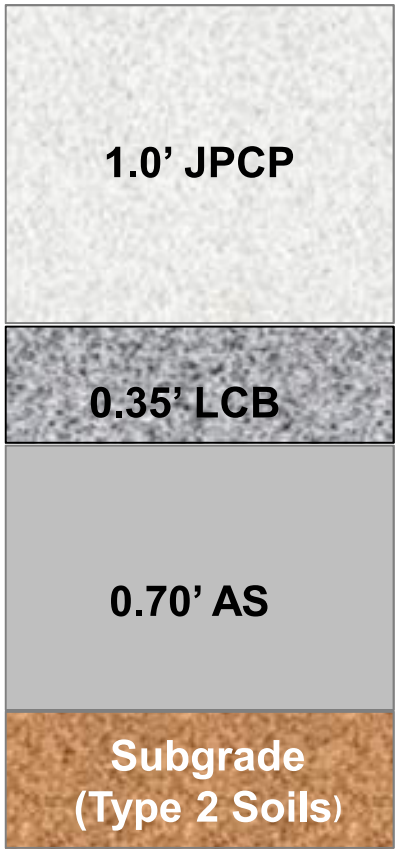
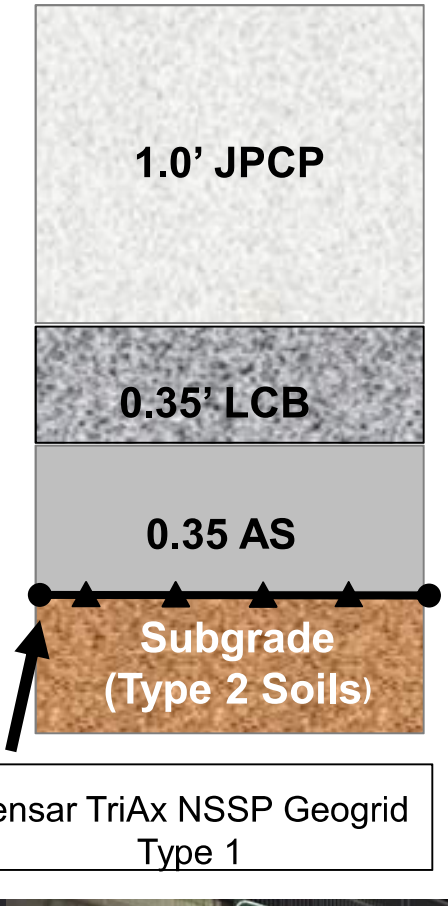
SPECTRA®
ROADWAY IMPROVEMENT SYSTEM

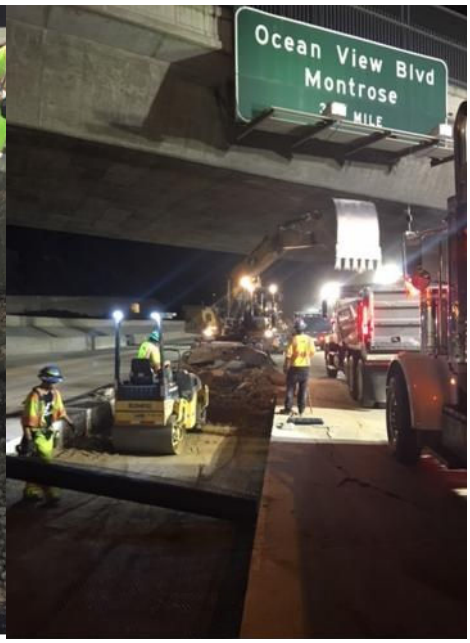
Non-Stabilized Section



TriAx Geogrid NSSP Enhanced Section



Tensar TriAx NSSP Geogrid Type 1



Interstate 210, Mainline

PROJECT NAME

Contract No. 07-2881U4

Construct concrete pavement, precast concrete panels, and slabs on I-210

PRODUCT

TriAx Geogrid Non-standard special provisions (NSSP) Type 1

QUANTITY

10 Miles of 2 lane replacement, apprxibmately 150,000 square yards

OWNER

Caltrans

CONTRACTOR

Flat Iron Construction

INSTALLATION DATE

2016 - 2017

PROJECT DETAILS

The project consisted of many challenges:

- Tight Working Windows from 10PM TO 4AM
- Minimal working space

Caltrans District 7 and Flat Iron Construction chose to use Tensar TriAx TX130S geogrid to reduce the Class 2 Aggregate Sub-base by 0.35’, which provided the following beneftis:

- 17500 CY OF Imported AS material
- 17500 CY of Exmport Subgrade
- 2,900 Trucks
- Time Savings
- Improved performance

NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
4. EXACT LOCATIONS AND STRUCTURAL SECTION OF INDIVIDUAL PRECAST SLAB REPLACEMENT (IPSR) WILL BE DETERMINED BY THE ENGINEER. SEE QUANTITY SHEETS FOR LIMITS.
5. SEE QUANTITY SHEETS FOR LIMITS OF GRIND EXISTING CONCRETE PAVEMENT. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER. APPROACH SLABS AND BRIDGE DECKS ARE EXCLUDED FROM GRINDING.
6. HIGH FRICTION SURFACE TREATMENT WILL BE APPLIED AFTER PROFILE GRINDING.

ABBREVIATIONS:

IPSR	- INDIVIDUAL PRECAST SLAB REPLACEMENT
ATB	- ALTERNATE TREATED BASE.
ABCS	- AGGREGATE BASE CEMENT SLURRY
SCP	- SHOULDER CONCRETE PAVEMENT.
RSC	- RAPID STRENGTH CONCRETE.
LCB-RS	- LEAN CONCRETE BASE-RAPID STRENGTH.
JPCP	- JOINTED PLAIN CONCRETE PAVEMENT.
CRCP	- CONTINUOUSLY REINFORCED CONCRETE PAVEMENT.
CRCP-RSC	- CONTINUOUSLY REINFORCED CONCRETE PAVEMENT-RAPID STRENGTH CONCRETE.
PJCP	- PRECAST JOINTED CONCRETE PAVEMENT.
RHMA-SP-G	- RUBBERIZED HOT MIX ASPHALT-SUPERPAVE (GAP GRADED)
HMA-SP (TYPE A)	- HOT MIX ASPHALT-SUPERPAVE (TYPE A)
Aux	- AUXILIARY

DESIGN DESINATION

ADT (2013)	55,502	D	67%
ADT (2023)	63,600	T	9%
DHV	25,000	V	70 mph
ESAL	70,250,000	TI	15

PAVEMENT CLIMATE REGION

INLAND VALLEY

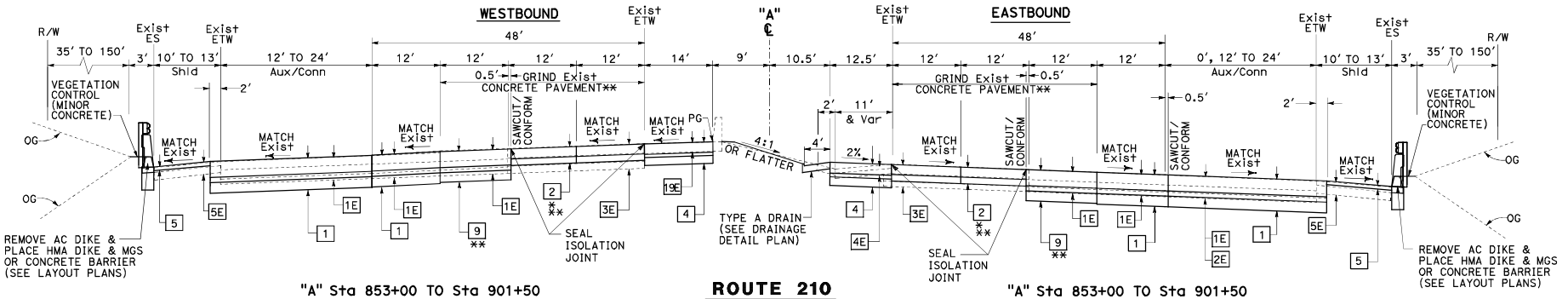
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	210	R16.1/R25.8	2	927

3-14-14
REGISTERED CIVIL ENGINEER DATE

ANDY LIAO No. C57416 Exp. 12/31/15 CIVIL

5-12-14
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



"A" Sta 853+00 TO Sta 901+50

ROUTE 210

"A" Sta 853+00 TO Sta 901+50

* SEE SUMMARY OF QUANTITIES FOR LOCATION OF IPSR
** GRIND Exist CONCRETE PAVEMENT

TYPICAL PAVEMENT STRUCTURES

1: 1.05' JPCP / ---- BASE BOND BREAKER / 0.35' ATB / 0.70' CLASS 3 AB

2: 0.65' IPSR / 0.40'- 0.45' REPLACE BASE

3: 0.75' REMOVE BASE AND SURFACING / 0.75' SCP

4: 0.75' JPCP / ---- BASE BOND BREAKER / 0.35' ATB / 0.70' CLASS 3 AB

5: 0.15' COLD PLANE AC Pvmt / 0.15' RHMA-SP-G

6: REPLACE ASPHALT CONCRETE SURFACING / 0.20'-0.25' HMA-SP (TYPE A)

7: 0.20' COLD PLANE AC PAVEMENT / 0.20' RHMA-SP-G

8: 0.65' IPSR / 0.05' LCB-RS

9: GRIND Exist CONCRETE PAVEMENT / 1.00' PJCP / ---- BASE BOND BREAKER / 0.35' ATB / 0.70' ABCS

10: 0.75' SCP / 1.30' CLASS 3 AB

11: GRIND Exist CONCRETE PAVEMENT / 1.00' PJCP / ---- BASE BOND BREAKER / 0.50' ATB

12: 0.50' HMA-SP (TYPE A) / 0.50' ATB / 0.95' CLASS 3 AB

13: HIGH FRICTION SURFACE TREATMENT

14: 0.75' REMOVE BASE AND SURFACING / 0.75' RSC

15: 0.75' CRCP / 1.30' CLASS 3 AB

16: 0.75' CRCP-RSC / 1.30' CLASS 3 AB

9A: GRIND EXIS CONCRETE PAVEMENT / 1.00' PJCP / -----BASE BOND BREAKER / 0.35' ATB / 0.35' CLASS 3 AB / TRIAX NSSP TYPE 1 GEOGRID

1E: 0.65' PCC / 0.45' CLASS A CTB / 0.20' CLASS 3 AB

2E: 0.35' AC (TYPE B) / 0.70' CLASS A CTB / 0.25' CLASS 3 AB

3E: 0.60' PCC / 0.45' CLASS A CTB / 0.25' CLASS 3 AB

4E: 0.25' AC (TYPE B) / 0.40' CLASS 2 AB

5E: 0.30' AC (TYPE B) / 0.50' CLASS 2 AB

6E: 0.70' PCC / 0.45' CLASS A CTB / 0.50' OR 0.20' CLASS 3 AB

EXISTING STRUCTURAL SECTIONS

7E: 0.65' PCC / 0.45' CLASS A CTB / 0.55' CLASS 3 AB

8E: 0.25' AC (TYPE B) / 0.45' CLASS 2 AB / 0.95' OR 0.65' CLASS 4 AS

9E: 0.30' AC (TYPE B) / 0.55' CLASS 2 AB / 0.80' OR 0.50' & Var CLASS 4 AS

10E: 0.30' AC (TYPE B) / 0.65' CLASS A CTB / 0.25' CLASS 3 AB / 0.45' CLASS 4 AS

11E: 0.30' AC (TYPE B) / 0.70' CLASS A CTB / 0.25' CLASS 3 AB / 0.40' CLASS 4 AS

12E: 0.25' AC (TYPE B) / 0.90 & Var CLASS 2 AB / 0.50' OR 0.20 CLASS 3 AB

13E: 0.20' AC (TYPE B) / 0.45' CLASS 2 AB / 0.90' OR 0.65' CLASS 4 AS

14E: 0.25' AC (TYPE B) / 0.60' CLASS A CTB / 0.25' CLASS 3 AB / 0.45' CLASS 4 AS

15E: 0.70' PCC / 0.40' CLASS A CTB / 0.50' CLASS 3 AB

16E: 0.65' PCC / 0.40' CLASS A CTB / 0.55' CLASS 3 AB

17E: 0.25' AC (TYPE B) / 0.45' CLASS 2 AB / 0.90' CLASS 4 AS

18E: 0.30' AC (TYPE B) / 0.55' CLASS 2 AB / 0.75' CLASS 4 AS

19E: 0.65' AC (TYPE B)

20E: 1.00' PCC / 0.60' CLASS 4 AS

21E: 0.25' AC (TYPE B) / 0.45' CLASS 2 AB / 0.55' CLASS 4 AS

TYPICAL CROSS SECTIONS

NO SCALE

X-1

LAST REVISION 12-30-13 DATE PLOTTED => 27-JUN-2014 TIME PLOTTED => 11:13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN

FUNCTIONAL SUPERVISOR: OJI KALU

CALCULATED-DESIGNED BY: DAN TRAN

CHECKED BY: ANDY LIAO

REVISED BY | DATE REVISED

BORDER LAST REVISED 7/2/2010

USERNAME => s119140
DGN FILE => 72881ucc001.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1806

PROJECT NUMBER & PHASE 07140000851