MEADOWLARK ROAD – CRESTON ROAD TO EAST END

RECOMMENDATIONS

Pavement Maintenance Options (Short-Term)

This segment can be divided for maintenance options.

From Oriole Way to East End

For Option 1, we recommend placing a 1-1/4 inch TMO (thin maintenance overlay).

Estimated Cost: $143,000 Estimated Life Expectancy: 7-10 Years

For Option 2, we recommend placing a Cape Seal.

Estimated Cost: $126,000 Estimated Life Expectancy: 7-10 Years

From Beechwood Drive to Oriole Way

For Option 1, we recommend placing a 1-1/4 inch TMO (thin maintenance overlay).

Estimated Cost: $67,000 Estimated Life Expectancy: 5-7 Years

For Option 2, we recommend placing a Cape Seal.

Estimated Cost: $59,000 Estimated Life Expectancy: 5-7 Years

Pavement Rehabilitation Options (Long-Term)

Overlay Options – Entire Segment

For option 1, we recommend 4 inch digouts for base failures, placing a 1/2 inch HMA leveling course, pavement fabric and a 1-3/4 inch HMA overlay.

Estimated Cost: $494,000 Estimated Life Expectancy: 10-12 Years

For option 2, we recommend 4 inch digouts for base failures, placing a 1/2 inch HMA leveling course and a 1-3/4 inch RHMA overlay.

Estimated Cost: $496,000 Estimated Life Expectancy: 10-12 Years

Overlay Options – Creston Road to Beechwood Drive

For option 1, we recommend 4 inch digouts for base failures, placing a 1/2 inch HMA leveling course, pavement fabric and a 1-3/4 inch HMA overlay.

Estimated Cost: $194,000 Estimated Life Expectancy: 10-12 Years

For option 2, we recommend 4 inch digouts for base failures, placing a 1/2 inch HMA leveling course and a 1-3/4 inch RHMA overlay.

Estimated Cost: $195,000 Estimated Life Expectancy: 10-12 Years

Recycle and Mill and Replace Options

These options are not available for this street because of the structural deficiencies and thin pavement layer.

Reconstruction Options

This section of pavement was not evaluated for reconstruction.

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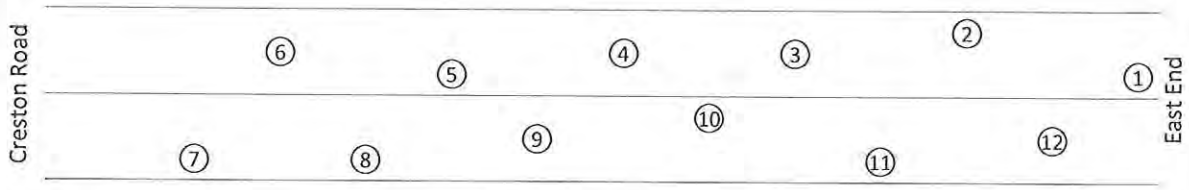

NOTES:
- NTS
- ACTUAL ROAD MAY NOT BE STRAIGHT
- NOT ALL ROADS CONNECTING TO THIS STREET ARE SHOWN
- WIDTH OF ROAD MAY VARY WITHIN THE BOUNDARY SECTION
- ALL LOCATIONS SHOWN ARE APPROXIMATED

Meadowlark Road

[Section of Road ≈ 5200ft]

TRAFFIC LAYOUT:
- 2-WAY STREET
- 1 LANE EACH WAY

VISUAL DESCRIPTION FOR THIS SECTION OF ROAD

The pavement exhibits weathering and raveling. The road has been widened from Creston Road to the school along the southern edge. The northern edge is in worse condition exhibiting alligator cracking and block shrinkage cracking. There is a long section of base failure in front of the school. The pavement from Beechwwod Drive to the east end exhibits weathering and raveling and block shrinkage cracking. The pavement edge is unimproved. Previous maintance includes a seal coat. the Seal coat is in poor condition. The block cracking is worse from Beechwood Drive to Deer Springs Drive.

CORING LOG

Symbol	Location	Core Data		R-value
1	West of END 100ft	AC	3.50"	N.A.
2	West of END 900ft	AC	4.25"	N.A.
3	West of END 1700ft	AC	3.00"	N.A.
4	West of END 2500ft	AC	3.25"	N.A.
5	West of END 3300ft	AC	3.25"	N.A.
6	West of END 4100ft	AC	1.75"	N.A.
7	West of END 4500ft	AC	2.00"	N.A.
8	West of END 3700ft	AC	2.75"	N.A.
9	West of END 2900ft	AC	2.75"	N.A.

Please refer to next page for more core data on core number 10, 11, and 12.

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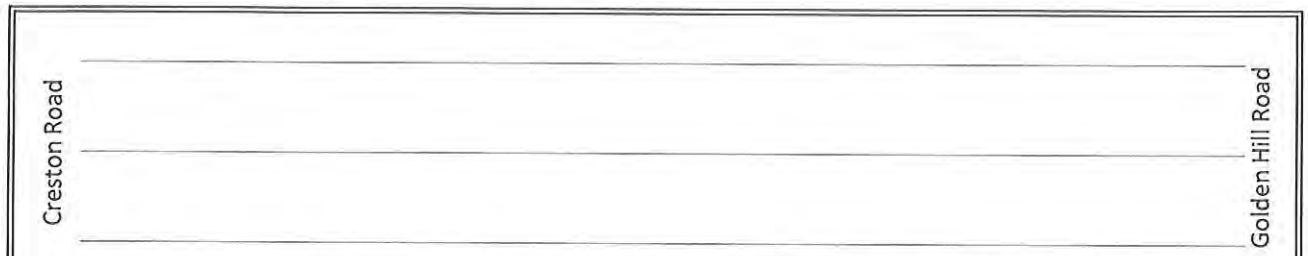

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Meadowlark Road

[Section of Road ≈ 5200ft]

TRAFFIC LAYOUT:
- 2-WAY STREET
- 1 LANE EACH WAY

CORING LOG			
Symbol	Location	Core Data	R-value
	West of END 2100ft	AC 2.75"	N.A.
	West of END 1300ft	AC 4.25"	N.A.
	West of END 500ft	AC 4.50"	N.A.

Please refer to the previous page for core location of core numer 10, 11, and 12.

DEFLECTION ANALYSIS					
Lane	Tolerable	TI	80th Percentile	Percent Reduction	HMA Overlay
West Bound	29	7.0	21.34	0.00	0.00 - inches
East Bound	29	7.0	24.21	0.00	0.00 - inches
				Overlay Required by Reflective Cracking	2.00 - inches

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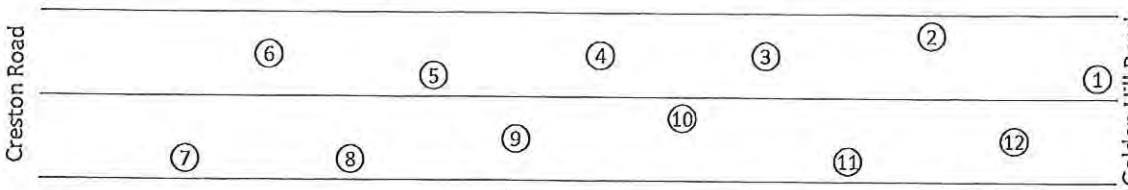

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- ALL LOCATIONS SHOWN ARE APPROXIMATED

Meadowlark Road (N)

[Section of Road ≈ 5200ft]

TRAFFIC LAYOUT:
- 2-WAY STREET
- 1 LANE EACH WAY

VISUAL DESCRIPTION FOR THIS SECTION OF ROAD

CORING LOG			
Symbol	Location	Core Data	R-value
①	West of END 100ft	AC 3.50"	N.A.
②	West of END 900ft	AC 4.25"	N.A.
③	West of END 1700ft	AC 3.00"	N.A.
④	West of END 2500ft	AC 3.25"	N.A.
⑤	West of END 3300ft	AC 3.25"	N.A.
⑥	West of END 4100ft	AC 1.75"	N.A.
⑦	West of END 4500ft	AC 2.00"	N.A.
⑧	West of END 3700ft	AC 2.75"	N.A.
⑨	West of END 2900ft	AC 2.75"	N.A.

Please refer to next page for more core data on core number 10, 11, and 12.

3820 Cypress Drive, Suite 3 • Petaluma, CA • 94954-5613 • Tel. (707) 769-5330 • Fax (707) 769-5333
20260 Skypark Drive • Redding, CA • 96002-9221 • Tel. (530) 224-4535 • Fax (530) 224-4539
3485 Sacramento Drive, Suite A • San Luis Obispo, CA • 93401-7156 • Tel. (805) 781-2265 • Fax (805) 781-2267

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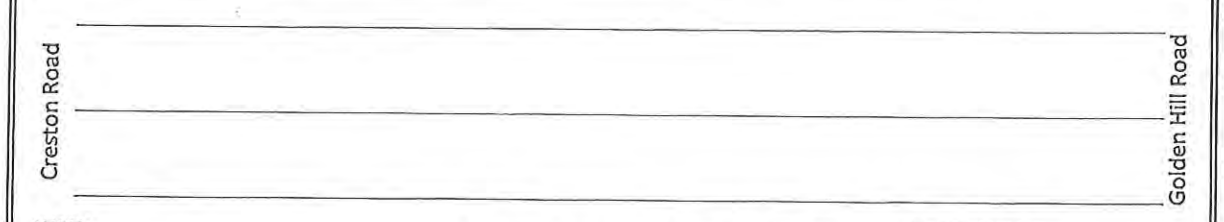

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TRAFFIC LAYOUT:
- 2-WAY STREET
- 1 LANE EACH WAY

CORING LOG			
Symbol	Location	Core Data	R-value
⑩	West of END 2100ft	AC 2.75"	N.A.
⑪	West of END 1300ft	AC 4.25"	N.A.
⑫	West of END 500ft	AC 4.50"	N.A.

Please refer to the previous page for core location of core numer 10, 11, and 12.

PHOTO LOG		
Symbol	Location	Comments
Ⓐ	_____ of _____ _____ ft	
Ⓑ	_____ of _____ _____ ft	
Ⓒ	_____ of _____ _____ ft	

DEFLECTION ANALYSIS					
Lane	Tolerable	TI	80th Percentile	Percent Reduction	HMA Overlay
West Bound	29	7.0	21.34	0.00	0.00 - Inches
East Bound	29	7.0	24.21	0.00	0.00 - Inches
				Overlay Required by Reflective Cracking	2.00 - Inches

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San Luis Obispo (805) 781-2265

03/27/13

City of Paso Robles

Road: Meadow Lark
From: East End
To: Creston
Lane/Line: WB

Survey Date: 03/13/13
Thickness: 0.23
Traffic Index: 7.00
Project Number: 130065

Deflection Data Analysis

Deflection Readings (Equivalent Deflectometer Units)

No. of Tests	Low	Mean	High	Std. Dev.
52	9.94	17.63	32.40	4.42

Road Surface

Thickness	Traffic Index
0.23	7.00

Structural Design

Tolerable	80th Percentile	90th Percentile	% Reduction	GE Deficient
29.00	21.34	23.29	0.00	0.00

HMA Overlay
0.00

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City of Paso Robles

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From: East End
To: Creston
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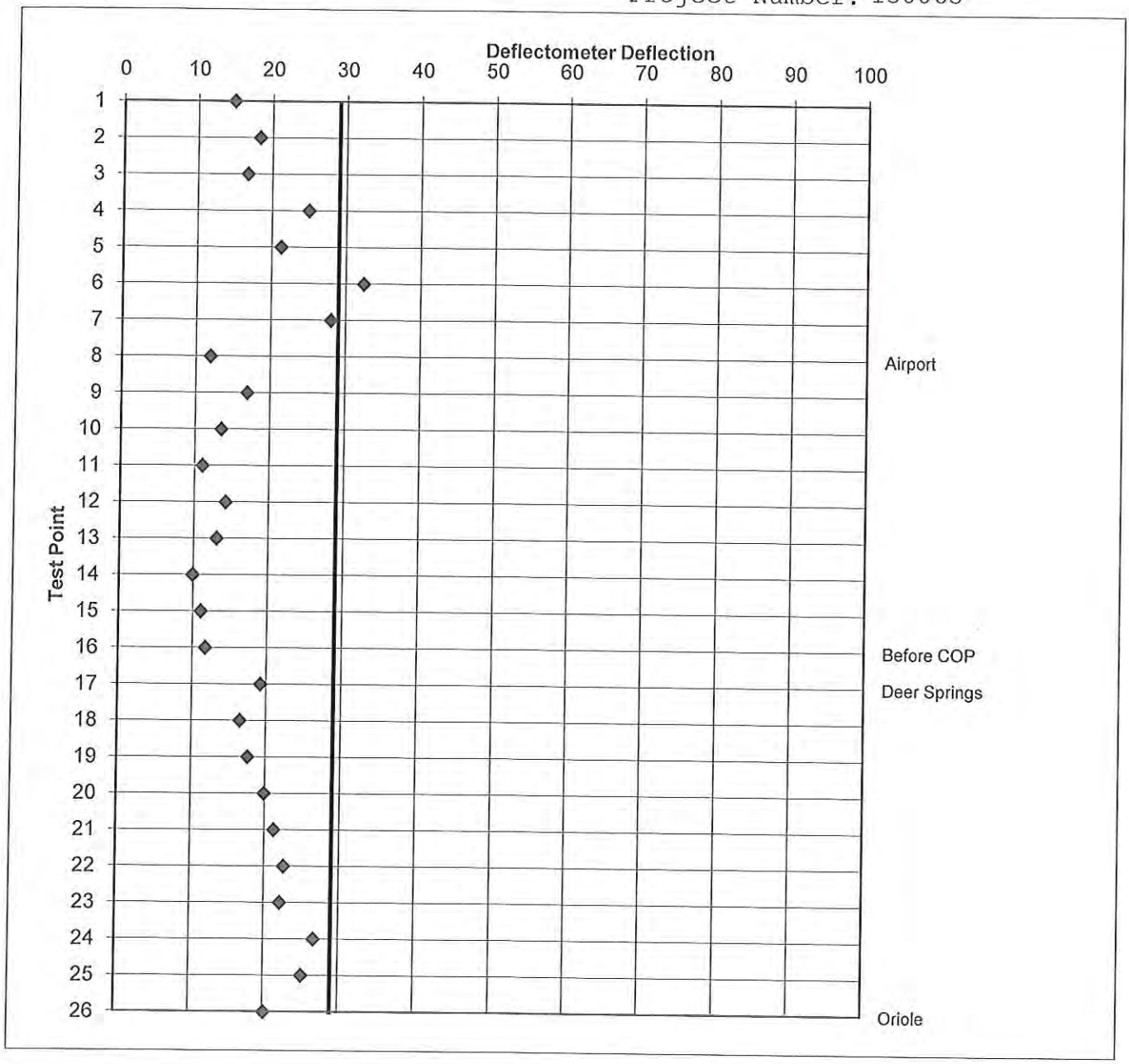

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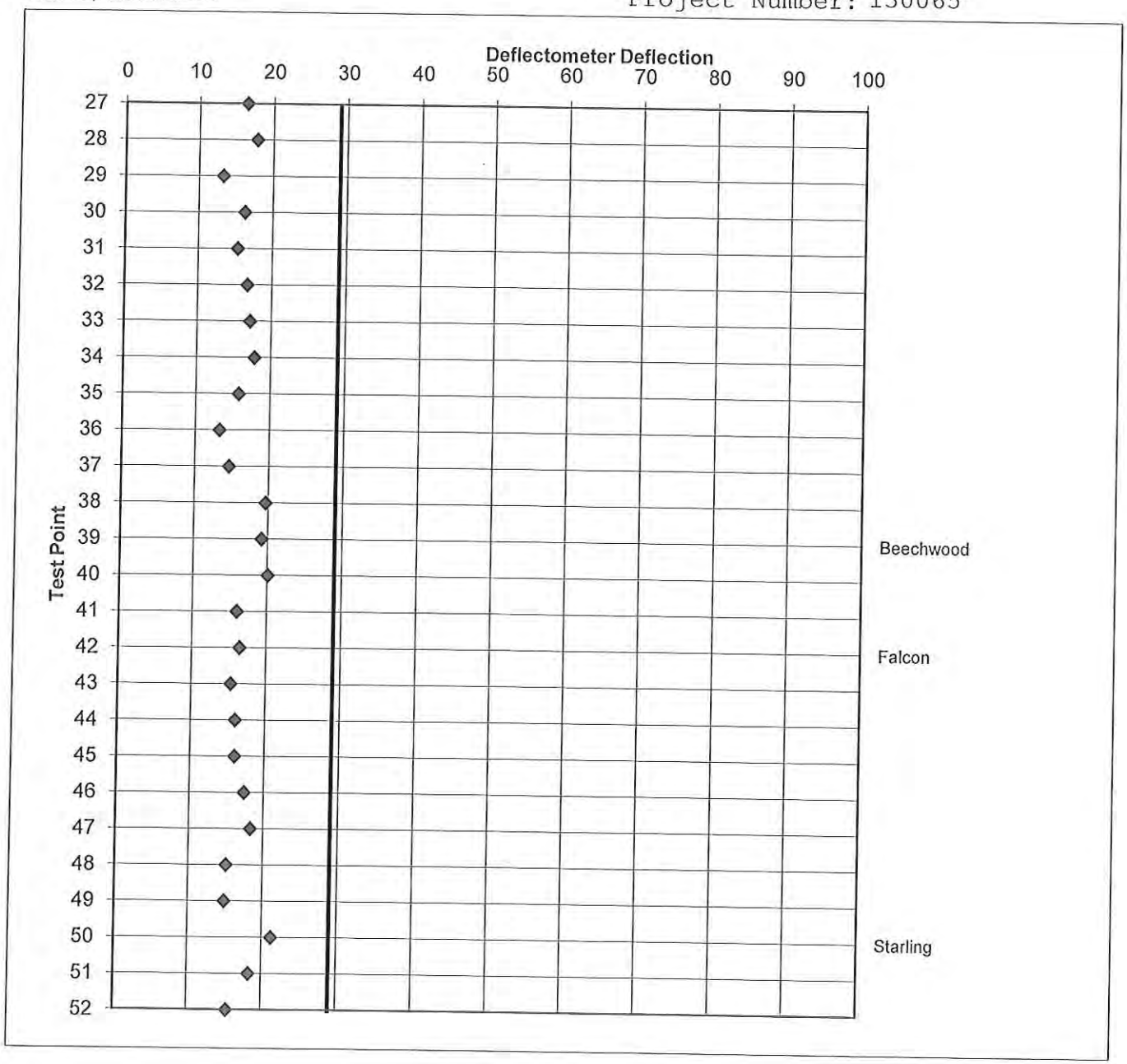

PAVEMENT ENGINEERING INCORPORATED

Redding (530) 224-4535 | Petaluma (707) 769-5330 | San Luis Obispo (805) 781-2265

Date: 3/27/2013

Client: City of Paso Robles
Road: Meadow Lark
From: East End
To: Creston
Lane/Line: WB

Interval: 100
Survey Date: 3/13/13
Thickness: 0.23
Traffic Index: 7.00
Project Number: 130065

Test Points	Dynaflect	Conditions	Comments	Deflection	Exclude
1	0.68			14.927	
2	0.83			18.330	
3	0.76			16.742	
4	1.12			24.977	
5	0.96			21.279	
6	1.45			32.396	
7	1.26			28.085	
8	0.55		Airport	11.978	
9	0.77			16.969	
10	0.62			13.566	
11	0.51			11.070	
12	0.65			14.246	
13	0.60			13.112	
14	0.46			9.936	
15	0.51			11.070	
16	0.54		Before COP	11.751	
17	0.87		Deer Springs	19.237	
18	0.75			16.515	
19	0.80			17.649	
20	0.90			19.918	
21	0.96			21.279	
22	1.02			22.640	
23	1.00			22.187	
24	1.20			26.724	
25	1.13			25.136	
26	0.91		Oriole	20.145	
27	0.75			16.515	
28	0.81			17.876	
29	0.61			13.339	
30	0.74			16.288	
31	0.70			15.381	

32	0.76			16.742	
33	0.78			17.196	
34	0.81			17.876	
35	0.72			15.834	
36	0.61			13.339	
37	0.67			14.700	
38	0.89			19.691	
39	0.87		Beechwood	19.237	
40	0.91			20.145	
41	0.73			16.061	
42	0.75		Falcon	16.515	
43	0.70			15.381	
44	0.73			16.061	
45	0.73			16.061	
46	0.79			17.422	
47	0.83			18.330	
48	0.69			15.154	
49	0.68			14.927	
50	0.96		Starling	21.279	
51	0.83			18.330	
52	0.70			15.381	

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03/27/13

City of Paso Robles

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Lane/Line: EB

Survey Date: 03/13/13
Thickness: 0.23
Traffic Index: 7.00
Project Number: 130065

Deflection Data Analysis

Deflection Readings (Equivalent Deflectometer Units)

No. of Tests	Low	Mean	High	Std. Dev.
52	11.75	19.90	33.08	5.13

Road Surface

Thickness	Traffic Index
0.23	7.00

Structural Design

Tolerable	80th Percentile	90th Percentile	% Reduction	GE Deficient
29.00	24.21	26.47	0.00	0.00

HMA Overlay
0.00

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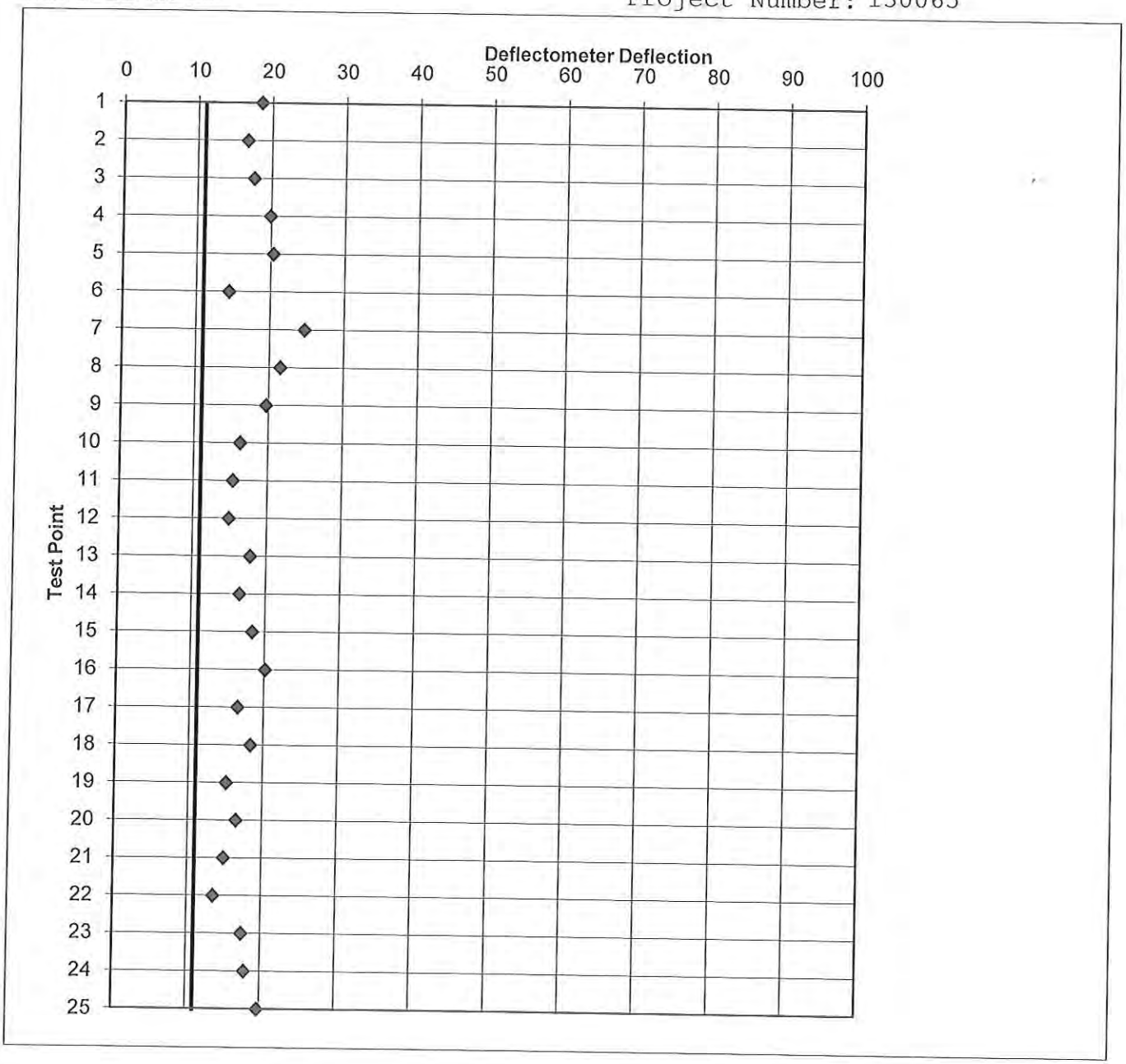

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Date: 3/27/2013

Client: City of Paso Robles
Road: Meadow Lark
From: Creston
To: East End
Lane/Line: EB

Interval: 100
Survey Date: 3/13/13
Thickness: 0.23
Traffic Index: 7.00
Project Number: 130065

Test Points	Dynaflect	Conditions	Comments	Deflection	Exclude
1	0.84			18.557	
2	0.76		Starling	16.742	
3	0.80			17.649	
4	0.90			19.918	
5	0.92			20.372	
6	0.66		After COP	14.473	
7	1.11			24.682	
8	0.97			21.506	
9	0.89		Falcon	19.691	
10	0.74			16.288	
11	0.70			15.381	
12	0.68		Beechwood	14.927	
13	0.81			17.876	
14	0.75			16.515	
15	0.83			18.330	
16	0.91			20.145	
17	0.75			16.515	
18	0.83			18.330	
19	0.69			15.154	
20	0.75			16.515	
21	0.68			14.927	
22	0.62			13.566	
23	0.79			17.422	
24	0.81			17.876	
25	0.89		Oriole	19.691	
26	0.95			21.052	
27	0.80			17.649	
28	0.90			19.918	
29	0.95			21.052	
30	1.05			23.321	
31	1.11			24.682	

32	1.01			22.413	
33	0.98		Before COP	21.733	
34	0.89		Deer Springs	19.691	
35	0.90			19.918	
36	0.93		After COP	20.599	
37	0.60			13.112	
38	0.65			14.246	
39	0.54			11.751	
40	0.67			14.700	
41	0.63			13.793	
42	0.95			21.052	
43	0.83			18.330	
44	0.88		Airport	19.464	
45	1.25			27.858	
46	1.43			31.942	
47	0.95			21.052	
48	1.48			33.076	
49	1.13			25.136	
50	1.41			31.488	
51	1.34			29.900	
52	1.46			32.622	

MEADOWLARK ROAD – CRESTON ROAD TO EAST END
Creston Road looking Eastbound

MEADOWLARK ROAD – CRESTON ROAD TO EAST END
217 Meadowlark Road looking Eastbound

MEADOWLARK ROAD – CRESTON ROAD TO EAST END
Beechwood Drive looking Eastbound

MEADOWLARK ROAD – CRESTON ROAD TO EAST END
300 ft East of Beechwood Drive looking Eastbound

MEADOWLARK ROAD – CRESTON ROAD TO EAST END
East End looking Westbound