Steady Progress on Rail Yard at Dulles Airport

As the Dulles Corridor Metrorail Project moves forward with Phase 2, construction also moves forward on a facility of equal importance – the Rail Yard and Maintenance Facility. Hensel Phelps (HP) is the contractor building the rail yard. The facility will provide service to Metrorail cars, house trains and provide administrative work space.

“The rail yard will house five major buildings, several smaller buildings and approximately four miles of storage track. In addition to other important installations for use in the maintenance facility,” said David Bonnallie, the Airport’s Authority onsite construction manager.

The following onsite buildings are in the rail yard:

- The Service and Inspection Building where Metrorail trains will be maintained;
- The Warehouse Building
- The Maintenance of Way Building where track maintenance equipment and vehicles will be serviced
- The Train Wash Facility that will serve as a car wash for Metrorail trains
- A Transportation Building that will serve as an administration facility for train operators.

See RAIL YARD on Page 2.

Did you know?

- The road widenings taking place along Sunrise Valley Drive will improve access to Herndon Rail Station parking facilities.
- The rail project will soon be doing some maintenance and road repairs near bus stops along Route 7 near the Spring Hill Station. Watch for traffic alerts!
- Pedestrian bridge work continues at several stations.

Ongoing construction at the Herndon Station. (Photo by John Kearney, Construction Manager.)
Meet The Team:
Shirlene Cleveland

The Dulles Corridor Metrorail Project named to leadership position Shirlene Cleveland as its new Project Director of Package A, which includes the stations, track and structures. The project also includes a new rail and maintenance yard, called Package B.

Cleveland is charged with overseeing virtually all of the design and construction of the Silver Line Phase 2 rail line. But, this isn’t her first time around the Metrorail block. “I came from the Purple Line,” Cleveland said. “It’s really nice to be in the middle of all this activity.”

Cleveland is a powerhouse of transportation knowledge. With a master’s degree in civil engineering, she has spent 20 years managing various transportation projects.

At the Virginia Department of Transportation (VDOT), Cleveland managed the Route 50 widening and the Gloucester Parkway Connection in Ashburn. Before that, she worked with the Maryland State Highway Administration (SHA) for 13 years and spent nine of those years on the Woodrow Wilson Bridge project.

In fact, the Woodrow Wilson Bridge faced many of the same questions as the Silver Line. Nearby communities were concerned about negative impacts on their homes, roads and local government.

But today, that’s a different story. “I don’t know of a single person who doesn’t think of that as an amenity now,” Cleveland remarked.

Much like the Woodrow Wilson Bridge communities, residents around Phase 2 of the Silver Line will benefit from reduced traffic congestion and increased economic development.

“I love building this amazing infrastructure that’s really going to be of help to this community,” she said.

Contact the Dulles Corridor Metrorail Project’s Communications and Outreach Office at 703-572-0506 or outreach@dullesmetro.com. To report construction concerns, call the Project Hotline at 1-844-385-7245.

The Dulles Corridor Metrorail Project has completed the first pedestrian bridge for Phase 2 of the Silver Line project. This bridge connects Innovation Center Station to an entrance pavilion. This station will host bus bays, a kiss & ride, and more than 2,000 parking garage spaces. (Photo courtesy of Phil DeLeon/DRPT.)

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- The smaller buildings will include a guard house, vehicle storage facility, a salt dome and a storage building.

In the summer of 2015, HP began work on tree clearing and removal of topsoil, followed by basement excavation work, before proceeding with general earth and foundation work.

According to Bonnallie, construction is about 50 percent complete as of June 2017. Current work in the yard includes the ongoing installation of structural steel and the precast panels for the buildings. After the precast installation work is finished, the buildings will be enclosed and then the installation of the interior walls and doors begins.

The Metropolitan Washington Airports Authority, the managing entity of the project, will turn the project over to the WMATA, which will operate it as part of Washington’s regional Metrorail system, upon completion.

Facing the Service and Inspection Building looking toward the abutment. The rail yard entrance is being prepared for tracks and switches to bring trains into the maintenance yard. (Photo by David Bonnallie/Dulles Corridor Metrorail Project)

Facing east from the future Control Tower toward the Transportation Police Building. Train storage track installation is underway at the Dulles Maintenance Yard. (Photo by David Bonnallie/Dulles Corridor Metrorail Project).

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