



DTP NEWSLETTER

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PROJECT UPDATE

Dulles Transit Partners would like to remind everyone driving in Tysons Corner to be especially careful behind the wheel this holiday season. As the hustle and bustle of holiday shopping causes shoppers to dash from store to store, drivers must pay close attention to new traffic patterns throughout the construction areas. Recently, we re-opened turn lanes from Route 123 onto Tysons Boulevard, easing traffic patterns close to both Tysons Corner Center and Tysons Galleria.

Even though the major lane shifts along on Route 7 are complete, late night drivers will continue to experience additional road work, including some detours, along both directions of Route 7 between Route 123 and the Toll Road. Drivers accustomed to using westbound Route 7 to access the strip shopping centers along the eastbound side will find that all mid-block left turns and service roads are closed. Drivers must now U-turn at the Spring Hill or Gosnell/Westpark intersections to access those shopping areas.

Most importantly, everyone is encouraged to put down the cell phones when driving this holiday season. The holidays can be stressful, and there are many errands to be run, but no text or phone call is worth an injury or loss of life. Let's all enjoy the holidays safely.

2011 will be our biggest year yet -- stay tuned!

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E-mail comments/questions or ideas to
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Main number: (703) 572-0500

To view current bid opportunities, please visit the DBE section of our website.

Soft Ground Tunneling Through Tysons Corner

NATM Used for Shallow Tunnel for Dulles Corridor Metrorail Project

By Jim Rush

The Washington, D.C., area is no stranger to soft-ground tunneling. In fact, it was the site of the first tunnel constructed by the New Austrian Tunneling Method (NATM) in the United States — the Fort Totten station and tunnels project for the Washington Metropolitan Area Transportation Authority (WMATA), which opened in 1978. Additionally, WMATA was an early adapter of earth pressure balance tunnel boring machines on a project crossing the Anacostia River.

It is no surprise then that area planners returned to their pioneering roots for a short, yet complicated, tunnel in Tysons Corner, Va. The tunnel is part of a 23-mile extension to the WMATA rail system known as the Dulles Corridor Metrorail Project, which is being built by the Metropolitan Washington Airports Authority and will be operated by WMATA. When completed, it will provide a one-seat ride between Dulles, the major airport serving the region, and the downtown core.

The Dulles Corridor Metrorail Project is being constructed in two phases. Phase 1 is currently under construction by Dulles Transit Partners (DTP), led by Bechtel and URS (formerly Washington Group International). Bechtel is self-performing construction for the \$1.6 billion design-build job. Gall Zeidler Consultants was hired by DTP as designer for the tunnel portion of



Phase 1, and Beton-und-Monierbau was hired as tunnel subconsultant.

Phase 1 comprises about 11 miles of track and five stations. Most of the alignment is at-grade, but it includes twin 2,400 ft tunnels of approximately 20 ft finished diameter tunnel in the Tysons Corner area. Phase 2, scheduled for completion in 2016, consists of 12 miles of track and six stations. It is to be bid in 2011.

The construction contract for Phase 1 was awarded in July 2008, and Bechtel made the decision to self-perform in March 2009. It marks the first direct tunnel construction job in the United States for Bechtel since the construction of the diversion tunnels for the Hoover Dam.

The alignment for the Tysons Corner tunnels crosses through a very congested area. It roughly follows Route 123 and crosses under International Drive before transitioning into at-grade rail. Of the 2,400 ft of twin tunnels, roughly 700 ft are to be constructed by cut-and-cover with the remaining 1,700 ft constructed by NATM.

Given the fact that the route is primarily at-grade, the tunnel portions are relatively shallow, creating unique design and

construction challenges. Specifically, the project team needed to come up with a method of supporting the tunnel without disturbing the ground above it. Of particular concern was the fact that one section of the tunnel had a mere 7 ft of cover, which is believed to be the shallowest soft-ground tunnel in North America.

To support the tunnel, the design team employed a pipe arch canopy for pre-support, in combination with early ring closure. “This is a large, soft-ground tunnel that requires early ring closure to minimize the movements and settlements that can translate up to the surface,” said Dominic Cerulli, Tunnel Task Manager for Bechtel.

Additionally, the design called for the installation of the pipe arch canopy. In the case where cover was at its minimum, a double-row pipe arch canopy was used. The double-row pipe arch canopy comprised 56 pipes — 27 pipes in one row and 29 in the other — placed on 12-in. centers above the crown. Pre-support pipes were 4.5 in. in diameter and drilled in radially at lengths of 60 ft.

“Due to the construction and pre-support techniques, we were able to tunnel under the area of shallow cover, which passes below a ramp leading to International Drive, without disrupting traffic flow,” said Vojtech Gall, Principal, Gall Zeidler Consultants. “Our risk management program led us to the use of the double-row pipe arch canopy in that location because of the shallow cover in combination with the heavily trafficked road.”

In combination with the pre-support and early ring closure, the tunnel team employed an extensive monitoring program to ensure that any settlement that did occur was within design expectations. “In addition to in-tunnel monitoring, we placed monitoring equipment outside of the tunnel that would notify workers if any of the points moved beyond predetermined

parameters. In the end, with all the measures that were put in place to minimize the risk of settlement, we did not have to implement any of our preplanned contingency measures,” said Frank Jenkins, Senior Field Engineer for Bechtel.

This real-time monitoring system was required by the Virginia Department of Transportation (VDOT) and helped protect not only VDOT facilities, but third-party utilities, including gas, communications, sewer and water infrastructure.

“We had a total of 10 types of instrumentation on this job both in the tunnel and outside of the tunnel — inclinometers, convergence gauges, observation wells, crack gauges on existing adjacent structures,” Cerulli said. “In addition, we worked closely with the utility companies directly to make sure gas and water lines were shut off before we started drilling, and we lined storm drains to make sure we didn’t have any washing of the soil that may result in an unstable heading. So, there was a lot of effort put into instrumentation, monitoring and utility avoidance.”

“Historically, one to one-and-a-half tunnel diameter has been the rule of thumb for how much cover should be above the crown. But, as the subsurface becomes more congested, historic guidelines may be a luxury,” Gall said.

“As designers we have to develop a tunneling method around the owner’s alignment requirements,” he said. “We are moving away from what has generally been considered a minimum diameter toward developing a tunneling technique to meet the owner’s needs. You simply have to work around the fact that you have structures immediately situated near the tunnel location and very shallow cover. This then, of course, calls for the development of a suitable tunneling technique.”

One key element to the construction of NATM tunnels is the early application of sprayed concrete for initial support. This requires a ready supply and quick strength in the case of soft ground tunnels. DTP crews are using a Liebherr Easymix 1.0 batch plant to the complete mix onsite. Not only are crews batching shotcrete onsite but also the concrete used for the pipe arch canopy pre-support.

Crews began the NATM process by installing the pipe arch canopy in 60 ft lengths using Alweg roof support systems from DSI. The crown of the tunnel is then excavated in 3-ft lengths, followed by shotcrete coating of the face, installation of lattice girders, and a 10-in. thick coating of shotcrete for initial support. The process is then repeated before crews excavate 6-ft sections of the bench. According to Gall, this process is often referred to as a staggered full-face excavation, as opposed to some projects in which the top heading may be advanced significantly ahead of the bench.

“This approach allows for early full ring closure,” Gall said. “If you don’t fully support the ring then you are potentially subjecting yourself to greater settlement.”

The ground in the area consists of what is referred to as Coastal Plains, a residue soil that exhibits rock-like properties, underlain by Piedmont. Another key to completing the project successfully is developing a concrete mix that sets quickly. Designs call for concrete to achieve a 28-day strength of 5,000 psi. The mix being used by DTP is achieving a 24-hour strength of about 3,000 psi and a 28-day strength in the 6,000 to 7,000 range.

DTP contracted with local unions to supply more than 50 craft laborers on the project. Crews have been working around the clock in two 12-hour shifts since excavation began in October 2009. Crews have advanced the face more than 1,430 ft in the outbound tunnel and more than 1,170 ft in the inbound tunnel, navigating the difficult ground, existing utilities and crowded urban space nearby.

In the end, the project stands as an example of the capabilities of soft ground tunneling in an urban environment, furthering the pioneering work that WMATA began a generation ago. “When you look at some of the past NATM jobs for the Washington Metro, you can see that the pre-support technology has advanced to allow improved installation speed and economy,” Gall said. “This project is unique in terms of a large-scale, systematic use of the pipe arch canopy pre-support method in a NATM tunnel.”

Crews are on schedule to complete mining in both tunnels by the end of the year. Once fully mined, the tunnels will be waterproofed using Wisko lining and before a final cast-in-place liner is constructed, using EFCO forms. Phase 1 is scheduled for completion in late 2013. Design-build contract procurement for Phase 2, which will extend 11.6 miles from the end of Phase 1 to Dulles Intl Airport, is scheduled to be completed in 2011.

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PROTECT CONSTRUCTION WORKERS FROM WEATHER HAZARDS

PUT POLICIES IN PLACE TO PROTECT EMPLOYEES FROM WEATHER HAZARDS.

by Mason Alexander, Construction Business Owner Magazine

Working in the construction industry means working outdoors, which means weather conditions are a critical factor in your employees' work environment. Outdoor workers are exposed to many types of hazards depending on their type of work, geographic region, season and duration of time they are outside.

Weather hazards to outdoor workers may include extreme heat, extreme cold, lightning, and ultraviolet (UV) radiation. Extreme cold can cause hypothermia and frostbite. Extreme heat can result in a heat stroke, heat cramps, heat exhaustion and a heat rash. Lightning, of course, is a serious threat to outdoor construction workers, and UV radiation is associated with sunburn and skin cancer.

If you employ outdoor workers, now is a good time to review your company policies regarding the protection of those workers from the elements.

The Occupational Safety and Health Act has no specific regulations addressing employer responsibility for weather-related hazards. However, the Personal Protective Equipment (PPE) rule does state that employers must provide both protective equipment and employee training to workers if they work under certain conditions considered environmental hazards. PPE can include clothing that protects the eyes, face, head, and extremities of an employee, as well as protective shields and barriers.

At least one OSHA Standard Interpretation of PPE specifically requires employers to protect their employees from overexposure to ultraviolet (UV) rays from the sun. OSHA is far less specific on

what constitutes overexposure, as sun exposure is not easily measured. An OSHA visit for noncompliance in this area is, therefore, very unlikely. What is of greater concern is the cost associated with illness, absence and treatment for employees who fall victim to weather-related hazards.

You can begin to protect your company from situations like those described above by adhering to the following suggestions:

- Learn the signs and symptoms of weather-related illnesses and injuries and what to do to help workers.
- Train workers about weather-related illnesses and injuries.
- Encourage workers to wear proper clothing and PPE for the expected weather conditions. For cold, wet and windy conditions, layering clothing is often recommended. For heat, protective eyewear-such as UV-resistant sunglasses-and hats with wide brims are recommended, as are lightweight long-sleeved shirts to protect against skin cancer factors. Additionally, a sunblock of at least 15 SPF should be worn by all outdoor employees and applied at the beginning of each shift and at the shift's midpoint. Provide training on the use of these PPE.
- Be sure that workers in extreme conditions take frequent short breaks in a warm shelter if it is cold or in the shade if it is hot.
- Try to schedule work for the warmest part of the day in cold weather and the coolest part of the day in hot weather.

Review and revise your current policy now, and protect your workers from weather-related incidents on your construction sites.

Reprinted from Construction Business Owner Magazine

Geotechnical Experience with Washington, D.C., Subways

By Hugh S. Lacy

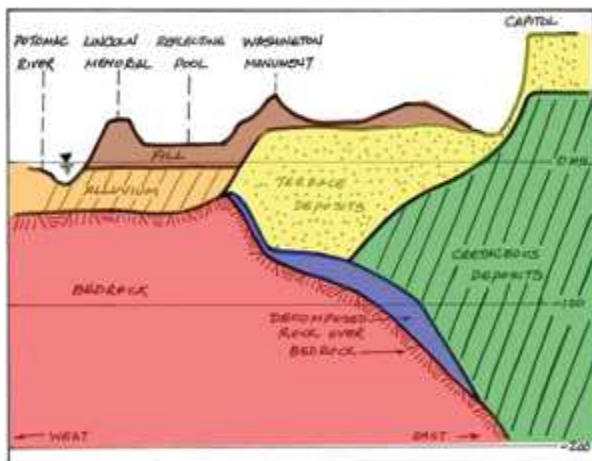
Geotechnical investigations conducted in advance of detailed design, plus additional investigation performed during design and during construction of some of the DC subway tunnels, helped to establish a baseline for subsurface investigations for subsequent transit tunnels elsewhere in the country. Research by the University of Illinois and the papers published about these tunnels contributed to the knowledge base used in designing and constructing tunnels elsewhere.



Geology

The Washington, DC area lies within the Coastal Plain and Piedmont Physiographic Provinces. The boundary between these two provinces, known as the Fall Line (Fig.4), runs southwesterly from the District of Columbia-Montgomery County boundary near Silver Spring across the Potomac River south of Roosevelt Island. The Coastal Plain contains Pleistocene terrace deposits and recent river alluvium at the lower ground surface levels along the historic limits of the Potomac River, rising into exposed Cretaceous sediments on higher ground. The Piedmont Province is predominately a rolling upland developed on intensely folded and faulted metamorphic and igneous rocks. Local relief is on the order of 50 ft, with occasional greater relief near deeply cut stream valleys. A thin mantle of mostly residual soil covers much of the Piedmont.

Rock

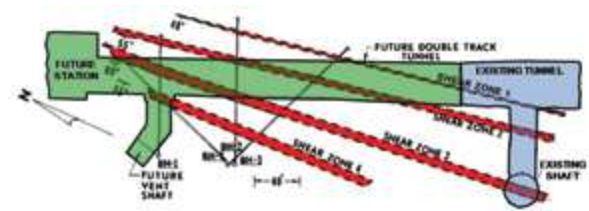


The top of rock in downtown DC ranges generally from about Elev. +100 in the northwest to -400 in the southeast section of central DC as shown on a portion of Darton's map presented on Fig. 1. Elevations refer to Mean Sea Level. A generalized geologic section through the National Mall is presented on Fig. 2.

The metamorphic rocks in the area include the Wissahickon, Sykesville, and Laurel Formations. The igneous rocks are more

recent intrusions into the older metamorphic rocks. The rock is primarily schist and gneiss of mica-quartz and mica-feldspar composition. Foliation is poorly to well developed, generally strikes in a north-south direction and dips east or west. Unconfined compressive strengths vary from 500 to 15,000 psi. Geotechnical investigations for the Washington Metropolitan Area Transit Authority (WMATA) rock tunnels attempted to identify shear zones, joint weathering and spacing, dip and direction of dip of joints and foliation. At the time, this was done by drilling a few oriented core borings, establishing the strike of the rock foliation and correlating the remaining borings to the extent possible. Emphasis was also placed on obtaining high quality rock cores by using good drilling methods. This was supplemented by mapping of initial tunnels, supplementary borings made during construction and projecting tunnel mapping in pilot tunnels and larger openings to nearby borings, as illustrated in Fig. 3 (Mahar, Gau & Cording, 1974).

These metamorphic rocks have well-developed jointing in at least three to four major sets. "The foliation forms a plane of weakness along which the most prominent joint sets have formed." (Cording, Mahar, 1974). Shear zones 1 to 5 ft thick were encountered along some foliation joints (Joint Set 1). Fall-outs of rock blocks normally occur when three or more joints intersect. Tunnel orientation had a major effect on rock over-break and block fallout. Tunnels mined sub parallel to the strike of the foliation, when closely spaced foliation shear zones with seams of gouge are present, experienced the most frequent and generally largest fall-outs especially at intersection with the more widely spaced conjugate shear zones (Joint Set 3, which strikes parallel to foliation, but dips perpendicular to foliation planes).



Cretaceous Deposits



The Cretaceous Coastal Plain sediments consist of a succession of wedge-shaped layers, which were deposited in relatively shallow seas on the sloping bedrock surface by streams flowing eastward out of the continental interior. The interfaces between successive Cretaceous formations dip towards the southeast and the wedges thicken in the same direction. The Cretaceous sediments are lenticular on a large scale as a result of changing conditions of deposition but are much more regular in stratification than the younger overlying soils. Erosion has removed a great thickness of the Potomac formation in downtown Washington.

The hard Cretaceous clays have shear strengths in the range 2.5 to 6 ksf but due to fissures in many areas have long

term strengths in the range of an equivalent $f = 18^\circ$. When slickensided fissures are lubricated with a high groundwater coupled with stress release from excavation, equivalent residual shear strengths have been measured as low as $f = 10^\circ$ especially in clays with a high Montmorillonite content. Open cut slopes during construction and long term cut slopes for shallow subway alignments have been a continuing stability problem.

Pleistocene Terrace Deposits

The uppermost natural sediments in the downtown Washington area comprise a succession of river terrace deposits of Pleistocene times, which overlie the Cretaceous formation.

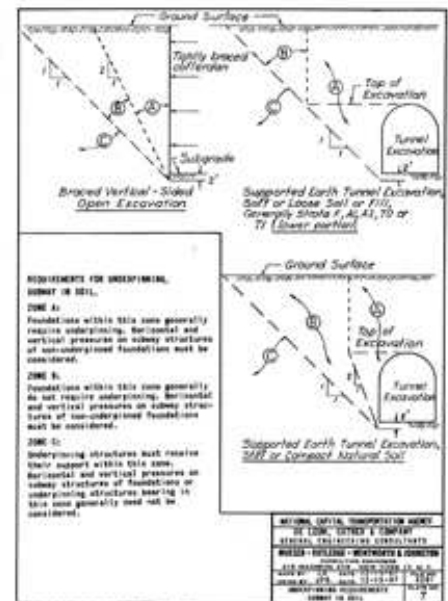
A time gap of many million years is represented at the discontinuity between the two major groups of materials. These Pleistocene terraces consist of silty and sandy clays with sands, interlayered and lensed in a complex pattern. A series of these flattop terraces at several characteristic elevations have been identified in the Washington area. Fig. 4 shows the limits of the 25-ft terrace, the 50 ft terrace, with surface elevations between 40 and 60 ft above sea level, and the 90-ft terrace with surface elevations between 70 and 100 ft above sea level. Each terrace exhibits a characteristic change in gradation in a vertical profile from coarse-grained and gravelly soils at its base to sands, silts, and clays at shallower depths, corresponding to the change from low sea level at the start of ice retreat to high sea level at the warmest time of the interglacial period.

Fill

Varying thicknesses of urban fill are present along the Potomac River particularly where the river and marshes along the river have been filled.

Test Pit in Lafayette Park

One of the early investigation methods was to excavate a 66 ft deep test pit to the level of the tunnel to examine the layering and character of the soils and to make the test pit available to the contractors bidding on this section. Four hand-cut cube samples of representative materials were recovered and a pumping test was performed measuring the drawdown in nearby observation wells to provide high quality data to the contractors bidding this section.



Underpinning of Adjacent Structures

Fig. 5 shows the criteria used to determine the need for underpinning of adjacent structures that were developed specifically for the WMATA tunnels. It was used by designers to determine the appropriate protection for these structures, including pit piers, jacked piles, slurry walls in lieu of underpinning, root piles and foundation grouting. Ware (1974) provides data on movements measured on structures that were underpinned.

Dewatering

Temporary lowering of the groundwater level became key to the use of economical open-face digger shields for soft ground tunneling, where the depth of groundwater lowering was modest or not near a source of proximate recharge, such as a river crossing. This worked rather well for much of the earlier soft ground tunnels saving WMATA millions of dollars. However, while tunneling in a northern section of the Green Line, dewatering became a severe problem due to high iron content in groundwater and bacterial growth (bio-fouling), which resulted in an orange slime that clogged the well screens, pumps and piping. The slime results from iron-fixing bacteria growing when water pressure drops and the groundwater is aerated (enriched with oxygen) as it enters the well. Extensive efforts to backwash the wells with chemicals provided only short term and partial relief. As a result of insufficient dewatering, increased inflow occurred in the tunnel with consequent ground loss and settlement of the street, utilities and the front stoops of a number of adjacent houses. The contractor substituted very expensive chemical grouting for the unsuccessful dewatering.

Corrosive Soils

Soils containing sulfidic materials were encountered at several locations along the tunnel alignment. As a tunnel is mined and the lining is placed, any leakage of groundwater lowers the groundwater and exposes the sulfidic soil to aerobic conditions; the sulfides oxidize and form sulfuric acid. The pH value, which normally is near neutrality before drainage or exposure, may drop below 3. The transition from sulfidic materials to sulfuric acid may occur in as little as a few weeks. This occurred in the WMATA tunnels corroding and opening holes in steel liner plate and damaging concrete lining.

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New ANSI Regulations Impact Workers on All Roads & Highways

Failure to comply with the new ANSI clothing requirements can risk workers safety and potentially result in costly safety citations.

By Brian Nutt

In January 2010, the American National Standards Institute (ANSI) revised the American National Standard for High-Visibility Safety Apparel and Headwear. Although the changes were minor, the standard itself has been gaining acceptance and will ultimately impact workers on all roads, not just federal or state highways.

The growing recognition and enforcement of this standard will be felt throughout the construction industry. Failure to comply not only risks worker safety, but can result in costly safety citations, increased insurance premiums and higher payouts in a lawsuit.

Known as ANSI/ISEA 107-2010, the original safety standard was published in 1999. Its goal was to provide an authoritative guide for the design, performance specifications and use of high-visibility apparel.

Since then, ANSI 107 has become widely recognized as the benchmark for deciding what is and what isn't high visibility safety apparel.

In October 2009, OSHA issued an official letter stating that all highway and road construction workers must wear high-visibility apparel. Specifically, "High visibility apparel is required under the General Duty Clause to protect employees exposed to the danger of being struck by public and construction traffic while working in highway/road construction work zones."

This letter from OSHA also reinforced the ruling from the Federal Highway Administration (FHWA) that went into effect November 2008. It requires the use of ANSI 107 Class 2 or Class 3 apparel for workers working within the right of way who are exposed to either traffic or construction equipment on all federal-aid highways.

In December 2009, the FHWA published the long awaited Manual on Uniform Traffic Control Devices (MUTCD) 2009 revision. MUTCD requires all workers within the right of way or work zone to wear high visibility apparel that meets ANSI 107 Performance Class 2 or Class 3.

All states have until December 31, 2011 to be in substantial compliance with the national MUTCD. This is especially important for construction business owners since it impacts workers on all roads, not just federal-aid highways.

New Regulations Mean Increased OSHA Enforcement

With these new regulations requiring high visibility apparel that meets tougher ANSI Standards will come an increased enforcement effort from OSHA, insurance companies and the courts.

OSHA has already announced that it will use its General Duty Clause to cite employers who fail to provide high visibility apparel. According to Assistant Secretary of Labor for OSHA Jordan Barab, "Requiring the use of reflective vests is essential to help prevent workers from being injured or killed."

With the standards and rulings now in place, insurers are increasingly promoting the use of high visibility apparel. Safety and loss specialists are referring to the new requirements in training. Insurers are also citing employers who fail to provide the proper apparel, which can result in increased premiums for construction businesses.

High Visibility Safety Improves the Bottom Line

The safer your workplace, the fewer man hours lost, and the lower your insurance premiums. Working closely with your insurer also decreases the chance of receiving a costly citation from OSHA for a workplace violation.

The proper use of ANSI 107 Performance Class 2 or Class 3 apparel reduces the potential for negligence. If an accident does occur where a vehicle strikes a worker, a company's liability would be much greater if the employee was not wearing the proper personal protective equipment (PPE).

Ensuring ANSI 107 Compliance Means More than Just Wearing a Safety Vest

As a business owner, how can you be sure the high visibility safety apparel you buy meets the rigorous performance and design requirements spelled out in the ANSI 107 standard?

Start by checking the labels. Labels must identify the manufacturer, product type, commercial name or code, size and its specific ANSI standard. Labels must also include a pictogram that shows the performance class and level of photometric performance of the reflective tape. The pictogram can be either a specific drawing of the garment or a universal representation of a garment.

All manufacturers must conduct third-party testing of their material and reflective tape. They must also complete a compliance certificate that states they conform to the appropriate ANSI 107 level of performance. Be sure to request this proof of conformance when purchasing apparel.



For more details, a copy of the ANSI/ISEA 107-2010 standard can be purchased for \$62 from ISEA by going to its website www.safetysitequipment.org

Construction Workers Must Wear Appropriate High Visibility Apparel

Once your company provides high visibility apparel to your workers, it is critical that they actually wear the apparel and wear it properly.

If a worker leaves his/her vest in a truck after exiting, he/she is not compliant with the standard. If a worker fails to close the front of a vest, he/she is not compliant (See figure 2). If they wear an overused, dirty, faded product, they are not compliant.

Even if a worker is provided the right safety apparel, any accidents or inspections that occur can leave your company vulnerable to fines or litigation if the apparel is not worn or not worn properly.



For proper protection, a worker must be visible from 360 degrees-day or night in any weather. If a vest is not properly closed, it does not provide the required visibility for the worker. The same holds true for products that have exceeded their useful life. Unfortunately, wear and tear, dirt and exposure to sunlight are all common in the construction industry, so it is important to replace high visibility apparel periodically.

The U.S. Federal Highway Administration (FHWA) has made the following statement about the expected lifetime of high-visibility PPE garments:

The FHWA research into the service life of the high-visibility garments that are currently in use indicates that the useful service life of the vests depends greatly on the type of activities in which the workers are engaged while wearing the garments. The useful life of garments that are worn on a daily basis is approximately six months. Garments that are not worn on a daily basis are expected to have a useful service life of up to three years. The FHWA realizes that there might be some variation in the useful service life of these garments based on the care provided. [Federal Register Vol. 71, No. 226 Friday, November 24, 2006 Rules and Regulations p. 67798]

To meet the OSHA and MUTCD requirements, it is the employer's responsibility to ensure their workers have proper ANSI/ISEA 107 compliant apparel. It is also the employer's responsibility to ensure workers wear apparel properly and replace apparel if it has worn out.

Consult with your insurance provider, high visibility apparel manufacturer or PPE distributors to help educate your employees. Implement a formalized safety program for the use of high visibility apparel. It can improve employee safety, reduce insurance premiums and protect your company's financial future.

Reprinted from Construction Business Owner Magazine

Brian Nutt is a product manager for Tingley Rubber Corp. and a member of the ISEA High Visibility Products Group. For more information, visit www.tingleyrubber.com

Featured DBE Firm

DISTRICT SAFETY PRODUCTS



"A More Excellent Way"

District Safety Products, Inc. (DSP) is a full-line Safety Supply, Equipment and Janitorial Products Distribution Company. Founded in 1996 by Joseph S. Williams, Sr., DSP, Inc. is committed to providing quality products, competitive pricing, and the highest level of service. Our customers include private, state and federal agencies/organizations. In providing these industrial supplies, DSP, Inc. goes the extra mile to provide consumer education on market trends and ensures that all products comply with applicable government standards, specifications, and regulations.

We are the proud recipient of the **Supplier of the Year Award from Amtrak National Passenger Railroad.**

DSP, Inc. has a highly professional team of employees who are experienced in assisting our customers with purchasing requirements. We have relationships with leading industry specialists that allow our customers the additional value added of new product presentations, product training seminars for the proper use and application of our products, as well as industry specific seminars and workshops.

Our public and private sector certifications include:



At District Safety Products, Inc. our motto is *"A More Excellent Way."* We believe that establishing and nurturing relationships with our clients form the true basis of business rather than simply providing a price quote.

We make it our business to know our customers and work to support their bottom line through our product offerings and vendor-managed inventory capabilities.

If you are not a current District Safety Products, Inc. customer, please call us immediately so that we may begin to serve your Safety and Janitorial needs in *"A More Excellent Way."*

For more information, please contact:

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Upcoming Events & Other Information



Attention all MBE's in Construction:

The Center for Minority Business Development (CMBD) at Prince George's Community College is currently accepting applications for the Accelerator Program. The CMBD Accelerator Program provides existing and seasoned Minority-owned Business Enterprises (MBEs) in the construction industry with customized coaching services, technical assistance, and training to help MBEs build capacity to competitively bid on upcoming projects in Prince George's County. The CMBD Accelerator Program can help your business with the following:

- Assess your company's business processes, operations, sales projections, marketing, IT needs, etc.
- Provide professional consultation on ways to improve your business functions, cost, management, and operations
- Provide one-on-one business coaching from the *BEST* construction specialist in their field to help you achieve your strategic and financial goals.
- Provide in-depth training that will help you fine tune your skills in estimating, bidding, cost accounting, project management, human resources, marketing, sales and more

This is a once in a life-time opportunity to take your business to the next level! The cost for this service is *free*. **Applications are due by COB Tuesday, December 21, 2010.** Contact Dennis Smith, Director of Technical Assistance at smithdc@pgcc.edu and request an application today.

Space is limited, so call now!

Dulles Transit Partners has a DBE Project Goal of 10 percent Two agencies issue DBE certifications applicable to the DTP DBE Program:

Metropolitan Washington Airports Authority (MWAA)
[DBE Certification Application Website Address](#)



Virginia Department Minority Business Enterprise (VDMBE)
[DBE Certification Application Website Address](#)



NEED ASSISTANCE WITH YOUR DBE/LDBE CERTIFICATION?

Pawnee L. Wentt
PLW & Associates
7718 Saratoga Ridge Court, #201
Springfield, VA 22153
(703) 629-7510
plwassociates@verizon.net

Meet DTP's DBE FIRMS

The following firms are currently under contract at DTP

	DBE Firm	Work Description	ST	Point of Contact	Phone #	Email
1.	A&R Trucking	Trucking and Hauling	VA	Reggie Saunders	540-522-2087	ARTRUCKING07@YAHOO.COM
2.	AA Group	Site Preparation	VA	Konplay Chanthamixay	703-594-2677	
3.	AB Consultants	Landscape Design	MD	Amrish Patel	301-470-2476	AMRISH.PATEL@ABCONSULTANTSINC.COM
4.	ABM Trucking, LLC.	Trucking and Hauling	VA	Claudia Fuentes	703-843-6589	FUENTESCLAUDIA21@YAHOO.COM
5.	AC & DC Power Technologies	Furnishing/Installation of UPS and Batteries	GA	Marlene McCartha	678-817-7996	MCCARTHA1@EARTHLINK.NET
6.	ADA Trucking, LLC.	Trucking and Hauling	VA	Alexander Sandoval	703-296-7138	SALEXANDER@ADATRUCKING.COM
7.	AD Trucking, LLC	Trucking and Hauling	VA	Adan Abdi	703-200-1491	ADANABDI96@YAHOO.COM
8.	Aggregate Relocation Specialists	Trucking and Hauling	VA	Ginger Goff	540-347-4039	GOFF364@COMCAST.NET
9.	Air, Water and Soil Laboratories, Inc.	Environmental Research and Development Laboratories	VA	Carmela Tombes	804-358-8295	CTOMBES@AWSLABS.COM
10.	Alvarado Trucking, Inc.	Trucking and Hauling	VA	Rutilio Alvarado	571-225-1770	ROALVARADO@ALVARADOTRUCKING.COM
11.	Alvarenga Trucking	Trucking and Hauling	VA	Manuel Alvarenga	703-314-4307	DANNY1215@VERIZON.NET
12.	AM-1 Trucking, LLC.	Trucking and Hauling	VA	Alfred Medina	703-898-5911	RAWKEY00@GMAIL.COM
13.	A&M Concrete Corporation	Concrete Services	VA	Joe Alves	703-867-0634	ACORADO@AOL.COM
14.	Amelie Construction and Supply Company	Structural Steel, Poured Concrete Structure Construction	PA	Danielle Proctor	724-352-4700	DPROCTOR@AMELIECONSTRUCTION.COM
15.	American Enterprise, LLC	Trucking and Hauling	VA	Fanny Lopez	703-843-5577	EMAILDA@GMAIL.COM
16.	Amtrac Railroad Contractors of Maryland, Inc.	Railroad Construction	MD	Jacqueline Manzini	301-797-3730	JMANZINI@AMTRACMD.COM
17.	Andy Trucking, Inc	Trucking and Hauling	VA	Carlos Zanabria	703-303-8314	ANDYTRUCKING87@YAHOO.COM
18.	Andy & Eddie Trucking, Inc.	Trucking and Hauling	VA	Eduardo Estrada	703-856-7837	EDUCLA03@HOTMAIL.COM
19.	Aquia Trucking, Inc.	Trucking and Hauling	VA	Wilde Moran	571-237-6507	MORAN33645@AOL.COM
20.	ARG Tile, LLC	Trucking and Hauling	VA	Adalberto Rodriguez	703-587-4066	AYRTRUCKING@YAHOO.COM
21.	Arthur Construction Company	Concrete Installation	VA	Fatima Araujo	703-996-1155	FARAUJO@ARTHURCONST.COM
22.	Athavale, Lystad & Associates, Inc.	Staff Augmentation	VA	Tewelde Iyob	703-893-3104	TIYOB@ALAENGR.COM
23.	Baistar Mechanical	Plumbing, Heating and Air Conditioning	VA	H. K. Jun	703-941-9582	HK@BAISTAR.COM
24.	Barbee Curran Elevator Company	Elevators and Escalators	MD	Maureen Barbee	301-468-0470	MOBARBEE@AOL.COM
25.	Basnight Hauling	Trucking and Hauling	VA	Ted Basnight	757-963-6365	DOREENRAYMOND@MSN.COM
26.	Blaize Events & Media, Inc.	Marketing Consultants	VA	Vivian E. Blaize	757-473-0456	VIVIAN@BLAIZEEVENTSANDMEDIA.COM
27.	B&W Excavating and Land Clearing Company, Inc.	Excavating & Land Clearing	VA	Judy Beaty	703-631-0505	JBEATY396@AOL.COM
28.	Callahan Paving products	Construction Materials Wholesaler	PA	Terry Callahan	215-443-5040	TERRY@CALLAHANPAVING.COM
29.	Century Fence Construction, LLC	Temporary Fencing	MD	Bridget Burns	301-599-2073	CENTURYFENCE@CENTURYFENCE.NET
30.	Cerritos Jr Trucking, LLC	Hauler of Material	VA	Oscar Cerritos	703-906-2512	
31.	Cheshil Consultants, Inc.	Staff Augmentation	VA	Chet Bhimani	703-569-8763	CVBHIMANI@CCIONE.COM
32.	CHU Contracting, Inc	Roofing Contractor	VA	Gina Lee	703-378-8190	CHUCONTRACTING@YAHOO.COM

	DBE Firm	Work Description	ST	Point of Contact	Phone #	Email
33.	Contract Design & Development	Structural Steel Contractor	MD	Murry Edwards	301-256-6094	MURRYEDWARDS@CDDL.C.NET
34.	Cottoms Trucking, Inc.	Trucking and Hauling	VA	Herbert Cottoms	540-659-4543	REVCOTT@VERIZON.NET
35.	Councell Computer Products	Office Supplies	MD	Marianne Councell	301-220-0417	MCOUNCELL@COUNCELL.COM
36.	Crystal Steel Fabricators, Inc.	Fabricated Structural Metal Manufacturing	DE	Bill Lo	302-846-0613	WLO@CRYSTALSTEEL.COM
37.	CTI/DC	Ready Mix Concrete	DC	Darryl Stuckey	202-863-0904	DSTUCKEY@CTI-DC.COM
38.	Cuzcatlan's Trucking, LLC	Trucking and Hauling	VA	Miguel Calderon	703-898-2272	
39.	Dapaber Hauling, Inc.	Trucking and Hauling	VA	Dario Bernal	703-328-1340	DBER050@MSN.COM
40.	Del Cid General Contractors, Inc.	Painting	VA	Nelson Del Cid	703-329-8481	DELCIDCONTRACTORS@YAHOO.COM
41.	Devcon Contracting, Inc.	Trucking and Hauling	VA	Derek Francis	804-400-6635	LETSHAULIT@AOL.COM
42.	District Safety, Inc.	Safety Products	VA	Joseph S. Williams	703-802-8226	CUSTSERV@DISTRICTSAFETY.COM
43.	Diversity Enterprises, L.L.C.	Trucking and Hauling	VA	Joseph Welch	703-491-3480	JANETP@VERIZON.NET
44.	Domingo Gonzales Associates, Inc.	Architectural Lighting Consultant	NY	Elizabeth Marin	212-608-4800	ADMIN@DGALIGHT.COM
45.	DW & M Trucking,	Trucking and Hauling	VA	Elmer Mejia	703-932-6874	DWMTRUCKINC@VERIZON.NET
46.	E. Ann Jackson	Jacking and Boring	VA	Ann Smith	804-265-5633	EANNJACKSONINC@YAHOO.COM
47.	E Jackson Hauling	Trucking and Hauling	VA	Edwin Jackson	804-883-5691	
48.	EJE Trucking, LLC	Trucking and Hauling	VA	Nelson Gomez	703-677-4766	NELSONGOMEZ@YAHOO.COM
49.	El Suave Trucking	Trucking and Hauling	VA	Jorge Chavez	703-220-8521	
50.	EMC2, Inc.	Support of Excavation Design	MD	Surinder Singh	301-424-8696	SURINDER@EMC2ENGINEERS.COM
51.	Emergency Serv Hauling, Waste & General Contracting	Trucking and Hauling; Solid Waster Collection	DC	Cornell Saddler	240-793-4878	CORNELLSADDLER@GMAIL.COM
52.	Engineering and Materials Technologies, inc.	Geotechnical Testing	VA	Shaz Moosa	703-361-9898	SHAZ@EMTECHENGINEERS.COM
53.	EPCM, Inc	General Contract, Design, Engineering	VA	Bhupinder Sohi	703-503-0900	BSOHI@EPCM-INC.COM
54.	Esteban A & Company	Reproduction and Printing Services	VA	A. Chris Esteban	703-532-6090	CESTEBAN@ESTEBAN.COM
55.	EV Trucking, Inc.	Trucking and Hauling	VA	Maria Vina	703-582-7505	EJVINA@YAHOO.COM
56.	Executive Personnel Services, Inc.	Construction and Labor Personnel, Janitorial Services	DC	Gerald Shealey	202-772-4278	PERSONNEL@EPSISTAFFING.COM
57.	Fairchild Trucking, Inc.	Trucking and Hauling	VA	Layton Fairchild	540-582-5374	DMAMAJANE@AOL.COM
58.	Fine Art Photography	Photography	MD	Billie Nicholson	301-460-7977	MARK@HOTSHOTSPHOTOGRAPHY.COM
59.	FMC & Associates	Materials Testing	DC	Fadil Abdelfatah	202-863-0911	FADIL@FMCASSOC.COM
60.	Gainesville Plumbing, LLC	Plumbing and HVAC	VA	Janis Jones	571-248-8727	JANIS.JONES@GAINESVILLEPLUMBING.COM
61.	Gazu Trans	Trucking and Hauling	VA	Deterlino Revollo	571-344-0300	Y2KGAZU@YAHOO.COM
62.	Gil Trucking	Trucking and Hauling	VA	Jorge Gil	703-726-8624	GILTRK1@AOL.COM
63.	G&C Equipment	Construction Supply	DC	Bonnie Chester	202-248-5070	BONNIE@GANDCCORP.COM
64.	G.W. Peoples Contracting Company, Inc.	Railroad Equipment and Supplies	VA	Renee Y. Banks	202-488-7185	GWPEOPLES@AOL.COM
65.	Golden Eagle Construction Co. LLC	Construction Supply; Highway, Street and Bridge Construction	VA	Kenneth Witcher	703-369-7623	GOLDENEAGLECO@AOL.COM
66.	Goel Construction Services	Site Demolition	MD	Piyush J. Goel	202-457-0111	PJ-GOEL@GOELCONSTRUCTION.COM
67.	Great Lakes Contracting	Custom Metal Fabricators	WI	Bill Beson, Jr.	414-463-9355	WRB@GREATLKS.COM
68.	Greenhow & Sons Trucking	Trucking and Hauling	VA	Greg Greenhow	703-404-3688	THEGREENHOWFAMILY@HOTMAIL.COM
69.	Hampton Trucking, Inc.	Trucking and Hauling	VA	Teresa Hampton	703-834-9760	EARLEHAMPTON@AOL.COM
70.	Harris Group Promotions and Supply, LLC.	Direct Mail Advertising, Other Services Related to Advertising	VA	Marvin Harris	804-272-2994	MHARRIS@MAPINV.COM

	DBE Firm	Work Description	ST	Point of Contact	Phone #	Email
71.	Hernandez Trucking	Trucking and Hauling	VA	Milton Hernandez	571-436-1727	HFMILTON@HERNANDEZ.COM
72.	H.F. Morales Trucking, Inc.	Trucking and Hauling	VA	Hugo Morales	571-259-7187	
73.	HSA, Inc.	Geological Engineering Services	DC	Harish Senapathy	202-269-6110	HARISH.SENAPATHY@HSAINC.BIZ
74.	I&B Associates, Inc.	HVAC	DC	Harvey Brackett	202-722-1900	DMOORE@AVASERVICES.COM
75.	Ideal Electrical Supply Corp.	Electrical Supplies	DC	Cora Williams	202-526-7500	
76.	International Resources Group	Industrial & Construction Supplies	VA	Chris Allison	703-239-2658	VAFAR@STORES.FASTENAL.COM
77.	Irays 1 Trucking, Inc.	Trucking and Hauling	VA	Samuel Villalta	703-595-1805	SVUKKAKTA@IRAYSTRUCKINGINC.COM
78.	Jacobo, LLC	Trucking and Hauling	VA	Jcacobo Carcamo	703-609-0798	CARCAMO.5@HOTMAIL.COM
79.	Jaime R. Arispe	Trucking and Hauling	VA	Jaime Arispe	703-606-9069	ARISPE@YAHOO.COM
80.	Jaimie Pozo Fernandez dba CJP Trucking	Trucking and Hauling	VA	Jaime Fernandez	571-722-4680	
81.	Jara Trucking, Inc.	Trucking and Hauling	VA	Jose Jara	703-402-3756	
82.	J. Baires Trucking, LLC	Trucking and Hauling	VA	Jose Baires	571-259-0149	JBAIRESTRUCKING@COMCAST.NET
83.	J Brooks Trucking, LLC.	Trucking and Hauling	VA	Joseph Brooks	703-932-6338	NICENSL0W267@YAHOO.COM
84.	Jenkins Limousine & Transportation	Passenger Transportation	DC	Darryl Jenkins	301-203-6600	JENKINSLIMO@VERIZON.NET
85.	JD Littlejohn	Trucking and Hauling	VA	James Littejohn	703-492-2700	JDLITTLEJOHNINC@YAHOO.COM
86.	JMR Trucking, Inc	Trucking and Hauling	VA	Jose Rodriguez	571-436-8565	
87.	Jose Alvarenga dba Top Dogs Hauling	Trucking and Hauling	VA	Jose Alvarenga	703-898-6100	AMYALVARENGA@YAHOO.COM
88.	JP and Concepts Co.	Railroad Equipment and Supplies	FL	Joann Forance	239-437-3108	FORANCEJ@AOL.COM
89.	K&B Summers	Trucking and Hauling	PA	Rebecca Summers	717-733-3139	KANDB@SUMMERSTRUCKING.COM
90.	KC Engineering	Staff Augmentation	IA	Kent Claus	712-252-2100	KENT@KCENGINEER.COM
91.	KD Jones & Sons Trucking LLC	Trucking and Hauling	VA	Keith Jones	703-898-0313	TANDKTRANSPORTERS@GMAIL.COM
92.	Keys Material & Utilities	Construction/Water/ Sewer, Material Supplier	MD	Jerrie Ann Keys	301-854-5283	KEYSINC@COMCAST.NET
93.	KGJ Trucking	Trucking and Hauling	VA	Parminder Athwal	703-431-1053	SUNTO3@VERIZON.NET
94.	KT Trucking, LLC	Trucking and Hauling	VA	Kifle Kassa	703-856-7147	KTDUMPTRUCKING@YAHOO.COM
95.	L&M Trucking, Inc.	Trucking and Hauling	VA	Luis Guzman	571-437-4183	LGZMAN@COMCAST.NET
96.	L J Trucking, LLC	Trucking and Hauling	VA	Lilian Hernandez	571-212-3288	ZOYROSA09@YAHOO.COM
97.	LL&G Lawncare	Landscaping	VA	Lawrence Easley	434-476-1316	LLANDGLAWNCARE@HOTMAIL.COM
98.	Las Rocas Trucking, Inc	Trucking and Hauling	VA	Arnulfo Reyes	703-393-9532	RASOCIADOS@AOL.COM
99.	Lion Trucking, LLC	Trucking and Hauling	VA	Asmerom Ambaye	703-966-9274	ASMER12@GMAIL.COM
100.	Lopez S Trucking, Inc.	Trucking and Hauling	VA	Saul Lopez	703-401-4220	
101.	M & S Fabricators, Inc.	Structural Steel	VA	Renata Allbeck	434-369-1170	MANDSFAB@AOL.COM
102.	M & V Trucking Service	Trucking and Hauling	VA	Walter Maranon	703-507-5711	MARANON4@YAHOO.COM
103.	M.A.A.C Trucking, LLC	Trucking and Hauling	VA	Miguel Alvarez	571-490-1239	MAACTRUCKING@GMAIL.COM
104.	MA Engineering Consulting	Civil Engineering, Environmental and Land Surveying Services; Utility Location	NC	Arvin Maniktala	877-623-2123	MAEC@MAEC.COM
105.	Maison Culinaire, Inc.	Catering Services	VA	Sus Grondin-Butler	571-203-0111	SUS@MAISONCULINAIRE.COM
106.	Marvin Trucking LLC	Trucking and Hauling	VA	Martin Castro	571-337-3848	OCTR1@AOL.COM
107.	MATM Trucking	Trucking and Hauling	VA	Addis Woldetsadik	703-909-7814	MEHATEMA@YAHOO.COM
108.	Mayhan Enterprizes	Site Preparation Contractor	DC	Clyde Mayhan	202-234-1416	CLYDE@MAYHANENTERPRIZES.COM
109.	MCG Trucking	Trucking and Hauling	VA	Engeberto Gomez	571-436-1581	
110.	MCV Associates	Transportation Consultants	VA	Joe Mehra	703-914-4850	MCV@MCVAINC.COM
111.	Melvin & Son Trucking, Inc.	Trucking and Hauling	VA	Yanci Portillo	703-444-3077	PORTILLOFAMILY@YAHOO.COM
112.	Mendez Trucking, Inc.	Trucking and Hauling	VA	Jesus Mendez	571-238-5965	

	DBE Firm	Work Description	ST	Point of Contact	Phone #	Email
113.	Mendoza Trucking, LLC	Trucking and Hauling	VA	Anselmo Mendoza	703-906-4834	ANSELMO@NOEMAIL.COM
114.	Metropolitan Parking and Transportation	Passenger Transportation	VA	Vanessa Biatchon	703-448-9790	VBIATCHON@MPTSERVICES.COM
115.	Mid-Atlantic Security Agency	Security Guard Services	DC	Larry Davidson	443-277-7920	MIDATLANTICSECURITY@COMCAST.NET
116.	Mimar Architects, Inc.	Architectural and Eng. Services	MD	Khalid Bhatti	410-944-4900	KBHATTI@MIMARCH.NET
117.	Molecular Systems, Inc.	Roofing/Materials Supplier	MD	Mack Jenkins	301-499-6826	MSI9200@AOL.COM
118.	Monte Trucking, Inc.	Trucking and Hauling	VA	Neri De Jesus Marquez	371-915-7553	
119.	Moore, William G & Son	Supply of Lumber, Timber and Allied Products	NJ	Audrey Troise	732-303-6049	WGMOORELBR@AOL.COM
120.	Morcom International Inc.	Electrical Contractors	VA	Manuel Ojeda	703-263-9305	EWRIGHT@MORCOM.NET
121.	Morgan Oil Corporation	Fuel	VA	Mary C. Morgan	540-364-1591	MORGANOILCORP@HOTMAIL.COM
122.	Murcia Trucking, Inc.	Trucking and Hauling	VA	Maximiliano Murcia	703-650-8999	MURCIAMAX@VERIZON.NET
123.	Nationwide Electrical Services	Electrical Contractors	DC	John Young	202-636-3800	JYOUNG@N-E-S.NET
124.	New York Sky, LLC	Trucking and Hauling	VA	Rosa Sibrian	703-955-9041	MSHENRIQUEZ727@YAHOO.COM
125.	NIS Corporation	Engineering Consultants	VA	Kingsley Obaji	703-435-3330	KOBAJI@NISSOLUTIONS.COM
126.	Oehlerking Hauling, Rigging and Heavy Equipment, Inc.	Rigging Large-scaled Equipment, Trucking and Hauling	MD	Angela Oehlerking	301-274-3803	ANGELA@OEHLERKINGHAULING.COM
127.	Old Dominion Electrical Supply	Electrical Supply	VA	Harold Parker	804-344-5440	ODES01@VERIZON.NET
128.	One of a Kind Trucking	Trucking and Hauling	VA	Jose Mejia	703-297-1804	ONEOFKINDTRUCKING@GMAIL.COM
129.	P.J. Casanave Land Clearing Company	Site Preparation/ Clearing and Grubbing	VA	Jean Casanave	804-785-2392	JCASANAVE@SITECLEARING.COM
130.	Pessoa Construction Company	Utilities and Concrete	MD	Julio Pessoa	301-322-5190	MIKE@PESSOACON.COM
131.	Portico Realty Services	Electrical and Heavy Highway Construction, Facility Maintenance Services	VA	Brenda Frank	571-323-5965	BRENDA.FRANK@PORTICO.SERVICES.COM
132.	Precision Communication & Technology	Telephone Equipment	VA	Perry L. Gaskins	571-237-9570	GASKINSP@PRECISIONCT.COM
133.	Premier Reprographics	Reproduction and Printing Services	VA	Vickie Banks	703-370-6612	VICKIE@PREMIERREPRO.COM
134.	Prime 1 One, Inc.	Janitorial Services	VA	Johnny L. Smith	703-221-8919	PRES@PRIMEONE-POWER.COM
135.	Prince Construction	Building Construction Equipment	DC	Alberto Gomez	202-889-5050	ALBERTO.GOMEZ@PRINCECONSTRUCTION.COM
136.	Quality Building Supplies for Industry	Structural Steel, Roofing Materials	OH	Edward Haynes	419-832-2202	QUALITYBLDGINC@AOL.COM
137.	Quantum Dynamics, Inc	General Contract, Design, Engineering	VA	Audrey Price	703-356-5240	APRICE@QDYNCORP.COM
138.	RDB Trucking	Trucking and Hauling	VA	Rene Balcazar	703-498-1046	RDB@AOL.COM
139.	RE8 Trucking, LLC.	Trucking and Hauling	VA	Jose Romero	571-220-5308	
140.	RECON2, LLC	Office Furniture	VA	Sam Reid	703-459-6475	RECON2@COX.NET
141.	Roadside, Inc.	Mowing Services	VA	Bonnie Dean	757-898-6151	ROADSIDE2@COX.NET
142.	Rodo, Inc dba Mickey and Garfield Trucking	Trucking and Hauling	VA	Sarah Smith	703-486-1565	SMAES746@YAHOO.COM
143.	Rojas Larco Trucking Inc.	Trucking and Hauling	VA	Janet Rojas	703-675-1787	RLTINC@COMCAST.NET
144.	Rosales Construction, LLC	Trucking and Hauling	VA	Jose Rosales	703-843-5444	GALADJ2004@HOTMAIL.COM
145.	RTR Technologies, Inc.	Heating Products and Systems	MA	Rosalie Berger	413-298-0025	R.BERGER@RTRTECHNOLOGIES.COM
146.	Sabra Wang & Associates Inc	Civil/Structures/Traffic Engineering Consultants	MD	David Wang	410-737-6564	DWANG@SABRA-WANG.COM
147.	San Jeronimo, LLC	Trucking and Hauling	VA	Veronica Abaunza	703-655-4471	EABAUNZA@HOTMAIL.COM
148.	Santos R. Bonilla dba RB Trucking	Trucking and Hauling	VA	Santos Bonilla	703-999-4914	SANTOSBONILLA@RBTRUCKING.COM
149.	SAS Electrical Service, Inc.	Electrical Services	VA	Shirley Stewart	703-464-0033	SHIRLEY.STEWART@VERIZON.NET
150.	SF Trucking Company	Trucking and Hauling	VA	Soheil Yazbi	703-250-2582	

	DBE Firm	Work Description	ST	Point of Contact	Phone #	Email
151.	Shark Trucking, LLC	Trucking and Hauling	VA	Hector Calderon	703-496-6844	SHARKTRUCKING@GMAIL.COM
152.	Shayan Trucking	Trucking and Hauling	VA	Sharahrouz Sharifaie-Arabi	703-843-4259	SHAHR1963@YAHOO.COM
153.	Shej Incorporation	Trucking and Hauling	VA	Jagtar Singh	571-274-9493	
154.	Sheladia Associates	Staff Augmentation	MD	Manish Kothari	301-590-3939	ABAKSHI@SHELADIA.COM
155.	Sidhu & Associates	M/E/P AND IT Engineering Services	MD	Devindar Sidhu	410-329-1115	SIDHU@SIDHUAI.COM
156.	Simple Hauling	Trucking and Hauling	VA	Orlando Orellana	571-258-7993	OORELLANA2008@HOTMAIL.COM
157.	Swanson Services, LLC.	Security Guard Services	VA	Wayman Swanson	804-641-2610	WMS@WAYMANSWANSON.COM
158.	Tavares Concrete	Highway, Street and Bridge Construction/Concrete Paving	VA	Armando Tavares	703-550-7377	ATAVARES@TAVARESCONCRETE.COM
159.	The Matthews Group, Inc.	Grading And Site Preparation	VA	Rusty Cook	800-610-9005	TMATTHEWS@TMGWORLD.NET
160.	Tidewater, Inc.	Engineering Consultants	MD	H. Prasad Dissanyake	410-997-4458	PRASAD@TIDEH2O.NET
161.	TK Services, Inc.	Heating and Plumbing Contractors	VA	Margaret Kennedy	703-778-3319	MKENNEDY@TKSERVICESINC.COM
162.	Tobar Construction	Poured Concrete Foundation and Structure	MD	Emilio Calderon	301-595-2042	CONCRETE@TOBARCONSTRUCTION.COM
163.	Torres Trucking	Trucking and Hauling	VA	Bernardo Torres	703-987-1460	TORRESTRUCKINGVA@GMAIL.COM
164.	TRS Consultants	Payroll Services	CA	Ranjit Chakravorti	925-275-9870	RANJITC@TRSCONCULTANTS.COM
165.	U Can Trust Pest & Termite Service	Pest Control	VA	Lenwood Harris	703-549-5828	UCT_LENNY@VERIZON.NET
166.	Universal Adaptive Consulting Services	Computer Services	VA	Colleen Payne	804-288-8270	COLLEEN@UACSI.COM
167.	U.S International Marketing, Inc.	Computer Services	VA	Sonal Dharia	703-222-0894	SONAL@USIMKT.COM
168.	Valley Business Forms	DTP Orientation and Outreach Handouts	VA	Marcia Wills	540-967-3962	VAFORMSLADY@AOL.COM
169.	Valley Green Landscaping	Landscaping	VA	Cheryl Sheppard	703-820-5030	VALLEYGREENLANDSCAPING@COX.NET
170.	Veteran Steel Solutions	Reinforced Steel, Welding	VA	Yaw Acheampong	301-503-9090	ACHEAMPONG@VET-STEELPROD.COM
171.	Vigil Contracting, Inc.	General Contractor	MD	JJ Vigil	410-451-9510	JJ@VIGILBUSINESS.COM
172.	Villanueva Trucking, Inc	Trucking and Hauling	VA	Jose Villanueva	571-437-1222	
173.	Wilfredo's Trucking, Inc	Trucking and Hauling	VA	Wilfredo Perez	703-357-6474	WILFREDOSTRUCKING@YAHOO.COM
174.	Wings Enterprises, Inc.	Reinforced Steel Supply and Installation	DC	Jean Wanner	202-636-0047	WINGSENTPR@AOL.COM
175.	WD Trucking, LLC.	Trucking and Hauling	VA	Bill Washington	540-903-6776	WASHINGTON1216@AOL.COM
176.	WRM Trucking	Trucking and Hauling	VA	Walter Maldonado	571-291-1523	WRM1TRUCKING@GMAIL.COM
177.	Wunna Contracting, Inc.	Concrete Installation Services	VA	Nyein Min	703-303-6142	NMIN@WUNNACONTRACTING.COM

Related Links



[Counselors to America's Small Business](#) - Small business advice and workshops

[District of Columbia Commercial Revitalization Center](#) - Technical and funding assistance for small businesses

[District of Columbia Small Business Development Center](#) - District of Columbia small business information site

[Federal Business Opportunities](#) - Federal Agencies Procurement and subcontracting opportunities

[Maryland Procurement Technical Assistance Program](#) - Technical and funding assistance for small businesses

[Maryland Small Business Development Center](#) - Maryland small business information

[Ready Business](#) - Emergencies and small business continuity planning

[U.S. Department of Transportation](#) - Small business and Disadvantaged Business resources

[U.S. Small Business Administration \(SBA\)](#) - Small business financial assistance

[U.S. Small Business Administration \(SBA\)](#) - Small business resource

[Virginia Department of Business Assistance](#) - Virginia small business information

[Virginia Department of Minority Enterprise](#) - Business certification and procurement opportunities



Frequently Asked Questions



Q: How can I do business on the Dulles Corridor Metrorail Project (DCMP) and with Dulles Transit Partners (DTP)?

A: [Visit our website](#) and review the bid opportunities section. This list is updated every two weeks with upcoming packages and deadlines.

Q: Where can I find the prequalification questionnaire?

A: All prequalification questionnaires, once released, are posted on [the DTP website](#). If a prequalification questionnaire is required, all firms interested in bidding on the work package must complete the questionnaire and be approved prior to being added on to the bidders' list of potential prime contractors.

Q: I'm a DBE firm and am interested in working on the Dulles Corridor Metrorail Project. What do I do?

A: All of the major subcontracts and purchase orders have DBE goals attached to them. Check the DTP website often for bid opportunities and stay updated with our weekly Procurement Alert which will list important dates and DBE goals for all upcoming packages. (If you are not receiving the Procurement Alert, [e-mail us](#) to be added to the distribution list.)

Q: My firm did not pass the prequalification phase or is not large enough to bid as a prime contractor on the upcoming DTP packages. What should I do?

A: An option for firms seeking sub-tier opportunities is to review the bidders' lists for all upcoming work packages once the Requests for Proposals (RFP) have been released. In addition, DTP also [posts the list of potential prime contractors that have received the prequalification questionnaire](#). Click on "Bidders' List" to obtain contact information of the bidding prime contractors.

Q: What is the DBE Vendor Reference Guide posted on the DTP website and how can my business be added?

A: The DBE Subcontractor/Vendor Reference Guide provides those organizations currently doing business — or those proposing to do business with DTP with a comprehensive list of available DBE firms as a reference guide. This reference guide is composed of firms that: 1) are currently, or have been in the past, under contract with DTP directly or with DTP's prime subcontractors; or 2) that have been contacted by the DBE team during the sourcing process and included on the bidders' lists. If your firm is a DBE in Virginia, the District of Columbia, or Maryland, and you wish to be added, e-mail your company's capabilities statement and contact information to dbe.program@DullesTransitPartners.com.

Q: I am a minority business and LDBE and LSDBE certified. Does that count?

A: To be considered a Disadvantaged Business Enterprise (DBE) as it applies to the DCMP, you must be certified as a DBE in the Commonwealth of Virginia by either the Metropolitan Washington Airports Authority (MWAA) or the Virginia Department of Minority Business Enterprise (VDMBE). [E-mail us](#) to find out more information.

Q: I have a CBE/WBE/MBE/HUB Zone/8(a) and/or Veteran-Owned certification. Does that count?

A: While DTP recognizes the value of the above certifications, they are not applicable to the project DBE goal. To be considered a DBE as it applies to the DCMP, you must be certified as a DBE in the Commonwealth of Virginia by either the Metropolitan Washington Airports Authority (MWAA) or the Virginia Department of Minority Business Enterprise (DMBE). If your firm is not located in Virginia, you must obtain DBE certification from your home state before applying in Virginia. [E-mail us](#) for more information.

Questions or comments, please write to dbe.program@DullesTransitPartners.com.