

TUNNELS

Balfour Beatty Infrastructure digs into the most highly complex projects

Sometimes a tunnel is the best option for addressing transportation needs or fluid transfer. But tunnels can have daunting engineering challenges. A contractor needs an abundance of experience and resources to do the job right. Balfour Beatty Infrastructure, Inc. has both.

Why we do a better job

Flexibility is one of our predominant strengths. When faced with especially difficult challenges, we have the option of designing and modifying our own equipment. We can either purchase the concrete segments that line the inside of the tunnel, or manufacture them ourselves – whichever proves more cost-effective for a given job.

Balfour Beatty Infrastructure is the expert at tunneling into conditions of all kinds: clay, rock, organic, sand. Our team can handle tough challenges that other companies won't touch, such as boring into mixed face. The equipment we use supports the walls of the tunnel during drilling, so there are no dips in the road above.

Narragansett Bay

In a joint venture with M.L. Shank Co., Balfour Beatty Infrastructure completed a major sewerage system upgrade for the Narragansett Bay Commission in Rhode Island. The Combined Sewerage Overflow tunnel relieves the massive storm flows that once sent billions of gallons of untreated water into area waterways. The project called for construction of a storage tunnel 26 feet in diameter and more than 16,000 feet long.

Seattle Bus Tunnel

Balfour Beatty Infrastructure expanded and retrofitted the Downtown Seattle Transit Tunnel, a project that won



the prestigious Marvin M. Black partnering award in 2008. The company also retrofitted the tunnel to handle the latest light-rail technology.

Dorchester Tunnel

The \$146 million Dorchester Tunnel in Boston, a contract with the Massachusetts Water Authority, was another joint venture with M. L. Shank Co. The 11,000-foot tunnel receives storm water runoff that empties into a pump station. Balfour Beatty Infrastructure used a world-class custom cutting machine to tunnel through clay, sand, organic material and gravel at a rate of 48 feet per day.

New Crystal Springs Bypass Tunnel

Balfour Beatty Infrastructure and M.L. Shank began work in 2009 on the New Crystal Springs Bypass Tunnel for the San Francisco Public Utilities Commission. Scheduled for completion in 2011, 11-foot-diameter tunnel will stretch 4,200 feet. It will accommodate a pipeline that carries drinking water to residents of San Francisco and the Bay Area's Peninsula region.



The creation and care of essential assets

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