To: John Labar/D11/Caltrans/CAGov@DOT  
cc:  
Subject: Structural section recommendations

I'm working for Majid Kharrati, on trying to put the I-5/SR-56 connector PSR on the intranet (EA# 17790k). This is a new process which they hope to use for circulation of the report to all functional groups. In order to complete this process, I need to get a copy of the Structural Section Recommendations in an electronic file format. Please e-mail me a copy of the recommendations in either word or excel so I can include it in the report. If you have any questions please call me at 688-4210. 
Thanks for your time-
Scott

PS. Congratulations on your retirement.
To: John Labar/D11/Caltrans/CAGov@DOT
cc: 
Subject: Attached Structural Section Memo and Tables for EA 17790K.

---------------- Forwarded by Michael F Wagner/D11/Caltrans/CAGov on 06/03/99 12:58 PM ----------------

Michael F Wagner
06/03/99 12:37 PM

To: Scott W Mann/D11/Caltrans/CAGov@DOT
cc: tblabar@trn.dot.ca.gov
Subject: Attached Structural Section Memo and Tables for EA 17790K.

struc sec rec mmo kharrati 17790Ss1779~1.xls
MEMORANDUM

To: MAJID KHARRATI  
Design Manager  
Design Branch

Date: March 5, 1999

File: 11-SD-5, 56  
KP 52.9/53.7  
0.0/0.8  
11-17790K

From: DEPARTMENT OF TRANSPORTATION -- DISTRICT 11  
Materials Engineering Branch

Subject: Structural Section Recommendations

In accordance with your request dated January 18, 1999, we have developed structural section recommendations for the subject project.

A meeting held on March 4, 1999 with Michael Powers of your staff clarified questions we had regarding the requested information.

In the design of the structural sections we have used a design R (Resistance) value of 15 for the existing subgrade soils which is based on the previous projects in the vicinity. The R-value may be higher from Carmel Valley Road to the north but since we have recommended concrete pavements for the I-5 widening, the 15 R-value would result in the same structural section for an R-value up to 40.

Based on an R-value of 15 and the Traffic Indices furnished the following are our recommendations:

• Based on a TI of 14.5 for I-5 the design TI for the auxiliary lane widening would be 20% of the 14.5 ESAL or a TI of 12.0 which was used in the design.

• Recommend using PCCP for the I-5 widening as all other lanes are concrete.

• Recommend using PCCP for the structural section approaching the SR-56 connectors from SB I-5 to match existing roadway.

• Recommend Asphalt concrete structural section for the eastern ends of the SR 56 connectors to match existing roadway.

Refer to Table I for structural sections.
If there are any questions, please contact me at 467-4050.

JOHN A. LA BAR
District Materials Engineer

JLB:js

cc: DRSchmoldt
    MPowers
    JHull
    Project File
## TABLE 1-3

**STRUCTURAL SECTION DESIGN - mm**

<table>
<thead>
<tr>
<th>LOCATION OR LINE</th>
<th>R-VALUE DESIGN</th>
<th>TRAF. INDEX</th>
<th>PCC</th>
<th>AC SURF.</th>
<th>AC BASE</th>
<th>CLASS 2 AB</th>
<th>CLASS 4 AS</th>
<th>TOTAL THICK.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RAMPS AND SHOULDERS</td>
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</tr>
<tr>
<td>NB I-5 to Carmel Val Rd - Alt. 1</td>
<td>15</td>
<td>10.0</td>
<td>60</td>
<td>90</td>
<td>510</td>
<td></td>
<td></td>
<td>660</td>
</tr>
<tr>
<td>NB I-5 to Carmel Val Rd - Alt. 2</td>
<td>15</td>
<td>10.0</td>
<td>60</td>
<td>90</td>
<td>165</td>
<td>375</td>
<td>690</td>
<td></td>
</tr>
<tr>
<td>Shoulder - Alternate 1</td>
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<td>6.5</td>
<td>90</td>
<td></td>
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<td>315</td>
<td></td>
<td>405</td>
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<tr>
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<td>420</td>
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<tr>
<td>NB I-5 to Del Mar Hts Rd - Alt. 1</td>
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<td>10.0</td>
<td>60</td>
<td>90</td>
<td>510</td>
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<td>105</td>
<td>225</td>
<td>420</td>
</tr>
</tbody>
</table>

* Class 4 ASB: R-Value = 60 Min.

CALC. By: JAL CHKD By: MFW