

DBE CONNECTION

MID-COAST CORRIDOR TRANSIT PROJECT



November 2017

MCTC



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

DBE & SB STATS

IMPORTANT UPCOMING DATES

CONSTRUCTION UPDATE

DBE FUN FACT

PROCUREMENT OPPORTUNITIES

CONSTRUCTION BENCH OPPORTUNITIES



MCTC setting up for the next X Games? No...this is actually the falsework for the construction of the Gilman Bridge. (View facing east.)

DBE & SB STATS

(through September 2017)

52 DBE firms contracted with MCTC	\$45 million committed to DBE firms
59 SB firms contracted with MCTC	\$31.7 million committed to SB firms

IMPORTANT UPCOMING DATES:

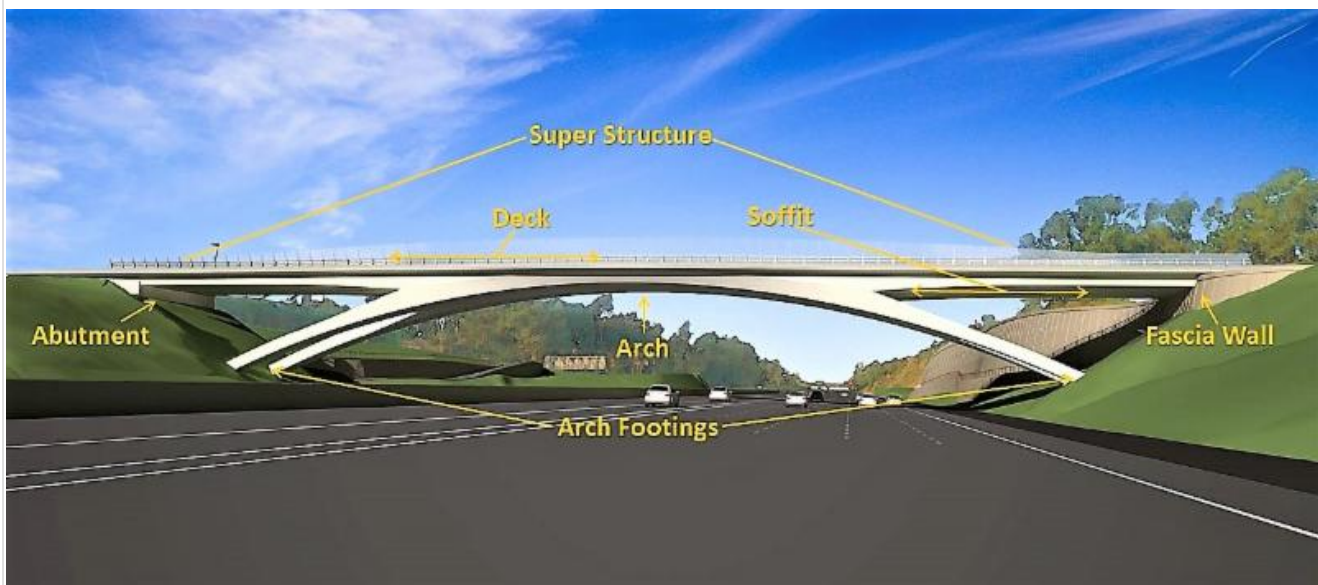
- November 24th: [C&C Mentor Protege Program](#) Cycle 2 Application Deadline

CONSTRUCTION UPDATE

The Gilman Bridge, currently under construction as part of the Mid-Coast Corridor Transit Project, will be San Diego's newest superstructure that's sure to catch your eye! You'll see it sprawling across the interstate (I-5) between the La Jolla Village Drive exit and Genessee Ave. Upon completion in 2019, this massive structure will connect east and west UCSD campus.

The Gilman Bridge is classified as an arch bridge. At 62 feet wide, it will serve as a combination commuter and pedestrian bridge. It spans 407 feet from end to end and at its highest point, will be 45 feet above the ground. For added support, the structure features a "box girder" design at the middle section where the arch legs converge.

Building a structure of this magnitude requires massive amounts of material, much of which is not noticeable while speeding down I-5. For instance, there is a falsework tunnel with 46 steel beams (each beam is 80 feet long). Construction of this bridge will require 3,000 cubic yards of concrete and almost 2 million pounds of steel stringers (beams running the length of the bridge supporting the soffit, which is the underside of the bridge as shown in the rendering below). To give some perspective on the amount of concrete required, that amount is equivalent to a football field covered in about 18 inches of concrete. To date, we have approximately 20,500 square feet of soffit built and 126 steel and wood posts in place.



Rendering of the Gilman Bridge.

The MCTC team and its subcontractors have been hard at work to keep this area of the project on schedule and on budget. This has been a difficult task due to the bridge spanning across the very busy I-5 corridor. Coordination is everything, and any work performed directly over the interstate must be scheduled for the night hours to minimize impacts to traffic.

On the Mid-Coast Corridor Transit Project, there is a strong devotion to safety, for both the workers and the public. One of our DBE subcontractors, Ace Fence, will play a key role in this commitment over the next year, as they will install bridge rail and chainlink fence (both safety features) along the project alignment.



Gilman Bridge abutment



View of the Gilman Bridge falsework showing the profile that suggests its classification as an "arch" bridge.

DBE FUN FACT

Perhaps better described as a not so fun fact, there are stringent reporting requirements on projects that have DBE goals.

Why is this? Well, if one penny of U.S. Department of Transportation (U.S. DOT) Federal Transit Administration (FTA) dollars helps fund a transportation project, then DBE requirements apply. DBE participation goals are then established for these projects by the owner, in our case that is SANDAG, and these goals become the benchmark that contractors seek to meet to comply with DBE requirements. For MCTC on the Mid-Coast Corridor Transit Project, the DBE goal is 11.3%, which translates to over \$130 million in DBE contracts.

So how does SANDAG track MCTC's progress in meeting this goal? Through a detailed data gathering and reporting process. Here is an overview of that process:

Each month, MCTC subcontractors at all tiers (any subcontractor to MCTC is a first tier subcontractor, their subcontractors are known as second tier subcontractors, and so on) submit Payment Verification Forms (PVFs) to MCTC that lists their invoices submitted and payments received during the reporting month. MCTC takes those PVFs and verifies the information against internal records, and once reconciled, MCTC finalizes its DBE report and enters all payment data at all tiers into SANDAG's DBE reporting system known as the Compliance Information System (CIS). At this point, all subcontractors are required to confirm the accuracy of the payment data via the online CIS portal. Once confirmed by subcontractors, SANDAG can prepare verified reports on DBE participation, which gives SANDAG the ability to see how MCTC is performing in meeting the project DBE goal.

While this reporting process can be tedious to the MCTC team, it is an important step to ensure that DBEs are participating on U.S. DOT FTA-assisted projects.

PROCUREMENT OPPORTUNITIES

- No opportunities available at this time



CONSTRUCTION BENCH OPPORTUNITIES

- No opportunities available at this time



For additional information about the Mid-Coast Corridor Transit Project,
please visit www.mctcjr.com.