

# DBE CONNECTION

MID-COAST CORRIDOR TRANSIT PROJECT



October 2018

# MCTC



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

DBE & SB STATS

IMPORTANT UPCOMING DATES

CONSTRUCTION UPDATE

DID YOU KNOW?

CONTRACTOR SPOTLIGHT

PROCUREMENT OPPORTUNITIES

CONSTRUCTION BENCH OPPORTUNITIES



## DBE & SB STATS (Through August 2018)

**83 SB Firms**  
Contracted with MCTC

**\$54 Million**  
committed to SB firms

**89 DBE Firms**  
Contracted with MCTC

**\$99 Million**  
committed to DBE firms

## IMPORTANT UPCOMING DATES

- **October 17th:** 2018 Meet The Primes (Click [HERE](#) to register)
- **October 19th:** Be the Best! Women in Business Expo (Click [HERE](#) for information)

## CONSTRUCTION UPDATE

History has proven there have been many ways to build a barrier. At the turn of the second century, the Romans built Hadrian's Wall across the width of Britannia (just south of what is now Scotland) using local rocks and mud as mortar. In the Americas, the Incan Empire constructed walls and crop terraces using huge stones that were finely sanded into pieces which fit perfectly together like a jigsaw puzzle. Of course, the most well-known barrier in history is the Great Wall of China, which was built in large part by bricks. Instead of finding or fashioning individual local stones, bricks were created in preset sizes and shapes from clay mixtures that were fired in a kiln to solidify them. The builders of the above referenced barriers used the best technology of their time to complete the work as fast as possible, yet each took many many years to complete.

What's the fastest way to install a barrier now? Well, it's probably through the use of concrete and a modern process known as [horizontal slip forming](#). Fortunately for Mid-Coast Transit Constructors (MCTC), Disadvantaged and Small Business Enterprise (DBE/SB) firm Cooper Engineering, Inc. (CEI) knows all about slip forming.

This month, CEI installed ballast curb along Wall 780 just south of Nobel Drive. These ballast curbs will act as retaining walls to contain the ballast (i.e., gravel) that will be placed on the railbed to later support the light rail track.



*The ballast curb recently installed by CEI using the slip forming process.*

CEI also installed a center median along Morena Boulevard. The median barrier is a concrete divider that separates and protects traffic lanes. Specifically, Type 60 barriers are used throughout California because they are sturdy enough to keep a colliding car from crossing into oncoming traffic. They are also smooth which encourages cars to skip off the barricade (instead of snagging) in order to reduce damage and injury risk.

So, what is slip forming? It's the process for creating a continuous concrete barrier or curb, using a slip form paver instead of the traditional cast in place process that follows the "form, pour, strip" schedule. Large slip form pavers move slowly, following guide wires, along the intended path of the barrier. A [low slump](#) (that is, low water content) concrete mix is poured into the front and a smooth, compressed mold emerges from the back. It's a similar process of pushing modeling clay through a toy press. The raw materials enter from one end and are pushed out the other in a specific shape. (What's that they say about grown-ups just having bigger toys?)





Left: A slip form paver lays a continuous concrete barrier. (Photo credit: [Powercurbers](#))  
Right: A toy pushes clay in a similar (though far more simple) way. (Photo credit: [Wikipedia](#))

Since traditional formwork is not needed for slip forming, dispensable material costs are lower with this process. Also, more concrete can be placed during a single shift because the paver can continuously move instead of waiting on laborers to place, float and finish the concrete. In order for the high-efficiency slip forming machines to run, however, the barrier needs to be placed in a long, linear path. Without those conditions, horizontal slip forming would not be practical.

Thanks to technology and CEI, construction of the ballast curbs and median barrier along Morena Boulevard is progressing rapidly. While it is unlikely that astronauts at the International Space Station will be able to see the "Great" Mid-Coast concrete barriers, the speedy completion of this work will be great news for San Diego commuters.

## DID YOU KNOW?

Have you ever wondered why the North American Industry Classification System (NAICS) codes and Caltrans Work Category Codes (WCCs) are used by the California Unified Certification Program (CUCP) to identify the scopes of work performed by certified DBE firms?

The US DOT DBE Program requires NAICS codes be used to identify the type of work DBE firms can perform on a project in order to receive DBE credit. A slip forming contractor, for example, would likely be certified with the NAICS code 238110 signifying Poured Concrete Structure Contractor. There are a few other NAICS codes that would also apply to this type of contractor.

In some cases, however, the NAICS code can be too general and not very helpful for contractors seeking a specific type of DBE. That is one of the reasons Caltrans also uses WCCs, which are more specific to the type of work performed by contractors and consultants that work on Caltrans projects. For example, to seek out a DBE that performs Construction Scheduling, it is likely that the NAICS code 541611, signifying Administrative Management and General Management Consulting Services, would be used. However, that would also bring in scores of consulting firms that do not perform Construction Scheduling. By using the WCC C8802, signifying only Construction Scheduling consultants, it is much easier to identify the relevant DBE.

It's important to note that DBEs working on US DOT funded projects should double-check their DBE certification to ensure that they have the appropriate NAICS codes listed for the scopes of work to be performed. US DOT requires that the appropriate NAICS code, and not the associated WCC, be listed on a DBE's certification in order for a DBE to be eligible for DBE credit.

Here are helpful links for each type of code:

- [NAICS](#)
- [WCCs](#)

## CONTRACTOR SPOTLIGHT



CL Surveying & Mapping (CL) is a prime example of a firm growing through their work on the Mid-Coast Corridor Transit Project (Project). The company was established in 2007 by Daniel A. Calvillo and Lam Le (Calvillo's "C" and Le's "L" create the name CL Surveying & Mapping). In the initial years of operation, CL did not consider applying for a DBE certification, but in 2010, decided to apply. There were several large public works projects in the pipeline, and each had listed a DBE utilization requirement. CL was seeking a competitive edge in the public works industry by becoming DBE certified.

In November 2015, DBE certified CL was contracted by The Culver Group as a subcontractor for surveying. Their initial contract of \$2.4 million allowed CL to grow their staff from 12 to 17 and purchase new surveying equipment and vehicles. Since beginning on the Project, the firm has earned new contracts with the Los Angeles Airport. Moving forward, Daniel hopes their company will be the "Go-To Surveyor" for major construction projects in California.

MCTC will continue to "go to" Culver Group and CL for survey support services. Based on the quality of their work on the Project, we think others will as well.

## PROCUREMENT OPPORTUNITIES

- **RFP #151:** LOSSAN Landscaping, Irrigation and Erosion Control (Bid due date: October 30, 2018 at 4pm)

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



## CONSTRUCTION BENCH OPPORTUNITIES

- None available currently

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.mctcjt.com](http://www.mctcjt.com).