

Business Briefs

Central Contra Costa Sanitary District Installs A-Line Relief Interceptor with 116-in. Akkerman EPBM

The City of Concord, Calif., together with Central Contra Costa Sanitary District (CCCSD) is replacing an essential sewer line which will decommission one of the largest pumping stations in the country. The current phase of this project will place pipelines under a golf course, major intersections in a commercial area and alongside a creek. The A-Line Relief Interceptor Phase 2A will employ the use of several construction methods. The earth pressure balance machine (EPBM) will install 3,000 lf of 96-in. reinforced concrete pipe (RCP), a microtunneling system will install 870 lf of 72-in. RCP and 540 lf of twin 48-in. RCP segments will be open cut.



The 116-in. Akkerman EPBM will make way for 20-ft long sections of 96 ID tunnel pipe.

The existing 78-in. diameter sewage collection line travels to the Concord Pump Station. The 30-year-old, 30- to 39-in. diameter force main can not be inspected or maintained given that there is no way to take it out of service. Additionally, the force main offers no options for wet weather overflow.

In the 1990s, CCCSD created a 102-in. interceptor, positioned downstream, during improvements to the larger collection system in hopes to tie it into a gravity sewer in the future. This foresight made this current gravity sewer installation more straightforward.

The new 4,400-ft larger capacity gravity flow connection will eliminate the need for the Concord Sewage Pump Station. Its elimination presents an estimated \$350,000

yearly cost savings in electricity, manpower, chemicals and maintenance.

The project general contractor is Mountain Cascade Inc., Livermore, Calif. and the tunneling contractor is Pacific Boring of Caruthers, Calif. Pacific Boring is using an Akkerman Inc. manufactured 116-in. EPBM and intermediate jacking stations to reduce jacking force by distributing thrust on long drives. The EPBM excavates the soil at the cutting face and transports the spoils via ribbon auger to muck cars and haul units. As the EPBM advances a 20-lf, 96 ID RCP section is placed in the jacking frame and pushed forward.

Pacific Boring's scope of work entails pipe jacking 3,000 ft of 96 ID pipe in two drives. The EPBM will use the same 25-ft deep, octagonal launch shaft to complete both drives. Upon completion of the first drive, the EPBM will launch again 135 degrees from the first entry point for the second drive. As of this date of publication, Pacific Boring successfully completed the first drive.

Future work includes connecting the 96-in RCP to 72-in RCP in two microtunnel drives. The drives will total 870 lf, and will be completed with an Akkerman MTBM SL60 with an increase kit and MT890 jacking frame. The 72-in. pipeline will connect to 540 lf of 48-in. twin pipelines which will be open cut 540 ft between the banks of the Walnut Creek channel. Before the final project is fully put into use, CCCSD will test its effectiveness in a wet season cycle to ensure its productivity.

ICE to Host Channel Tunnel Rail Link Seminar

David Caiden, the chairman of the Institution of Civil Engineers New York Metropolitan Local Association will be introducing David Orr, the President of the British Institution of Civil Engineers (ICE), as the keynote speaker of a seminar to be held in NYC at the New York University Kimmel Center (Washington Square) on Oct. 2, from 8 a.m. to 2 p.m. The seminar will be about the high speed Channel Tunnel Rail Link (CTRL) project in the UK and the event is titled Channel Tunnel Rail Link: An urban success story.

The line is now officially named High Speed 1 (HS1) and is the first true high speed rail line in Britain and it links the Channel Tunnel with Europe through St. Pancras Station in London. The construction contained an immense amount of state-of-the-art tunneling. The planning, procurement and contract processes are very different from what happens in the United States. Funding for Sec-

tion 2, on which construction started in July 2001, came from a mixture of Government bonds, Railtrack's purchase of Section 1 and a £2.2 billion grant. The last section of the 69-mile line opened to the public some months ago after getting full government approval in 1996. The total project costs were around \$10 billion and the project was delivered on time and in budget.

The New York Local Association of ICE has invited speakers from the project team in the U.K. as well as respected local industry leaders for a closing panel debate to discuss whether the lessons learned on the project could be used in the United States, how such a project would be delivered here and whether there is anything that could be done differently or better. The discussion will be based on the material presented by the invited speakers.

Assisting in organizing the event are NYU's Wagner Rudin Center for Transportation Policy and Management who have completed two HSR studies in the United States and are currently involved in an international study of mega-projects with a London-based university involving ten countries and thirty case studies. Corporate sponsors for the event will be Arup, Bechtel, Halcrow, Parsons Brinckerhoff, Skanska and Systra.

The seminar organizers intend to offer certificates for 2.5 PDHs and entrance to the event will cost \$100 per person including breakfast and lunch (student rate \$60) and tables of 10 can be reserved for \$800. Individual places or tables can be obtained by contacting Martin Ellwood at (212) 695-2463 or MEllwood@MTA-ESA.org.

Tough Times for Modern Continental

One business day after facing charges in federal court, Modern Continental filed for bankruptcy protection.

Modern Continental was the largest construction contractor on the Big Dig and was charged with making false statements about the quality of the construction work it performed, submitting false time and materials information on contracts and wire fraud. If convicted, Modern Continental would face fines of up to \$500,000 and restitution could reach in to the tens of millions of dollars.

Modern Continental responded to the charges in a statement, which read in part: "The charges represent an attempt after the fact to criminalize actions that were either approved by the project manager and state authorities or represented bookkeeping errors that the company ulti-