Not every project is the same, or follows the textbook parameters. In the field, the same type of tunneling is never the same and calls for adjustments in planning methodologies. Learn about four projects in Seattle: Brightwater West, Brightwater Central Completion, the University Light Rail, and North Link Light Rail that each needed a different approach. You will hear an overview of EPB Tunneling and the different methodologies used on each of these projects.

Jay Dee Contractors has installed approximately 17 miles of tunnel under Seattle, WA over four contracts; Brightwater West (BT4), Bright Water Central Completion (BT3C), University Light Rail (U230), and North Link Light Rail (N125). Each of the projects utilized Earth Pressure Balance (EPB) Tunnel Boring Machines and precast gasketed segmental liners. An overview of each project will be presented with details on the challenges that made these projects unique and an overview of EPB tunneling, including EPB calculation vs actual, ground conditioning, muck transport and segmental liner erection. It’s facts from the field.

William Hodder is a graduate of the Colorado School of Mines with a Bachelor of Science in Mining Engineering. He has ten years of experience as an engineer in Earth Pressure Balance (EPB) tunneling and heavy underground civil works. He has worked on several projects which include the Brightwater Tunnel’s BT4 and BT3 Completion contracts, the U-230 Light Rail Tunnels, the San Francisco Bay Tunnel, the Alaskan Way Viaduct Replacement Tunnel, the N-125 Northlink Light Rail Tunnels and the Coxwell Bypass Tunnel. William’s career has focused on EPBM excavation, including planning and implementation of tunnel excavation. He is currently the Senior Field Engineer on the Coxwell Bypass Tunnel in Toronto, ON.