

DBE CONNECTION

MID-COAST CORRIDOR TRANSIT PROJECT



July 2018

MCTC



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

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DBE & SB STATS (Through May 2018)

110 SB Firms
Contracted with MCTC

\$48 Million
committed to SB firms

89 DBE Firms
Contracted with MCTC

\$82 Million
committed to DBE firms

IMPORTANT UPCOMING DATES

- July 11th: San Diego Unified School District Construction Expo 2018 (To register click [HERE](#))
- July 13th: Meet the Buyers - Oceanside, Hosted by SBDC (To register click [HERE](#))
- July 19-20th: California Construction Expo (More information [HERE](#))

DID YOU KNOW?

Light rail trains can be powered by diesel or electricity (either an overhead cantenary system, which will be used on the Mid Coast Corridor Transit Project, or by contact rail). In terms of today's systems being coined "light rail," it generally refers to ridership, speed, and the train's right of way. Light rail trains usually carry less passengers than a commuter train, such as Amtrak or regional lines that run from a metropolitan area to suburbs or another city. Less passengers will mean a smaller consist, or shorter train. Due to the number of stops, speeds are relatively slower than commuter trains. The one common theme with all light rail is sole occupancy of its right of way or track. This means no other transit authorities' trains can operate those tracks. Now you know!

CONTRACTOR SPOTLIGHT: MONTEZ GROUP



Montez Group founder Oscar Zavaleta.

This month we highlight the Montez Group Inc. (Montez), a DBE firm performing Quality Control inspection services on the Mid-Coast Corridor Transit Project. Montez was created in 2011 by Oscar Zavaleta when he sensed a growing need for quality control inspection services on construction projects in the southern California region. Oscar had spent several years cutting his teeth as an employee of various consulting firms on light rail construction projects, but felt the time was right to begin the process of branching out on his own.

To help with the transition, Oscar kept working during the day for a consulting firm while at night he put the puzzle pieces in place for Montez. This included applying for Disadvantaged Business Enterprise (DBE) certification in 2013. The year 2015 proved to be pivotal for Oscar. He decided the time was right to

leave his day job and devote full attention to running Montez. Soon thereafter, he hired his first employee and submitted his first proposal. He was awarded the contract for Project Control Management on a Los Angeles area construction project.

Developing a solid reputation through their work, other opportunities began to present themselves to Montez. When MCTC hired RMA Group (RMA) to perform Quality Assurance / Quality Control (QA/QC) on the Mid-Coast Corridor Transit Project, Montez was contracted by RMA to provide inspection support. (More details on QA/QC work in the next section below.) Montez's contribution also helped the MCTC team garner additional DBE participation.

Currently, Montez's role on the Mid-Coast Corridor Transit Project is to perform Q.C. inspection and testing. This includes aggregate testing and sampling, concrete testing, and formwork and rebar inspections on the Cast-In-Drilled-Hole (CIDH) Foundations for the Elvira to Morena Double Track Bridges (learn more about MCTC's CIDH work on Nobel Drive in the Construction Update below).

Montez continues to grow by securing repeat clients and chasing new projects. In addition to the Mid-Coast Transit Corridor Project, they are also supporting the LA Rams Stadium in Inglewood, the Automated People Mover project in Los Angeles, and CalTrain/Airport projects in San Francisco. Montez's growth and success can be attributed to a good staff. Most of Montez's employees were discovered through networking, previous projects, or referrals from coworkers. Oscar feels that "good people know good people." Oscar also credited his DBE certification to opening a few doors of opportunity for Montez on large-scale projects.

Moving forward, the Montez Group has their sights set on San Diego Airport projects. Oscar hopes to continue expanding the business further along the West Coast, and in the future, bid as a prime for Construction Management contracts. Oscar emphasized that "really believing in what you want to do will place you on the path towards your goal... gaining as much knowledge from seasoned contractors and keeping an open mind will help you get there."

QUALITY ASSURANCE OR QUALITY CONTROL?

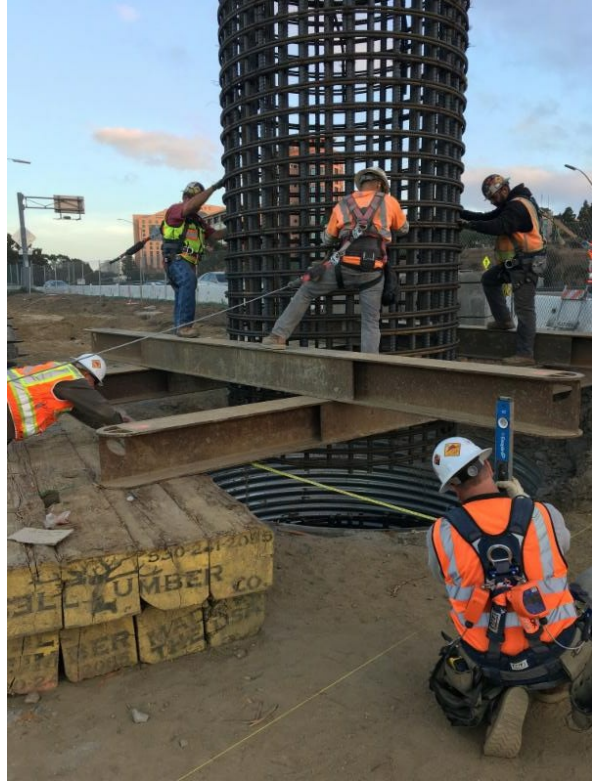
That is the question...

The terms Quality Assurance and Quality Control sound similar but describe two different jobs used to control the quality of construction. On the Mid-Coast Corridor Project each plays an important role in ensuring the final product will stand the test of time.

- Quality Assurance establishes a program to monitor and set forth testing procedures. The program prevents errors and guarantees a uniform level of quality is achieved in all areas of construction.
- Quality Control is the on-going monitoring and inspection of construction. This verifies that MCTC has built the project in accordance to the drawings and specifications. In the unlikely event that a mistake is made during construction, quality control monitoring will catch the error and prompt MCTC to take necessary steps to towards correction.

CONSTRUCTION UPDATE:

Viaduct Construction Progressing Along I-5 at Nobel Drive



Installing a CIDH foundation for a Viaduct on the Mid-Coast Corridor Transit Project: On the left, a drill rig digs a 120 foot deep shaft. On the right, workers prepare the rebar cage for installation into the drilled shaft.

If you have driven down Interstate 5 recently, you have probably noticed the large drill rig and crane working near Nobel Drive as shown in the above photos. MCTC's subcontractor, Condon-Johnson & Associates, is the firm responsible for installing these CIDH foundations for the viaduct (aka bridge) for the Mid-Coast Corridor Transit Project. The installation of the CIDH piles involves multiple levels of work including drilling the hole, hosting and setting the rebar cage into the drilled shaft, and then placing concrete in the shaft.

Drilled shafts can exceed 150 feet in depth which can expose ground water. These are called "wet," and pouring concrete into them is not an option. CIDH Water can mix with the concrete creating voids and resulting in a weaker structure. To mitigate this issue, the shaft is flooded with a polymer that is denser than water and does not mix with concrete. As the polymer is placed into the hole, it drops below the water causing the water to float on top of the polymer. Once the polymer fills the shaft, it flushes out the water and it also prevents additional ground water from entering the shaft.

Concrete is then pumped into the polymer filled hole. The denser concrete drops through the polymer to the bottom of the shaft, while pushing the lighter polymer out of the hole. Once the hole is completely filled with concrete it can cure without any impacts.

Once this challenging work is done, you will be admiring an aerial view of the viaduct from a comfortable Trolley instead of from your car seat!



Rebar cage being hoisted by 2 cranes.



156' crane being lowered into a drilled shaft.

DBE FUN FACT

There are 83 DBEs certified by the California Unified Certification Program to perform quality control inspection services. Nine (9) of these firms are based in the greater San Diego area.

PROCUREMENT OPPORTUNITIES

- **RFP #145:** MCTC Reinforced Concrete Ancillary Buildings (Bid closes on July 26, 2018)
- **RFP #147:** Station Signage (Bid closes on July 26, 2018)
- **RFP #148:** Station Concrete (Bid closes on July 12, 2018)



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

CONSTRUCTION BENCH OPPORTUNITIES

- Station Platform and Park & Ride Accessories (Benches, Bike Racks, Trash/Recycle Receptacles, Trash Compactors)

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

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

