

# Moffat Tunnel

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- **Moffat Tunnel Summary**

- Provides an alternate route through Rocky Mountains instead of going over Rollins Pass or Traveling south by Pueblo
- Plans to build tunnel began in 1913 but delayed due to political reasons
- Construction period: 1922-1928
- Consists of Two tunnels. One for train and other for water
- Two camps were setup on each side of the mountain. Each had three teams which worked in eight hour shifts to drill through James Peak.
- Cost over \$15 million. Adjusted for Inflation: \$179 million.
- 28 workers died before project was completed.
- Connected with existing rail line in 1931 east of Glenwood Springs
- Still in use today and used by ski train
- Lewis Twin Needle bar developed during project.

- **Geology and Geological Hazards of Moffat Tunnel and James Peak**

- All Three types of Rock contained in mountain
- Composed mostly of Granite
- Also contains Precambrian Metamorphic Rock and Precambrian Igneous Rock
- Sedimentary Rock on West Side
- 750,000 cubic yards of rock removed
- Tunnel flooded several times which delayed work
- Ventilation problems were solved by placing blowers at each end of the tunnel.
- Several rock collapses occurred (mostly on the west side) due to fractures and voids in Rock