PROJECT CASE STUDY / TRANSIT · FEDERALLY FUNDED

Mid-Coast Corridor Transit Project

San Diego, California · SANDAG & MTS

Prime Contractor: Mid-Coast Transit Constructors



A Blue Line trolley at UTC Transit Center — the elevated northern terminus of the Mid-Coast extension. The catenary overhead carries the traction power fed by the substations In-Line fenced.

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$2.17B
Total project value

11 miles
New light rail

9
New stations

Nov 2021
Opened to riders

OWNER	PRIME CONTRACTOR	IN-LINE ROLE	SUBCONTRACT
SANDAG / San Diego MTS	**Mid-Coast Transit Constructors**	**Fencing, railing & gates subcontractor**	**20461-SC-082, executed 2020**

DELIVERY	CHANGE ORDERS
FTA funded · Buy America · CCIP	**13 executed, across two dozen change events**

THE PROJECT

The Mid-Coast Trolley extended the MTS Blue Line eleven miles from Old Town to University City — nine new stations running up the I-5 corridor, a $2.17 billion program half-funded by the Federal Transit Administration, and the largest transit expansion in San Diego's history.

In-Line was brought on by Mid-Coast Transit Constructors for a scope that started as fencing at eight traction power substations and grew, over thirteen executed change orders, into fencing, railing, gates and stair steel across the length of the corridor — Old Town Transit Center, Tecolote, Clairemont, Nobel Drive, the VA Medical Center, Pepper Canyon and Voigt Drive at UC San Diego, Executive Drive, and UTC.

WHY IT WAS HARD

Fence that cannot conduct electricity

This is a trolley — light rail, not heavy rail, and a different track system entirely. Traction power substations step utility power down into the DC current that feeds the overhead catenary and moves the trolleys. A conventional steel fence around one is a conductor. The design called for **non-conductive fence** at multiple substations — a specialty system In-Line submitted, fabricated to fit, and installed at Friars, Clairemont and elsewhere along the line, including custom 12-foot non-conductive panels built to close openings the standard product could not.

Cane detection railing — the detail nobody notices until it is missing

Where a stair soffit drops below head height, a blind pedestrian using a white cane has no way to detect it. Code requires a low rail that the cane finds first. It is unglamorous, geometrically fussy, and it has to be exactly right. Midway through the job the prime **transferred the entire cane detection railing scope to In-Line from another subcontractor** — eight locations, then more — and In-Line procured, fabricated and installed all of it, plus the stair landings that went with it.

Buy America, on every certificate

Federal Transit Administration funding meant Buy America applied to the whole scope. Every material had to arrive with certifications and certificates of compliance, documented at the change order level, not just at the contract level.

Delegated design and a live rail corridor

In-Line carried delegated design responsibility — providing engineered, stamped connection details for its own work — while building across an active corridor, a working VA hospital campus, a university, and stations the public was preparing to use on a fixed opening date.

WHAT IN-LINE DELIVERED

- **Traction power substation fencing at eight substations** — Wright Street, Tecolote, Clairemont, Jutland, La Jolla, Nobel/La Jolla Village Square, VA Station and UCSD — in black PVC-clad chain link and specialty systems as specified at each site.
- **Non-conductive fence systems**, including custom-fabricated panels, at substations where a conductive fence was not acceptable.
- **Cane detection railing at eight-plus locations** and stair landings at six — scope transferred to In-Line mid-project and delivered complete, with engineered stamped connection details.
- **Stainless steel handrail** at UTC and across four stations, plus additional railing at the VA station and Executive Plaza edge protection.
- **Stainless steel security gates** at Pepper Canyon and Voigt Drive, temporary security gates for UC San Diego with panic hardware, and ornamental fence at Old Town Transit Center.
- **Fire riser protection cages** at the aerial stations — the elevated platforms including UTC Transit Center, shop drawn and fabricated.
- **Caltrans-standard fence** at the VA hospital frontage and SDG&E access road fencing at the substations.

SCOPE AT A GLANCE

- Non-conductive fence
- TPSS security fencing
- Cane detection railing
- Stainless steel handrail
- Stainless security gates
- Stair landings & steel
- Ornamental fence
- Fire riser protection cages
- Caltrans fence
- Delegated design

THE RESULT

The Mid-Coast Trolley opened to riders on **21 November 2021** and now carries San Diegans from the border to University City on one line, running up the I-5 corridor from downtown San Diego to UC San Diego and terminating on the elevated platform at UTC Transit Center. In-Line's work is on it end to end — the fence around the power that moves the trolleys, the handrail passengers hold on the stairs, the gates at the university, and the low rail that tells a blind rider where the stair above them begins.

When a prime moves scope off one subcontractor and onto another midway through a $2 billion federal transit program, that is not a change order. That is a verdict.

WHY TRANSIT PRIMES CALL IN-LINE

Rail is unforgiving. The corridor is live, the opening date is public, and the specifications come with a federal compliance file attached. In-Line has been building into that environment since 1990.

- **We handle the specialty systems.** Non-conductive fence at energized traction power, stainless handrail, ADA cane detection, stair steel — the scopes a general fence contractor declines.
- **We know the difference between light rail and heavy rail.** Trolley catenary and traction power are not commuter rail, and the fence around them is not the same fence.
- **We take scope over, not just orders.** When something has to move off another subcontractor to protect the schedule, we are the firm it moves to.

- **Buy America is routine.** Material certifications and certificates of compliance documented at the change order level, every time.
- **We carry delegated design.** Engineered, stamped connection details for our own work — so the RFI does not become the critical path.
- **We are certified, bonded, signatory, and safe.** DBE · SBE · SLBE · SB · HUBZone · SBA 8(a). Union affiliated, Local 89 & Local 12. CSLB C-13, C-51, C-32. Bonded through Old Republic Surety, rated A+ XV. **EMR 0.68.**

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