PROJECT CASE STUDY / MUNICIPAL · BRIDGE · PEDESTRIAN SAFETY

Ted Williams Parkway Pedestrian Overcrossing

Shoal Creek Drive, Carmel Mountain Ranch, San Diego · City of San Diego
Contract K-13-4885-DBB-3 · Prime Contractor: KTA Construction



The overcrossing at Shoal Creek Drive. Every foot of railing on the deck, the approach ramps and the wall — **1,520 linear feet** — is In-Line's.

OWNER	PRIME CONTRACTOR	TOTAL RAILING	RAILING TYPES
City of San Diego	**KTA Construction, El Cajon**	**1,520 LF, six bid items**	**Four — A, B, C and D**

CROSSING	COMPLETED
Six lanes · 25,000+ vehicles a day	**2014**

WHY THIS BRIDGE EXISTS

Ted Williams Parkway is a six-lane primary arterial carrying more than 25,000 vehicles a day at a posted 55 miles per hour. **Shoal Creek Elementary School sits at the corner.**

Children living in the neighbourhood crossed that road twice a day to get to school. The City's own project fact sheet records the reason the bridge was funded: *several accidents have occurred, prompting community concerns.*

Parents stopped letting their kids walk and started driving them, which congested the intersection further. The City committed roughly **$4.5 million** — $2.02 million federal, $2.48 million local — to take the crossing off the pavement and put it in the air.

In-Line built every foot of railing on it.

This is a guardrail whose job is to keep an eight-year-old on the bridge. There is no version of that specification you get to be casual about.

WHY IT WAS HARD

Four different railing types on one structure

The plans called for four distinct metal bridge railings — **Type A, B, C and D** — plus a cable railing run and a fence wall. Six separate bid items, six separate details, all meeting each other on one continuous structure that curves, climbs a ramp, and changes cross-section along its length.

830 LF	174 LF	274 LF	242 LF
Metal bridge railing Type A	Type B	Types C and D	Cable railing and fence wall

The plans and the Caltrans standards did not agree

Before fabricating, In-Line compared the project's drawings for the Type C and Type D railings against the Caltrans standard rail details they referenced — and found they did not match.

We wrote RFI #1 and put the conflict in front of the engineer rather than picking whichever one we preferred. The response came back on 27 February 2013, and the railing was built to a resolved

detail instead of to an assumption.

A second RFI resolved the **perforated metal attachment detail** — how the infill panels actually fix to the frame — the same day.

Both questions were asked before steel was cut. Neither became a field problem on a bridge over a live six-lane road. That is not luck.

Hot-dip galvanized, because nobody is repainting this

The railing was fabricated in the In-Line shop and hot-dip galvanized before delivery. This is a City asset spanning a 55 mph arterial: any future maintenance means lane closures on a road that carries 25,000 vehicles a day. The right coating decision was the one that means nobody has to come back. Here is why we build it that way.

Installing over six lanes of traffic

Work above a live arterial happens in windows — lane closures, night work, and a schedule that belongs to the prime and the City, not to us. In-Line staged, sequenced and manned the work to hit those windows when they opened.

WHAT IN-LINE DELIVERED

- **830 LF metal bridge railing, Type A** — the primary run across the deck.
- **174 LF Type B**, **137 LF Type C** and **137 LF Type D**, each to its own detail.
- **140 LF cable railing.**
- **102 LF fence wall.**
- **Perforated metal infill panels**, attachment detail resolved by RFI before fabrication.
- **Shop fabrication and hot-dip galvanizing** of the complete package.
- **Full submittal package** — Type A, B, C and D railing submittals reviewed and approved by the engineer.
- **Complete prevailing wage compliance** — certified payroll for twenty-nine weeks, monthly employment reports, DAS 140 and 142, on a federally funded City project.

SCOPE AT A GLANCE

- Metal bridge railing
- Four rail types
- Cable railing
- Fence wall
- Perforated metal infill
- Hot-dip galvanized
- Caltrans standard details
- Federally funded
- Prevailing wage

1,520 LF
Railing, all six bid items

4
Distinct bridge railing types

2
RFIs raised before fabrication

25,000+
Vehicles a day passing beneath

City of San Diego contract K-13-4885-DBB-3, funded with federal and local money. Bid 28 August 2012; letter of intent February 2013; field work through 2014; closed out 2015.

THE RESULT

The children of Carmel Mountain Ranch walk over Ted Williams Parkway now instead of across it. The railing that keeps them there is galvanized, built to a resolved detail, and will not need touching in their lifetimes.

The City held a public opening. There is no better outcome available on a project like this.

Some jobs are about a building looking right. This one was about a kid getting to school. We know the difference, and we price both the same way: correctly.

WHY CITIES AND BRIDGE PRIMES CALL IN-LINE

Pedestrian structures are life-safety elements in public view, built over live traffic, on somebody else's schedule.

- **We take the whole railing scope.** Four rail types, cable, fence wall, infill panels — one subcontractor, one submittal package, one crew.
- **We read the standards against the plans.** When a project detail and a Caltrans standard disagree, we find it at the drawing stage and ask — we do not pick one and hope.
- **We galvanize after fabrication.** Because maintenance on a structure over a six-lane arterial is not a maintenance problem, it is a traffic control problem.
- **We work in the windows you get.** Night closures, staged access, and a crew that shows up ready when the lane opens.
- **We do federal-aid paperwork properly.** Certified payroll, monthly employment reports, DAS filings — complete, on time, and not your problem.
- **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.**

City of San Diego, City of Los Angeles, City of San Marcos, City of Wildomar, Caltrans, SANDAG, MTS, SDG&E, the University of California, school and community college districts, and four branches of the armed services. One standard.

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