiscal Year (FY) 2025/2026 Pavement Management Plan projects in accordance with the City of Angels Camp 2025–2030 Pavement Management Plan, as adopted by City Council.

SUMMARY:

The City of Angels Camp maintains its roadway network through a data-driven Pavement Management Plan (PMP) that prioritizes cost-effective maintenance and rehabilitation strategies. The FY 2025/2026 Pavement Management Plan projects represent the first year of implementation of the adopted 2025–2030 PMP and focus on extending pavement life, correcting localized failures, and preserving the overall condition of the City’s street network.

Authorization to advertise for bids will allow staff to solicit competitive pricing and proceed with construction during the 2025/2026 construction season.

BACKGROUND:

The City Council has accepted the City of Angels Camp 2025–2030 Pavement Management Plan (Amendment 1), which establishes a five-year program for preservation and rehabilitation of City streets using Pavement Condition Index (PCI) data maintained in the StreetSaver® pavement management system.

The PMP evaluates roadway conditions, recommends appropriate treatment types, and prioritizes projects based on pavement condition, functional classification, and available funding. The plan emphasizes preventative maintenance strategies that extend pavement life at the lowest life-cycle cost, while addressing localized structural deficiencies where necessary.

DISCUSSION:

FY 2025/2026 PROJECT SCOPE

The FY 2025/2026 Pavement Management Plan projects primarily consist of Stop Gap pavement repairs, which include targeted asphalt repairs such as full-depth replacement of failed areas, mill-and-fill operations, and replacement of deteriorated pavement sections. These treatments are intended to stabilize pavement conditions and prepare streets for future surface treatments.

The proposed FY 2025/2026 budget for pavement management is approximately \$355,000, as identified in the adopted five-year plan.

Specific streets and treatment limits will be defined in the bid documents and are based on the candidate streets identified in the Pavement Management Plan for the 2025/2026 fiscal year.

Funding for the FY 2025/2026 Pavement Management Plan projects will be provided from the following sources, as identified in the adopted plan:

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

Sufficient funds are programmed in the FY 2025/2026 budget to advertise and award the construction contract.

FISCAL IMPACT:

There is no fiscal impact associated with advertising for bids. Construction costs will be brought back to City Council for consideration upon receipt of bids and prior to contract award.

CONCLUSION:

Approval of the recommended action will allow the City to move forward with implementation of the FY 2025/2026 Pavement Management Plan projects in a timely manner, preserving roadway conditions and maximizing the effectiveness of available funding.

1. 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.
 - If so directed by Council with Resolution No. 26-15, the project will be updated to include rehabilitation of a portion of Bush Street.
2. 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)
3. Resolution No. 26-17 AUTHORIZING THE CITY ENGINEER TO ADVERTISE FOR BIDS FOR THE FY 2025/2026 PAVEMENT MANAGEMENT PLAN PROJECTS