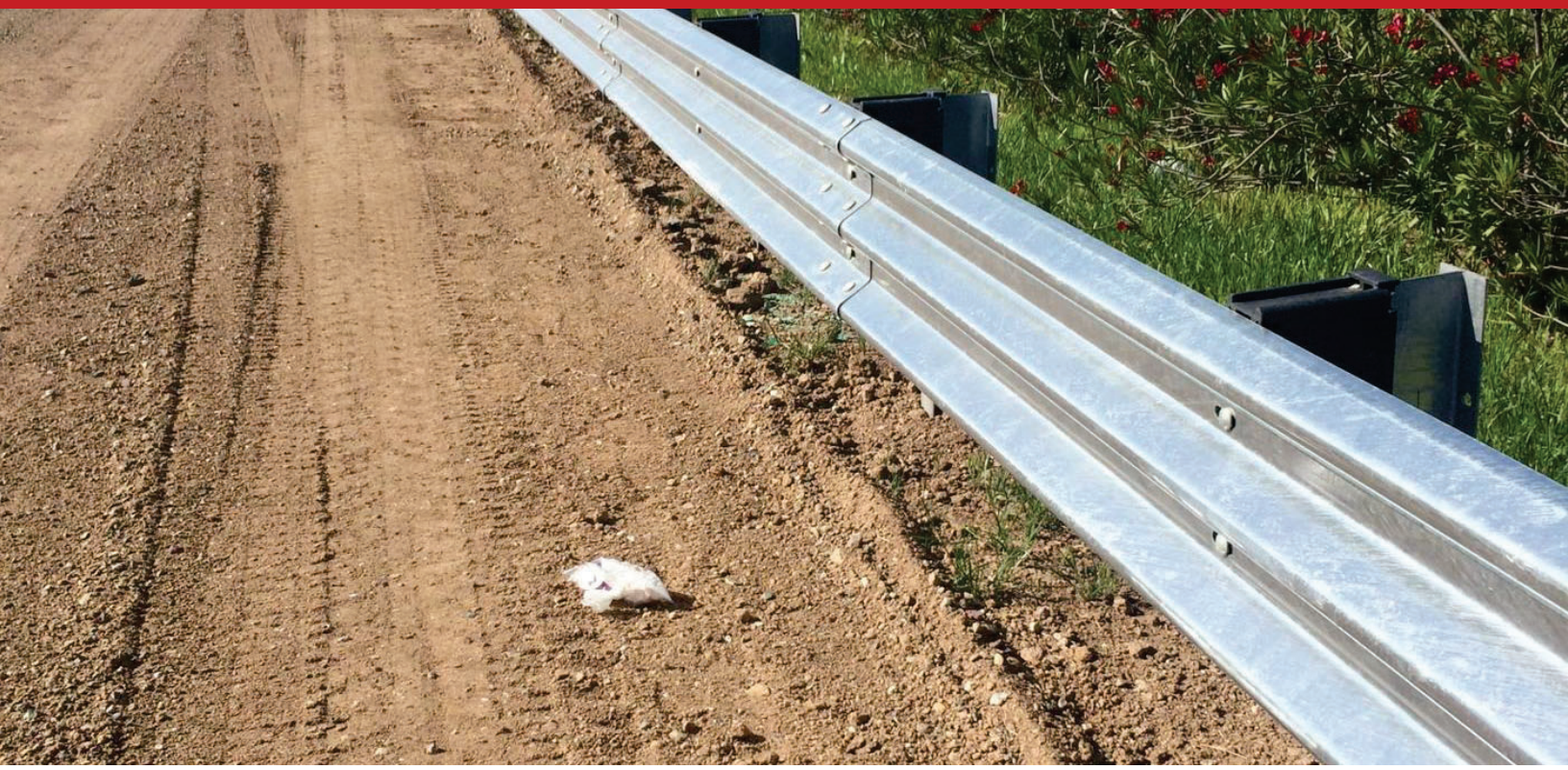
PROJECT CASE STUDY / STATE HIGHWAY · CRASH BARRIER

Route 125 Median Barrier

Lemon Grove, California · California Department of Transportation
Contract 11-408504 · Prime Contractor: Western Rim Constructors



The completed barrier run on Route 125 — galvanized steel beam on the median side, installed live to a state highway alignment.

OWNER
California Department of Transportation

CONTRACT
11-408504 — Median Barrier

PRIME CONTRACTOR
Western Rim Constructors, Inc.

IN-LINE ROLE
Thrie beam barrier subcontractor

SUBCONTRACT
25 August 2014

LIMITS
Elkelton Place UC to Troy Street OC

THE PROJECT

Caltrans installed median barrier on State Route 125 through Lemon Grove — from the Elkelton Place undercrossing to the Troy Street overcrossing.

A median barrier exists for one purpose: to stop a vehicle that has left its lane from crossing into oncoming traffic. It is the difference between a single-vehicle incident and a head-on collision at highway speed.

Western Rim Constructors held the Caltrans contract. In-Line installed the **thrie beam barrier**.

WHY IT WAS HARD

Caltrans standards, with no interpretation available

State highway barrier is not a product you select — it is a tested, crash-rated system installed exactly to the standard plan. Post spacing, embedment, splice locations, block-out type, rail height above finished grade: every one is fixed, every one is inspected, and a barrier built approximately right is a barrier that does not perform as tested.

Working a live state highway

Route 125 does not close. The work ran inside lane closures and shoulder work windows on an operating freeway, with the barrier line following the highway alignment through undercrossing and overcrossing limits.

Submittals before a post goes in

Thrie beam barrier submittals, delineator submittals and a full submittal register — reviewed and approved by the prime and by Caltrans before installation began.

A contract that stopped and restarted

The contract was suspended during the job. In-Line demobilised, held its material and submittal position, and remobilised when Caltrans released the work — without the restart becoming a claim.

WHAT IN-LINE DELIVERED

- **Thrie beam median barrier** installed to Caltrans standard plans between the Elkelton Place undercrossing and the Troy Street overcrossing.
- **Delineation** — amber delineators submitted and installed along the barrier run.

- **Full submittal package** — barrier and delineator submittals, submittal register and cover sheets, approved before installation.
- **Unit-price delivery** on a state highway contract, with certified payroll and public works compliance throughout.

SCOPE AT A GLANCE

Thrie beam median barrier | Caltrans standard plans | Crash-rated barrier systems | Delineation | Live highway work | Submittals & compliance

THE RESULT

The barrier is in service on Route 125. It has not been tested in the way the crash lab tested it, and with any luck it never will be — but it is built to the standard that assumes one day it might be.

Nobody photographs a median barrier because it looks good. It is there for the worst four seconds of somebody's life, and it either performs exactly as designed or it does not perform at all.

METAL BEAM GUARDRAIL & BARRIER

Guardrail and crash barrier is a core In-Line service line, not an add-on — Caltrans median barrier on Route 125, Midwest Guardrail System and terminals at El Portal, metal beam guardrail on CV Link and at Twentynine Palms.

- **We build to the standard plan.** Post spacing, embedment, splices, block-outs and rail height — the dimensions that make a tested system perform.
- **We install crash-rated end treatments.** MGS terminals, WB-31 transitions and approach-end systems.
- **We work live highway.** Lane closures, shoulder windows, traffic control coordination and state inspection.

- **We are certified, bonded, signatory, and safe.** DBE · SBE · SLBE · SB · HUBZone · SBA 8(a). Union affiliated, Local 89 & Local 12. CSLB C-13, C-51, C-32. Bonded through Old Republic Surety, rated A+ XV. **EMR 0.68.**

Thirty-five years. State highway, county, municipal, federal, transit, utility and university work across Southern California. One standard.

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