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# Anacostia River Tunnel Design/Build Project Washington, DC

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# Stakeholders



GREELEY AND HANSEN



IMPREGILO | HEALY | PARSONS



A WHOLLY OWNED SUBSIDIARY OF  
THE LANE CONSTRUCTION CORPORATION





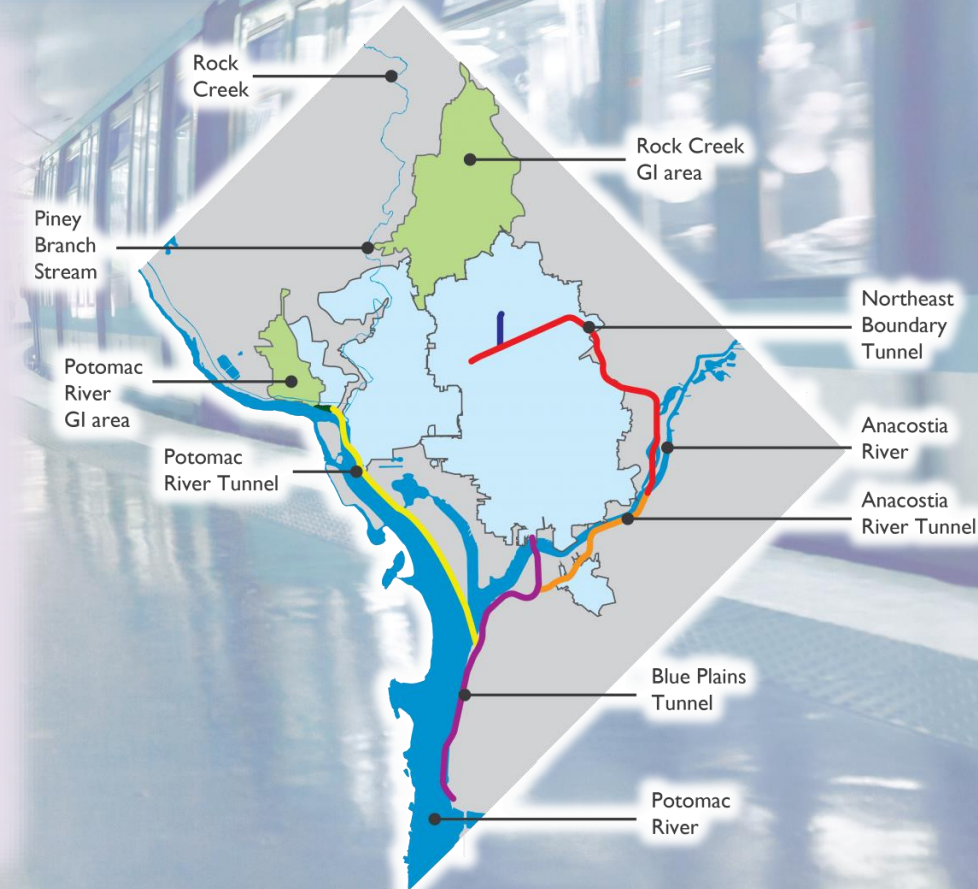


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## Main Components:

- 29km of tunnels from 7m to 5,5m diameter
- Drop shafts and adits
- Diversion structures from existing sewer to tunnels
- Ventilation Control Facilities
- Green Infrastructure

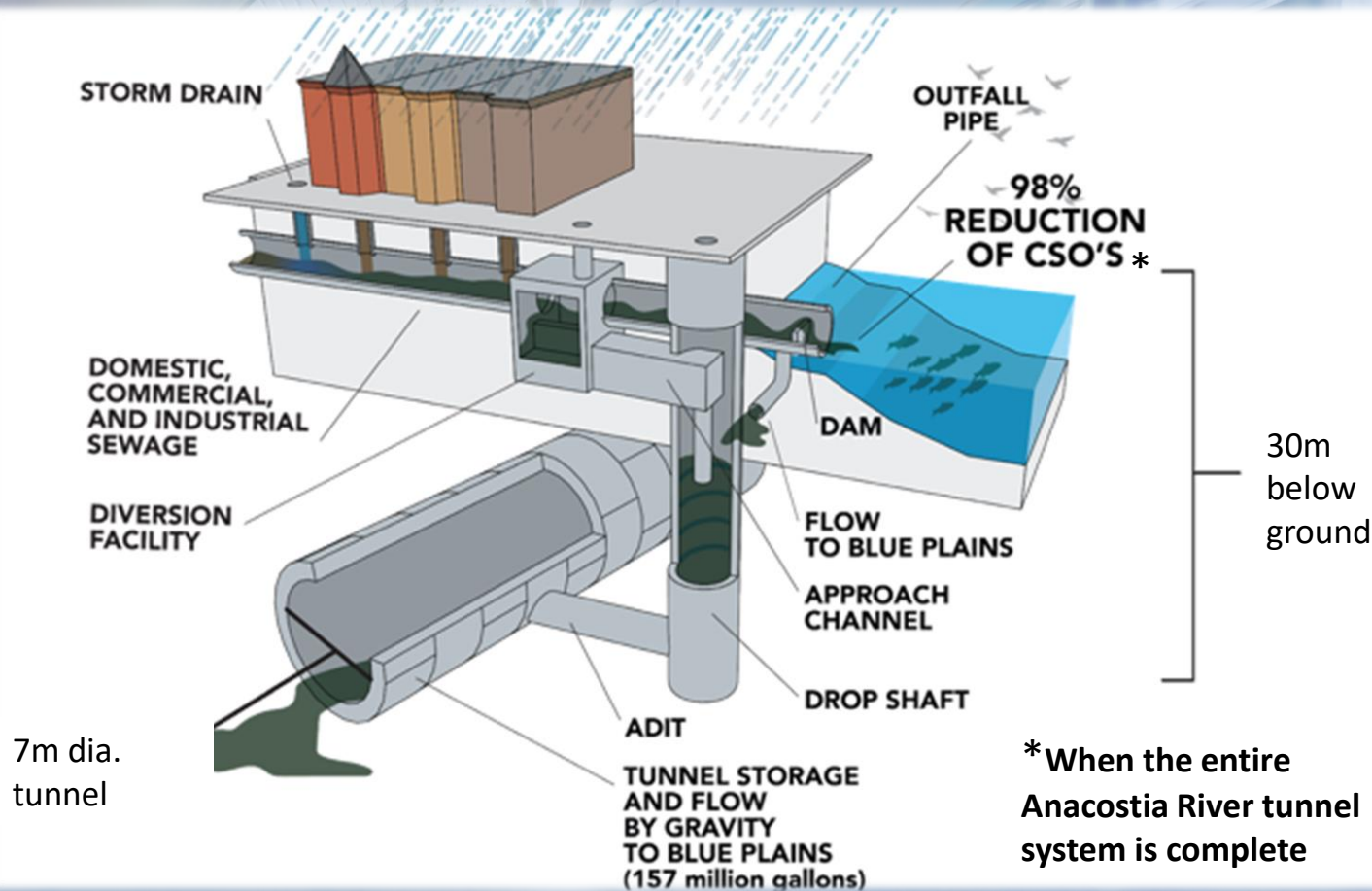




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SUSTAINABILITY  
INITIATIVE  
- OF THE YEAR -

# System Overview







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# Anacostia River Tunnel

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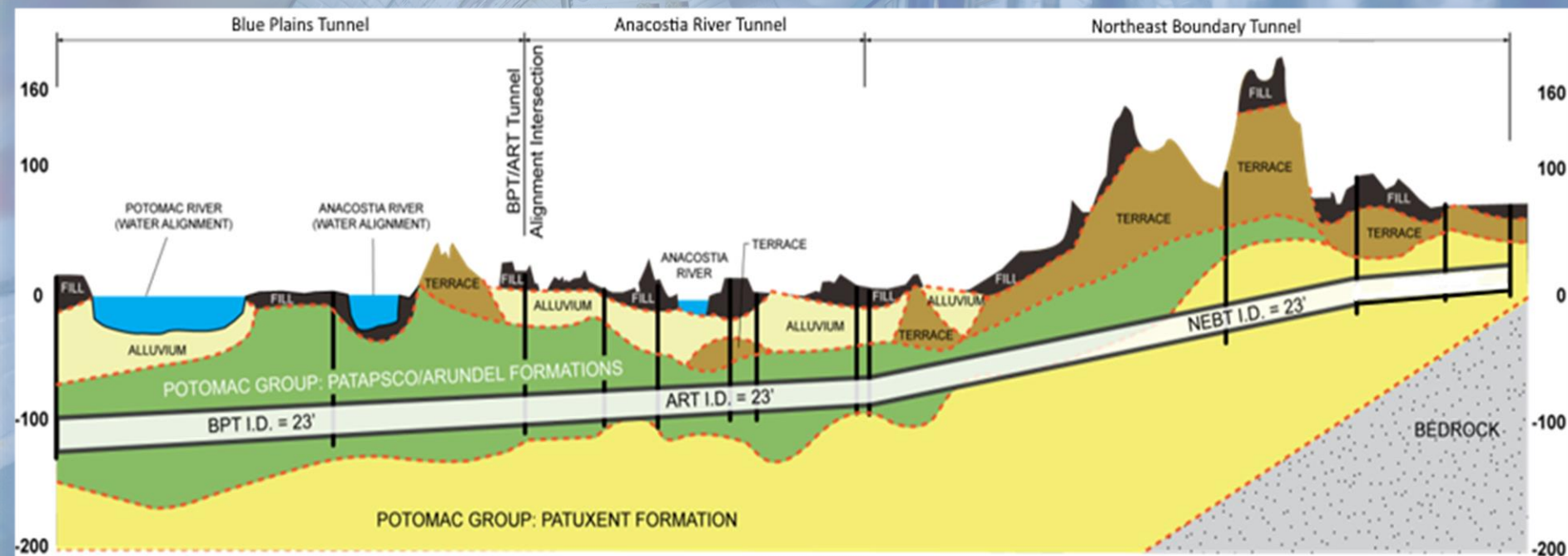




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# Anacostia River Tunnel System Profile





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# Tunnelling

- 7m dia. tunnel x 3,8km excavated with an EPB TBM
- 7m dia. tunnel x 30m excavated with Sequential Excavation Method
- 3m dia. tunnel x 100m excavated with pipe jacked slurry MTBM
- 1,4m dia. adits excavated with pipe jacking







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# Sustainability Initiatives



## Design/Build Phase

- 100-year design life
- Careful management of aquifers
- Reduction of carbon footprint
- Preserved integrity of all existing infrastructure
- Implemented storm water pollution prevention measures





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# Minimum 100 Year Design Life



Designed all structures,  
including precast  
tunnel liner and cast-in-  
place structures, for  
minimum 100 year  
design life







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# Shaft Construction with Slurry Walls to Protect Lower Aquifer



Placing Concrete for Guide Walls



Hydromill for Slurry Wall Panel Excavation



Primary Panel Rebar Cage Fabrication



Placing Rebar Cage for  
Slurry Wall Panel



Preparing Top of Slurry Wall for  
Capping Beam Installation



Shaft Excavation



Shaft Bottom Concrete





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# Reduced Carbon Footprint

Use of fly ash in  
precast concrete  
segments to provide  
100 year durability and  
reduce carbon  
footprint by reducing  
cement consumption

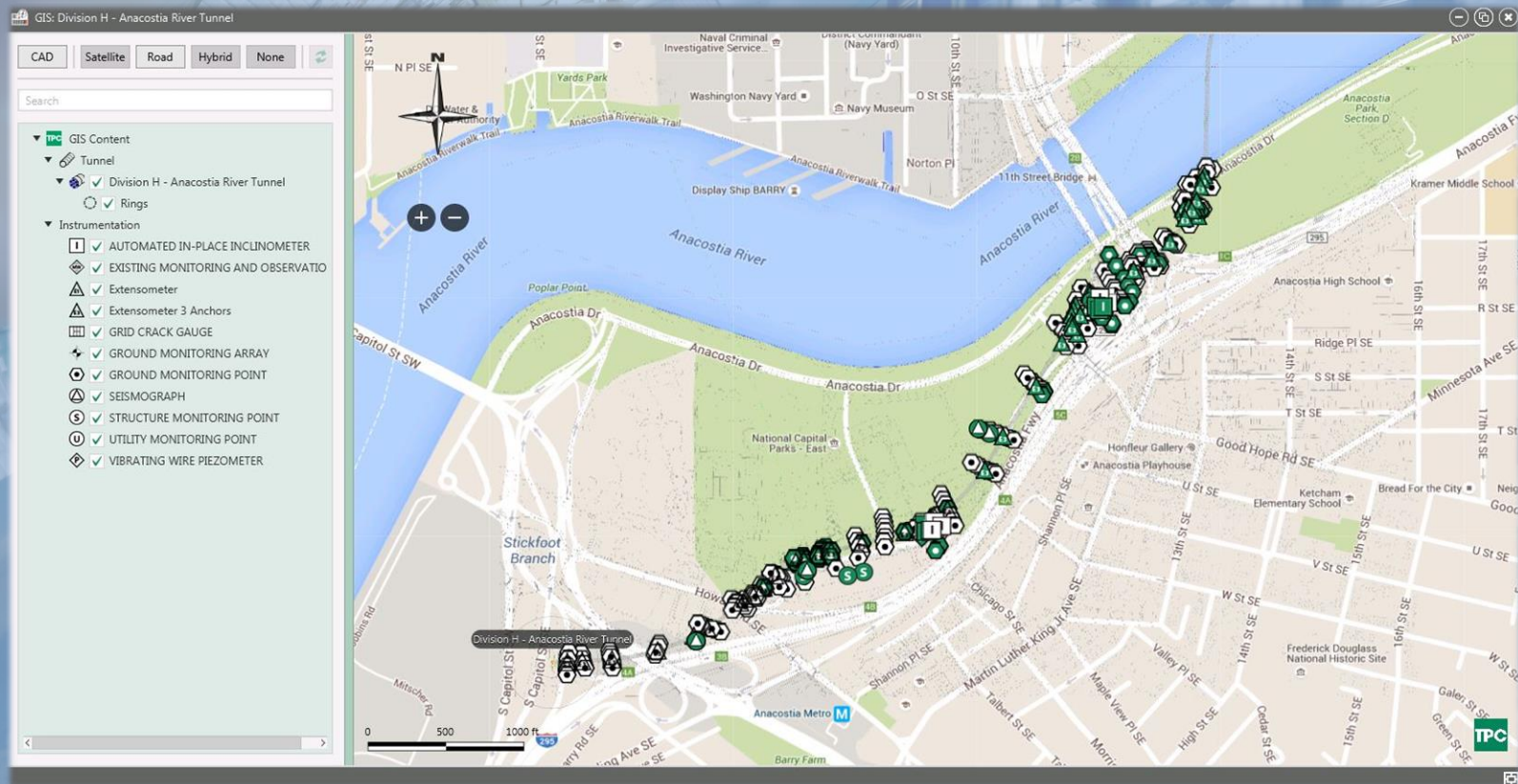




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# Preserved Integrity of Existing Infrastructure

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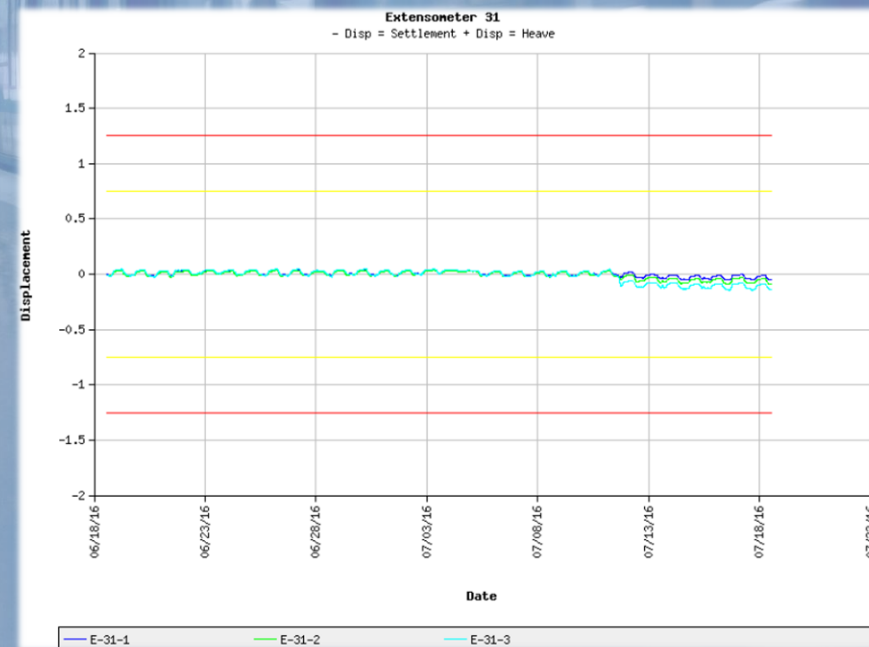
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# Protected Fragile Key Infrastructure



Including pressurized  
sewer and water mains by  
compensation grouting as  
TBM passed underneath



# Sustainability Initiatives Operations Phase



- Access to shaft sites via green infrastructure
- Hydraulic design of interceptor drop shafts, designed to operate without active control and absorb the energy of the water dropping 30m
- Ventilation/odor control structures below ground for minimal visual impact
- Reduction of CSO overflows to the Anacostia River for improved water quality





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# Access Shaft Sites Via Green Infrastructure

Provide turf pavers for  
access to shaft sites  
instead of impermeable  
pavement

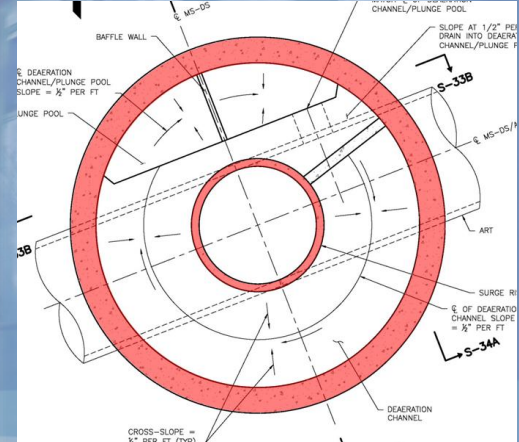
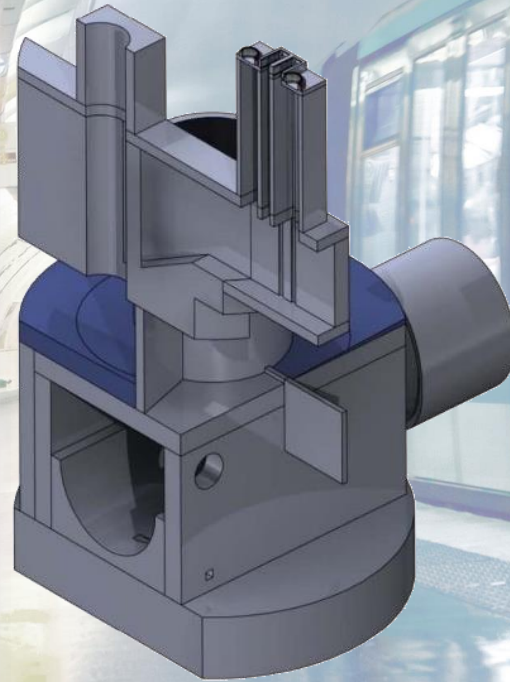




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# In-line Drop Shaft Design

- Constructible solution for soft-ground
- Minimize air entrained in the drop
- Allow air to vent from tunnel system
- Provide space for hydraulic transients to overflow
- Provide a relief for flows that exceed the design diversion rate
- Mitigate potential for geysers



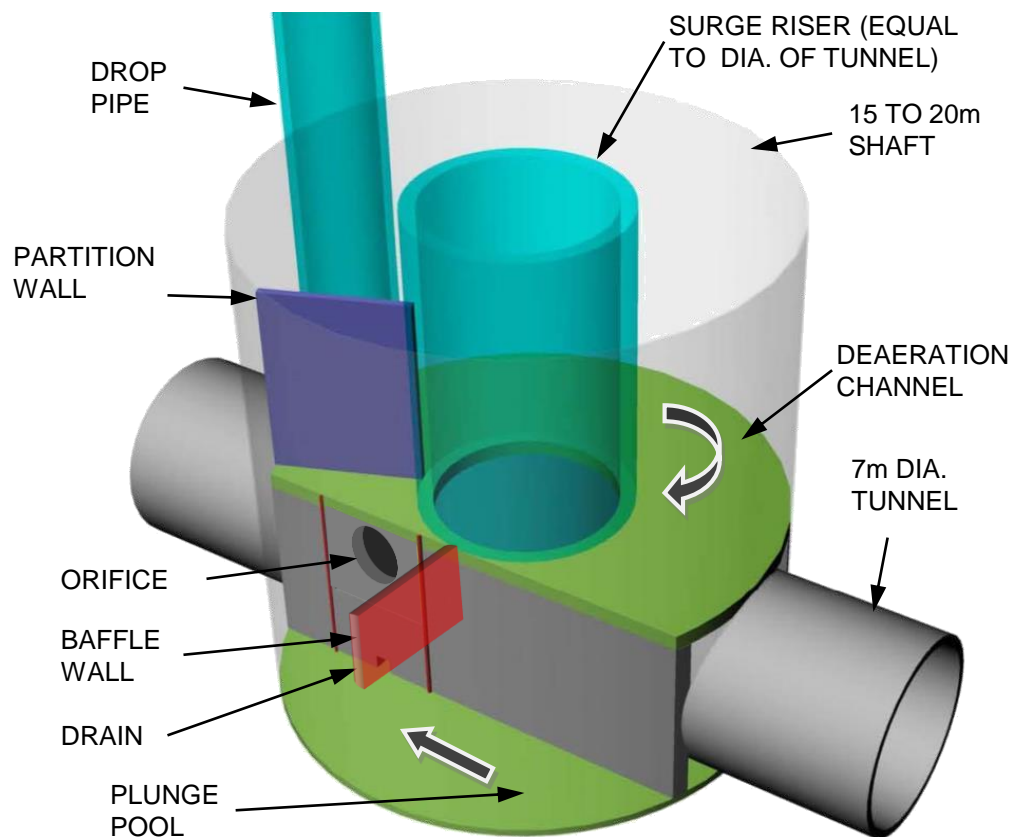




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# In-line Drop Shaft Design





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# In-line Drop Shaft Video

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# Venting and Odor Control



## Ventilation

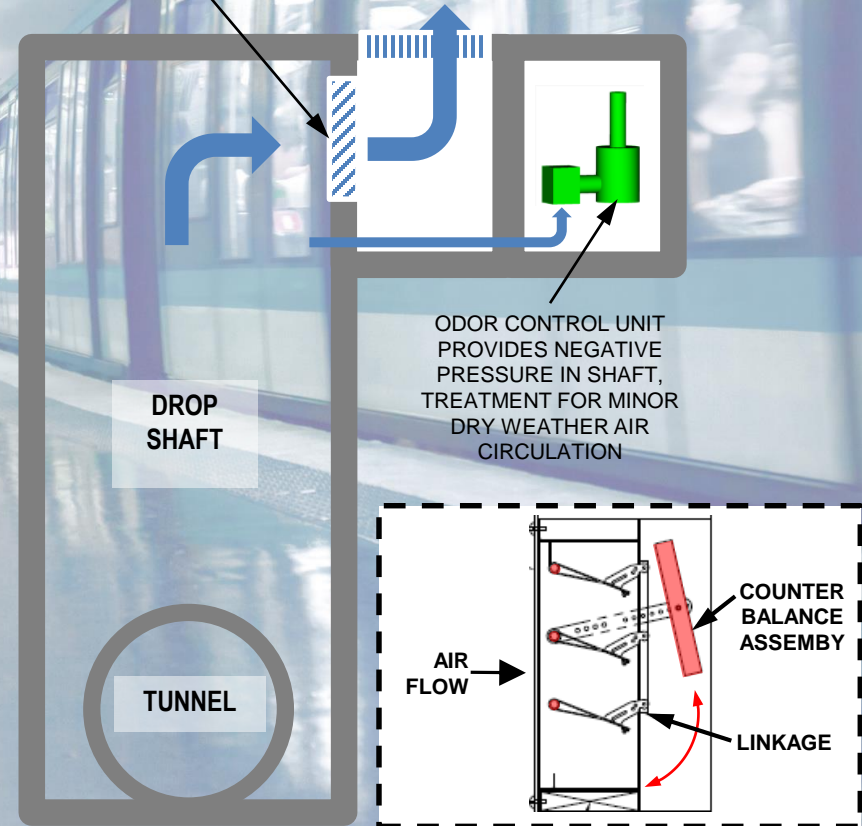
- Vents sized for maximum air flow to be exhausted during filling events
- Maximum air velocity at grade limited to prevent nuisance

## Odor Control

- Tunnel accepts wet weather flows only
- Tunnel pumped down during and after storm events
- Counterweighted dampers prevent air circulation
- Radial flow activated carbon system at all shafts

COUNTERWEIGHTED  
DAMPERS RESIST  
NUISANCE DRY  
WEATHER AIR  
CIRCULATION

LARGE AIRFLOWS DURING  
FILLING EXPELLED VIA BAR  
GRATING AT GRADE

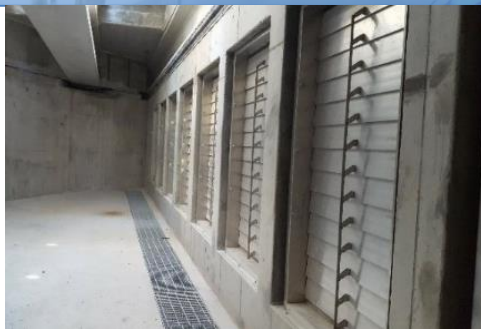




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# Venting and Odor Control

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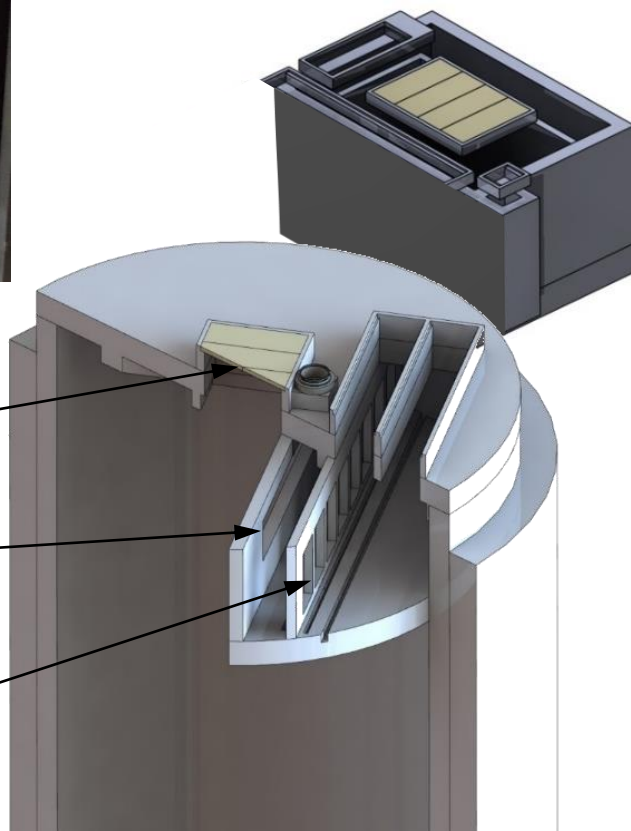


TUNNEL ACCESS  
POINT: REMOVABLE  
CONCRETE SLABS

VENT OPENING

BACKDRAFT DAMPERS  
(EXHAUST AND INTAKE)

BAR GRATING AT  
SURFACE







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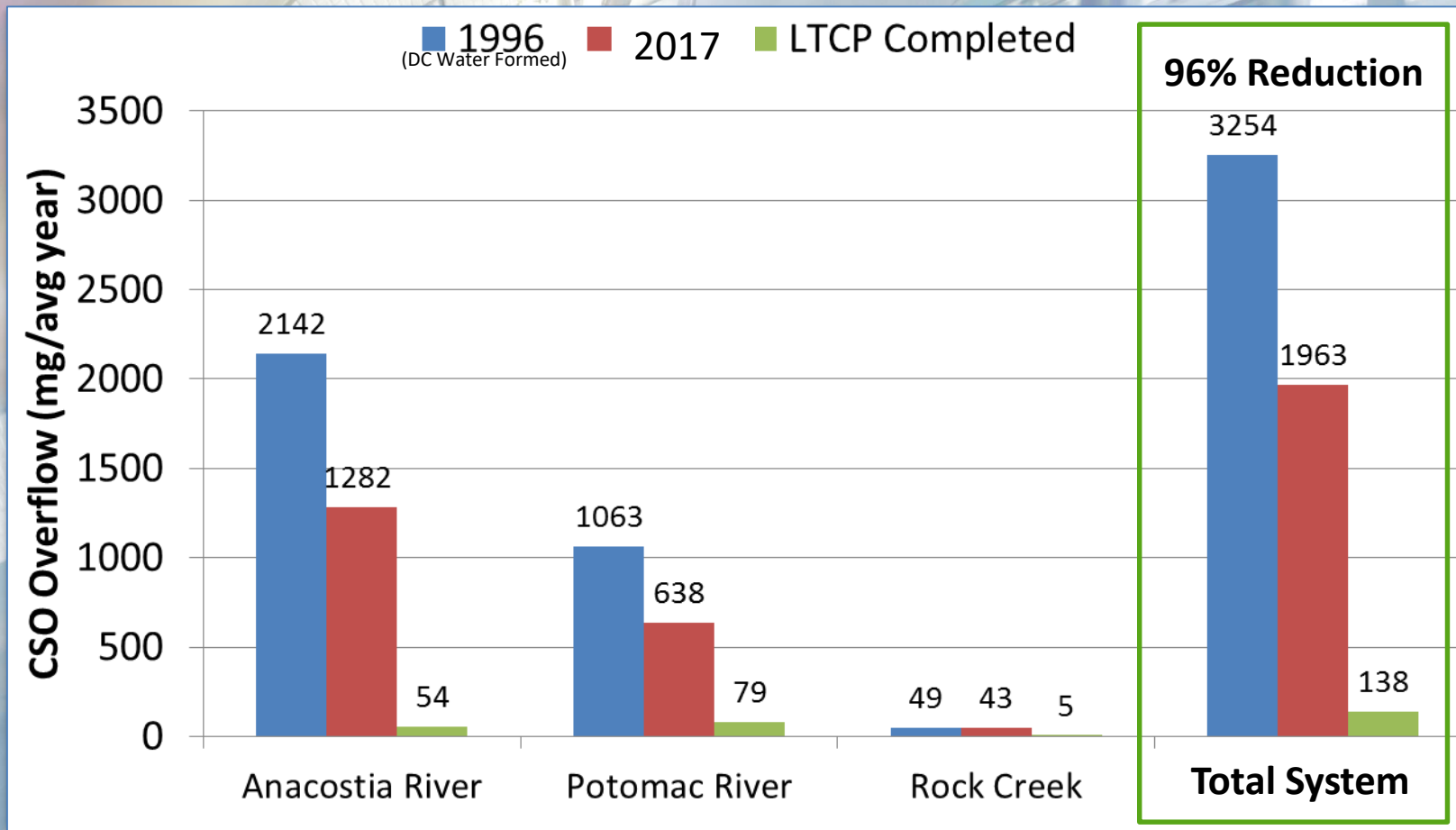
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# **82% Reduction of CSO to Anacostia River in Spring 2018 after startup of the Anacostia River and Blue Plains Tunnel Projects**



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# DC Clean Rivers Project Benefits







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# Clean Rivers Project: Sustainability Initiative of the 21<sup>st</sup> Century for Washington, DC

