

# DBE CONNECTION

MID-COAST CORRIDOR TRANSIT PROJECT



# MCTC



**Mid-Coast Transit Constructors**  
Stacy and Witbeck · Herzog · Skanska

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**DBE & SB STATS**  
**(Through November 2018)**

**83 SB Firms**

Contracted with MCTC

**\$59 Million**

Committed to SB Firms

**89 DBE Firms**

Contracted with MCTC

**\$108 Million**

Committed to DBE Firms

## CONSTRUCTION UPDATE



*View of MCTC traffic control (i.e, cones, signs and barriers) placed by MCTC subcontractor, E-Nor Innovations Inc., to safely direct traffic around an overnight Project road closure.*

Orange traffic cones. Portable message boards. Detour signs. These are the indicators that construction is going on in someone's neighborhood, and for most people, this is their only interaction with a project. Road closures can sometimes be an inconvenience to commuters, but it is a vitally important task for the safety of construction crews and the general public. That's why it's imperative to have a company as skilled as Mid-Coast Transit Constructors (MCTC) subcontractor, E-Nor Innovations Inc. (E-Nor), performing traffic control on the Mid-Coast Transit

Project (Project). E-Nor is a Disadvantaged Business Enterprise (DBE)-certified supplier and subcontractor; they provide the needed traffic control materials as well as manage traffic control operations on the Project.

One of the more visible components of the Project is the Genesee Viaduct, which will carry the trolley on an elevated track over the middle of Genesee Avenue. In order for work to be done on the viaduct, traffic along Genesee Avenue must be diverted around the construction site. This can require full or partial road closures during various parts of the day or night. These closures allow MCTC to build the viaduct, get personnel, equipment and materials to the Project site and, most importantly, eliminate the possibility of items falling onto pedestrian or vehicle traffic.



*Rendering of the forthcoming Genesee Viaduct.  
(credit: [SANDAG](#))*

Specifically for the Genesee Viaduct, E-Nor is facilitating full night closures (from 9pm to 5am) along Genesee Avenue, from Nobel Drive north to Campus Point, so that MCTC crews can work on the viaduct construction. E-Nor's crews must place traffic cones, barricades, and signs to direct drivers to the alternative routes (i.e., detours) during these closures. E-Nor's goal is to minimize the traffic impact on the community, including the nearby University Transit Center (UTC) shopping mall and University of California at San Diego (UCSD) campus, and also provide safe access points for pedestrians in the area.

E-Nor is required to constantly coordinate with MCTC's safety department and other subcontractors. E-Nor must be aware of any city restrictions on closures, all material deliveries, special access that may be required by equipment and any other activity at or around the Project site. The E-Nor team must be dynamic in their approach, because lane closures will change over time and traffic needs will shift as work progresses throughout the Project.



*An E-Nor truck, towing a portable message display board and loaded with traffic cones and barricades, pulls into MCTC's yard at dawn after removing a road closure for nightwork.*

Finally, and most critically, MCTC recognizes that maintenance of traffic is some of the most dangerous work on the entire Project. Workers must set up cones and barricades along active roadways to work in areas with heavy traffic. Often, as is the case at the Genesee Viaduct, this work is done at night and the early morning, when driving visibility is poor and there are more distracted or impaired drivers on the road. Fortunately for MCTC and the community, E-Nor brings a stellar safety record to the Project.

Since 2016, E-Nor has been doing this vital work in order to keep the Project team and community safe. MCTC is extremely grateful for their contributions.

## **DID YOU KNOW?**

As mentioned above, DBE traffic control firm E-Nor performs two separate scopes of work for the Project: they are a supplier of traffic control material and they perform traffic control operational duties. In order to be considered as a DBE firm for both scopes of work, E-Nor must be certified for both of the applicable North American Industry Classification System (NAICS) codes on their DBE certificate: **Transportation Supplies (423860)** and **Traffic Control (561990)**.

For Transportation Supplies, the appropriate [NAICS code is 423860](#). Firms certified in this NAICS code are involved in the distribution of transportation equipment and supplies. For firms working in California, the state's Department of Transportation has [specific guidelines](#) for the types of cones, barricades, signs and other materials that should be used, as well as how to place them appropriately.

The NAICS code for [Traffic Control is 561990](#), which is technically labeled as "Flagging Services" and is a subset of what NAICS defines as the "All Other Support Services" categorization. Traffic Control specifically requires diligent [work zone safety precautions](#) when setting up cones and barricades.

## FUN FACT

In 2011, just north in Los Angeles, ten miles of the 405 freeway had to be fully closed for 53 consecutive hours over a July weekend. This traffic nightmare was forecasted as "[Carmegeddon](#)" and JetBlue even offered \$4 flights from Burbank to Long Beach so commuters could avoid the hassle. When the dreaded weekend finally arrived . . . traffic wasn't bad. Alternate routes were actually *less* congested than normal. All of this was due to an excellent public information and outreach campaign that has since been replicated for similar road closures.

## CONTRACTOR SPOTLIGHT



# SRK ENGINEERING

[Last year](#), we highlighted how DBE firm SRK Engineering (SRK) has grown from a team of two (2) full time employees (owner Sherry R. Kirkpatrick and husband Jeremy Kirkpatrick) with an initial \$500,000 contract, to having 20 employees and a \$13 million contract. Well, this DBE success story just keeps getting better! Going into 2019, SRK now has 25 employees, their contract is over \$23 million and they are still growing!

This local San Diego firm was established in 2014, became DBE certified the following year and joined the Project in January 2017. Sherry attended MCTC and SANDAG outreach events in order to learn more about the Project, specifically the retaining wall needs, and eventually had the opportunity to bid on that initial contract. Since then, Sherry and her SRK team have proven to be a tremendous asset to MCTC and the Project.

In 2017, MCTC was searching for a different way to build retaining walls adjacent to a LOSSAN (Los Angeles - San Diego - San Luis Obispo) Rail Corridor. The original design was proving to be a challenge because the terrain was so difficult to drill into. SRK proposed an alternative design using a counterfort wall system. Their value engineering effort would ultimately result in \$5 million of savings to the Project.

Because of SRK's initiative, they received the MCTC contract to design and build the counterfort retaining walls. They had to construct five walls totaling nearly 100,000 square feet. They were also under a time crunch to finish their work in sync with the completion of a major Project milestone, an important LOSSAN track switch. SRK's ability to deliver under these conditions has not gone unnoticed.

According to MCTC Construction Manager Terry Martin, "SRK demonstrated tremendous leadership, skill and tenacity in building their young company to rise up to this challenge." He says that the SRK team approaches their work "with a can-do attitude, never backing away from the many challenges and issues that arose." SRK's success on these retaining walls has led to additional subcontracting packages arising from MCTC including civil, storm drain and utility work.

Since starting with MCTC, SRK has hired more employees and even purchased additional equipment (including loaders, excavators and dump trucks). They have proven themselves to larger firms like MCTC, which has led to contracts on new projects in Colorado, Washington and Orange County, California. As Terry has said, "SRK's performance represents the most successful DBE story that I have been part of in my career in construction. They are also one of the very best subcontractors that I have worked with, period."

We couldn't agree more. Keep up the great work, SRK!



*SRK Engineering owner Sherry R. Kirkpatrick (front, second from left) and her team.*

## PROCUREMENT OPPORTUNITIES

- **RFP #151:** LOSSAN Landscaping & Irrigation (Bid due date: January 18, 2019 at 5pm)



Visit the Mid-Coast Corridor Transit Project's [Vendor Portal](#) for more information.

## CONSTRUCTION BENCH OPPORTUNITIES

- No opportunities available at this time

Click [HERE](#) to fill out the Questionnaire to apply for the MCTC Construction Bench for future opportunities. We encourage all DBEs and SBs to apply!

For additional information about the Mid-Coast Corridor Transit Project, please visit [www.mctcjr.com](http://www.mctcjr.com).