

# New CSX Virginia Avenue Tunnel Is Not Your Typical Construction Site

STERLING, Va., August 3, 2015 — Every contractor has a list, at least in the back of his or her mind, of issues that can make a construction project complex or difficult.

The CSX Virginia Avenue Tunnel in Washington, D.C., wins the prize hands down for involving just about every issue on the list and then some, says Pedro Hernandez, director of project management, estimation and field operations for R.B. Hinkle Construction, the dry utility subcontractor for the project.

Phase I of the project involves building a new, single-track railroad tunnel, tall enough to accommodate double-stacked freight cars, right next to the existing, 110-year-old, single-track tunnel, while the existing tunnel is operational.

Issues that complicate the project include:

- A crowded urban setting with traffic and parking impact
- Proximity to a U.S. Marine barracks, an assisted-living facility for senior citizens, private residences and commercial buildings, raising concerns about construction dust, noise and vibration
- The presence of a creek encased in concrete running under the tracks that must be protected on the project site

All of the above has made the nearly \$200 million project extremely challenging, to say the least. The existing tunnel is nearing the end of its useful life, and the new one is critical to eliminating a significant bottleneck in the East Coast's rail transportation network, according to CSX Transportation.

R.B. Hinkle Construction, a PLH Group Company, has a \$1.5 million contract with Clark/Parsons, a joint venture between Clark Construction, one of the area's premier general contractors, and Parsons Transportation Group for installing the underground duct bank and manholes for electrical utility infrastructure that have to be relocated to clear the path to build the new tunnel. The work, which began in early May and is scheduled to wrap up around year end, involves extra safety regulations to follow beyond the standards mandated by OSHA, Hernandez said.

"This is definitely a complex project for many reasons, but we're proud to be involved in it, and we like to look at the complexities as challenges," he said.

“After all, if it was an easy project, anyone could do it. One of the big reasons R.B. Hinkle was chosen for the contract was because of our operators’ skill sets with confined-space, urban excavations.”

To learn more about the CSX Virginia Avenue Tunnel project, visit:

<http://www.virginiaavenuetunnel.com/>

**About R.B. Hinkle Construction, Inc.**

R.B. Hinkle Construction, a PLH Group Company, is an underground and overhead utility contractor, specializing in the installation of conduit, manholes and street lights through trenching, directional drilling and moling. The company also provides underground energized cable installation, including replacements, upgrades, new cable and service restoration. For more information, visit [www.RBHinkle.com](http://www.RBHinkle.com).

**About PLH Group, Inc.**

PLH is a leading provider of construction and maintenance services to the electric power delivery and pipeline industries in North America. Its customers include many of the largest utilities, regional cooperatives, renewable energy developers, commercial and industrial customers, and major oil and gas producers and midstream companies. PLH, a company started by Energy Capital Partners, has acquired Sun Electric, TESSCO, AIR2, Auger Services, Snelson Companies, Southeast Directional Drilling, M&M Pipeline Services, Energy Services South, Pipeworx, TTR Substations and R.B. Hinkle Construction. For more information, visit [www.PLHGroupInc.com](http://www.PLHGroupInc.com).

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