

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

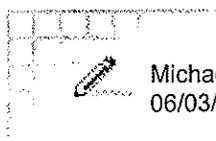
I'm working for Majid Kharrati, on trying to put the I-5/SR-56 connector PSR on the intranet (EA# 17790k). This is a new process which they hope to use for circulation of the report to all functional groups. In order to complete this process, I need to get a copy of the Structural Section Recommendations 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.

MIKE - CAN YOU
SEND TO SCOTT MANN
DATED MARCH 18 99
17790k

I've
LETTER
JOSEY SEND TRANSMITTAL
SEPARATELY.

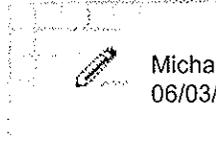
done MW
sent you a copy E-mail



Michael F Wagner
06/03/99 12:59 PM

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

M E M O R A N D U M

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.

Majid Kharrati
March 5, 1999
Page 2

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

11-SD-5,56
 KP 52.9/53.7
 0.0/0.8
 EA 11-17790K
 March, 1999.

STRUCTURAL SECTION DESIGN - mm

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

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