

Upcoming Projects

California

Alameda County

New Irvington Tunnel San Francisco Public Utilities Commission

Constructing a tunnel parallel to the existing Irvington Tunnel, in Alameda County, Calif., will allow the San Francisco Public Utilities Commission to decommission the Irvington Tunnel for inspection and rehabilitation to improve the water delivery reliability. Located between the Calaveras and Hayward Fault Zones, the mixed-face tunnel is made up of inter-bedded layers of sandstone and shale, with several smaller fault zones. Adding more complications, the tunnel offers 700 ft of cover and high hydrostatic head with potential water inflows up to 1,000 gpm.

An 18,200-ft long excavation is proposed with the installation of a 10-ft inside diameter concrete liner. There will also be construction of a new access road to the Irvington Portal and a new Portal within the piping manifold. Additional isolation valves and connections to the Bay Division Pipelines, originating from the Irvington Tunnel site, will also be installed. The total construction cost for the project is estimated at \$154 million. The bid date has been proposed for March 2009, with an estimated construction start around August 2009.

Berkeley-Orinda

The Caldecott Tunnel Project California Department of Transportation

The Caldecott Tunnel connects Alameda and Contra Costa Counties via state Route 24, and The Caldecott Improvement Project proposes to alleviate traffic congestion along Route 24 by constructing a fourth bore of the Caldecott Tunnel. The goals of the project are to improve mobility for motorists and emergency crews along State Route 24 via the Caldecott tunnels, reduce delays and improve travel times, eliminate the need for daily tunnel lane reversals and merges, enhance safety for the traveling public and Caltrans maintenance workers and respond to Regional Measure 2 and Contra Costa County Measure J.

The project is fully funded with a total production cost estimated at \$420 million.

The design phase will be completed in summer 2008. Construction is planned to begin in the summer of 2009, with a completion in 2013 or 2014. It's proposed that excavation will be completed primarily by roadheader with around-the-clock activity from both sides. If the construction is limited to one side, the project's duration will be increased by

14 months, increased cost of \$45 million and increase risk for serious delays. A sound-isolating and absorbing temporary soundwall will need to be built — 1,000 ft long and 35 to 40 ft high.

San Mateo County

New Crystal Springs Bypass Tunnel San Francisco Public Utilities Commission

Beginning from the south and mostly through bedrock contained within the Franciscan Complex, classified as mélangé and sandstones, the New Crystal Springs Bypass Tunnel will provide system redundancy for the vulnerable Crystal Springs

Bypass Pipeline and improve delivery reliability. The tunnel passes under San Mateo Creeker near the north, where potential pre-grouting may be needed to strengthen the creek bed.

The excavation will measure 13-ft diameter and 4,200 ft long. Installation of initial pre-cast concrete segmental lining will be needed to support the tunnel excavation, in addition to the installation of additional isolation valves, vaults and connections to the existing pipelines and/or tunnel ends. The tunnel will sport an 8-ft ID welded steel pipe final liner. The total construction cost is estimated at \$57 million.

Indiana

Indianapolis Belmont-Southport Interplant Connect City of Indianapolis

A key component of the City of Indianapolis' long-term, \$1.8 billion plan to reduce raw sewage overflows, the Interplant Connect will connect the Belmont and Southport wastewater treatment plants. Design (Earth Tech) is to be completed in 2008 and the project will bid in 2009. The \$161.2 million project includes 6.5 miles of 12-ft diameter tunnel between 35 and 70 ft below grade. When complete, the sewer will move an estimated 320 million gallons each day.

Kentucky

Covington Western Regional Conveyance Tunnel Northern Kentucky Sanitation District

Northern Kentucky Sanitation District No. 1 has selected a team including Hatch Mott MacDonald to provide design and construction management services for 38,000 ft of 9-ft diameter gravity sewer tunnel and 3,000 ft of

open-cut gravity sewer line, shafts, odor control facilities and connections.

The tunnel, which will extend through shales more than 300 ft below the ground surface, will convey sewage flows to the new Western Regional Wastewater Treatment Center on the Ohio River.

The project is scheduled for bid in 2009 or 2010.

Maryland

Laurel Bi-County Water Tunnel Washington Suburban Sanitation Commission

The Bi-County Water Tunnel (formerly called the Bi-County Water Supply Main), is a new 84-in. diameter water main designed to meet growing demands and ensure continued reliable water supply to customers in Montgomery and Prince George's Counties. The new main will connect two existing mains in Montgomery County, Maryland.

The 5.3 miles of tunnel will be constructed within solid bedrock between 90 and 280 ft below ground. It will 12-ft in diameter and lined inside with 84-in. diameter pipe.

Black and Veatch are the prime design engineers, while Jacobs Associates and EA Engineering, Jacobs Engineering and Hatch Mott MacDonald are the short list of primary construction management firms. The design engineer will be providing technical review and performing with miscellaneous services during construction. The WSSC is in the process of selecting an engineer to provide inspection, quality control and other services during construction. Work to be performed by a contractor includes construction of the tunnel, liner and testing. Construction is expected to complete in 2012.

Massachusetts

Boston Silver Line Phase III Massachusetts Bay Transit Authority

The final portion of the Massachusetts Bay Transit Authority's (MBTA) seven-mile Bus Rapid Transit project involves an approximately one-mile connection between the existing Silver Line/Washington Street Service (Phase I) and the existing Silver Line/Waterfront Service (Phase II). MBTA hopes that Phase III will further ease traffic congestion, both on the roadways and in the transit system and provide key enhancements to the existing Silver Line.

An Aecom/URS JV is assisting MBTA with program management, engineering and architectural design, public participation, environmental compliance and the Federal Transit Administration New Starts process.

Recent projections indicate that Silver Line Phase III will be operational in 2013.

Nevada

Las Vegas

River Mountains Tunnel No. 3 Clean Water Coalition

This 40,000 lf, 10-ft finished diameter wastewater tunnel is scheduled for bid in 2008. Black and Veatch has provided a feasibility study as well as conceptual and detailed design services. Black and Veatch provided similar services, in addition to construction management on the River Mountains Tunnel No. 2 project.

New York / New Jersey

New York City / Newark

Hudson River Crossing New Jersey Transit Board / Port Authority of New York and New Jersey

The Federal Transit Administration (FTA) has committed \$3 billion to the tunnel connecting Secaucus, N.J., to midtown Manhattan rail hubs. The Port Authority of New York and New Jersey followed suit and New Jersey Transit is

committing about \$1.5 billion. The tunnel will be nearly 30,000 lf and 20-ft diameter.

Scheduled to bid in 2009, with the first contracts awarded as early as April, construction is anticipated to start shortly thereafter. Extensive geotechnical investigation has been completed and officials have begun prequalifying contractors. Officials anticipate some 25 contracts awarded for the project. The project is scheduled for completion in 2017.

Rhode Island

Providence

Near-Surface Interceptors Narragansett Bay Commission

The second phase of Providence's "Little Big Dig," these two near-surface interceptors will run some 30,000 lf along the Woonasquatucket and the Seekonk rivers. Phase I of the Providence CSO project was commissioned on Nov. 13 and is comprised of 3 miles of storage tunnel between the Providence Place mall and Fields Point. The Phase I tunnel is designed to collect roughly 40 percent of the overflows that have plagued the city for more than 100 years -- since the city combined its sanitary sewer lines with its stormwater lines. In the

late 1970s, the Federal EPA stepped in and ordered the city to clean up its overflows, which led, eventually, to the CSO project. Of the three final designs, the three-phase tunneled portioned was the most costly (estimated \$559 million), but was approved for its potential to make the upper Bay safe to swim and fish.

Phase II is scheduled to bid in 2009 with construction beginning in 2010. Phase III, a second large tunnel, will follow approximately two years later.

Washington

Seattle

University Light Rail Extension Sound Transit

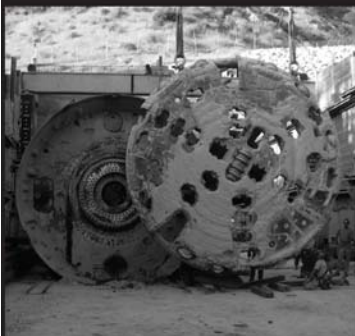
The 3.2-mile underground light rail extension from downtown Seattle to the University of Washington has the Federal Transit Administration's highest rating for proposed transit projects in the nation and is scheduled for bid in 2009. Included in the \$1.75 billion project are twin 12,000 lf, 22-ft diameter tunnels and twin 3,800 lf, 22-ft diameter tunnels.

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