

# DBE CONNECTION

MID-COAST CORRIDOR TRANSIT PROJECT



# MCTC



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

*April 2019*

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## DBE & SB STATS (Through March 2019)

**93 SB Firms**  
Contracted with MCTC

**\$64 Million**  
Committed to SB Firms

**89 DBE Firms**  
Contracted with MCTC

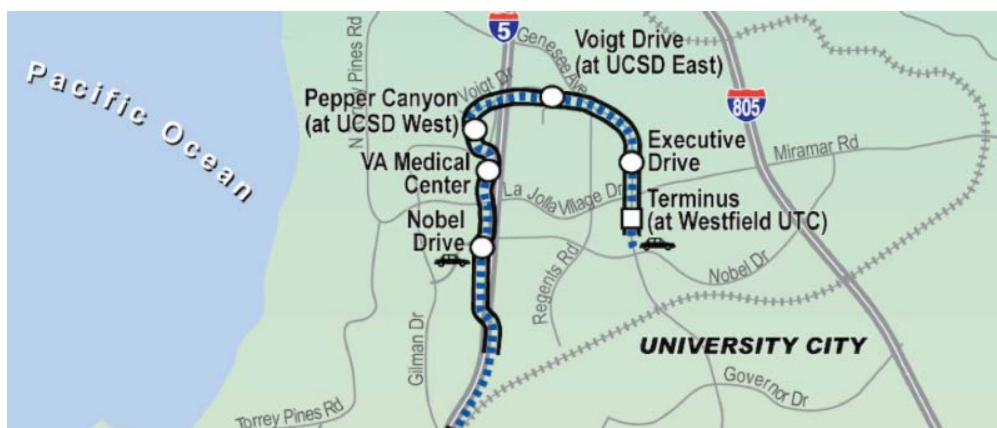
**\$126 Million**  
Committed to DBE Firms

## IMPORTANT UPCOMING DATES

- **April 18:** Meet the Buyers - Poway ([Click here](#) for more information.)
- **April 27:** Friends of Rose Creek - Creek to Bay Cleanup ([Click here](#) for more information.)

## CONSTRUCTION UPDATE: SUMP INSTALLATION

The northern portion of the Mid-Coast Corridor Transit Project (Project) will feature aerial track, which means that the final six stations (Nobel Drive, VA Medical Center, Pepper Canyon, Voigt Drive, Executive Drive, and UTC) will all be elevated.



To assist riders from the platform to the ground level, as mentioned in a [previous newsletter](#), elevators will be installed. Elevators require specific preparations, including the construction of *sump pits* and *sump tanks*.

The *sump pit* is the area located at the bottom of the elevator shaft. The pit is used to inspect and service the elevator car. It also serves as a container for any hydraulic fluids or oil that might leak, preventing those chemicals from contaminating the soil. Additionally, the pit may collect water during regular cleaning or if the fire suppression system is triggered. The sump pit automatically drains these fluids to a sump tank.

The *sump tank* design on the Project uses precast concrete basins, as pictured below. The tanks will be connected to sump pits by PVC pipes. The tanks collect excess fluids so that the pits below the elevators can remain dry.

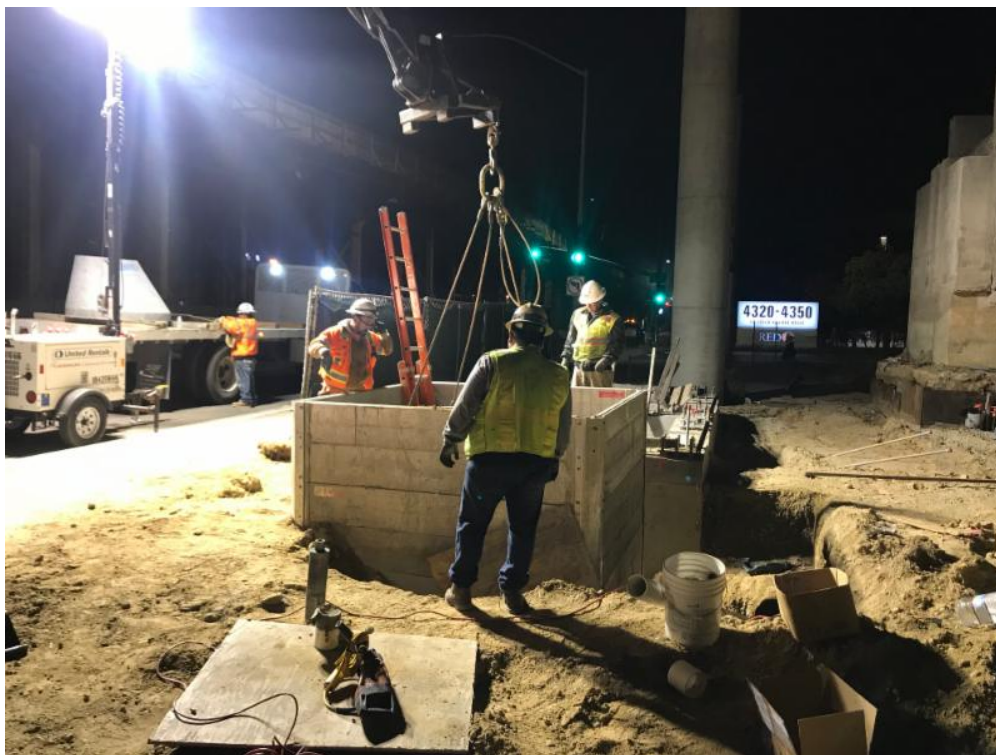


*A single deep sump tank from Jensen Precast has a 200-gallon capacity, weighs 4400 pounds, and must be lowered into place by a crane.*



*After the precast basin is installed as the sump tank, a cone and rings will be placed on top, bringing the unit to ground level. A metal lid will then be added and the sump tank will appear as a manhole.*

Woman-owned DBE firm **Paradigm Mechanical** identified a value engineering idea that reduced the tank size and eliminated the need for a pump. This pump-less design lowered both the cost of construction and future servicing of the sump system. After almost a year of redesign and sump tank fabrication, installation has begun. The initial sump tank installation is in progress at the Executive Drive station.





*MCTC workers coordinate with Paradigm Mechanical  
to  
install  
a sump pit at the base of an elevator shaft.*

Once all of the sump pits and tanks are in place, work on the elevator tower itself can get started. As [profiled before](#), DBE-certified firm Lucas Builders, Inc. will be installing the steel elevator towers using materials fabricated by Paramount Steel. Later, Tower Glass will install the glass curtain wall in the towers. Morrow-Meadows will provide electrical box and raceway installation. Finally, after months of coordination between multiple subcontractors, Kone will install the elevator's controls, rails, and cars.

## **DID YOU KNOW?**

There are two [North American Industry Classification System \(NAICS\)](#) codes associated with elevator construction and installation: **238290** and **238990**. In California, there are fifty-three (53) registered Contractors with this classification, twenty-six (26) of which are Small Business firms and four (4) of those are DBEs. The MCTC team includes two of these elevator-specific DBE firms: Paradigm Mechanical and Lucas Builders, Inc.

## CONTRACTOR SPOTLIGHT: CABLE, PIPE, AND LEAK DETECTION

**Cable, Pipe, and Leak Detection (CPL)** has the kind of name that tells you exactly what they do, and they've been doing it since 1976. The CPL team currently performs water and utility leak detection for the Project, which is indispensable for maintaining safety and preventing unnecessary costs and delays. CPL also performs leak detection and utility locates for businesses, government agencies, and residents throughout Southern California. In fact, they were the first utility locating and leak detection service in San Diego County!

CPL joined the MCTC team in 2016, the same year that they received DBE certification. Since then, CPL's contract has more than quadrupled in value. They were able to add two (2) employees to the Project in that time and now have five (5) full-time staff. The increase in contracts has also allowed CPL to purchase four (4) new vehicles, a GIS mapping utility reporter, and a CCTV crawler (a camera mounted onto a remote-controlled car that can be driven into a pipe).

Working as a DBE subcontractor on the Project has allowed CPL to enhance their resume with valuable experience, leading to new contracts with Caltrans, San Diego Unified School District, and Navy Public Works. Melissa Bailey, CPL Project Coordinator, told us that her company's motto is: "No job is too big or too small." From what we've seen recently, the work just keeps getting bigger!



[Check out](#) the CPL commercial above:  
*"The company the contractors trust!"*

## FUN FACT

There are an [estimated](#) 900,000 elevators in the United States, collectively making 18 billion passenger trips per year. Normally, short-trip elevator cars like the ones being installed at the Project's aerial stations move at about five (5) miles per hour. The world's *fastest* elevator, just completed in China for a 1740-foot skyscraper, reaches a [maximum speed](#) of 47 miles per hour. That's almost as fast as a Mid-Coast [trolley](#) (which tops off at 55 mph)!

## PROCUREMENT OPPORTUNITIES

- RFP #154: Landscaping and Irrigation - "Caltrans" Package
- RFP #155: Irrigation Water Service Connections



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

## CONSTRUCTION BENCH OPPORTUNITIES

- Currently none available

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).

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