

## **Westbound I-70 Twin Tunnels – November 2014**

### **Construction Update**

Crews are done with rock face blasts designed to remove large amounts of material from the rock face above the westbound tunnel. To view a video of one of the project's larger blasts conducted in mid-October, [click here](#).

In the coming days there could be smaller blasts done on the east side of the tunnel to cleanup loose rocks and materials on the rock face wall and to remove rocks to facilitate pipe installation beneath the roadway. These blasts require stopping traffic for short periods of time. In addition to stopping traffic for these smaller blasts, there is the potential for periodic rock scaling work on the east side of the tunnel that will require stopping westbound I-70 traffic.

The new concrete tunnel lining is in place inside the tunnel, and in the next few days, crews will remove and disassemble the form liner structures. Work is also wrapping up on building the east and west tunnel portals.

Later this month, the aggregate base course will be put down for the lanes through the tunnel in advance of concrete paving these lanes. Work will also be done this month to grade the roadway on the east side of the tunnel before doing asphalt paving work in mid-November. Other construction activity taking place on the east side of the tunnel in November includes building the concrete wall between the eastbound and westbound lanes of I-70.

The project is still on schedule to move westbound I-70 traffic into the new tunnel in December. After westbound traffic is moved, eastbound traffic will be taken off the detour route around the tunnel and put in its regular alignment through the tunnel that was built last year. This will reestablish three eastbound lanes.

### **Westbound Twin Tunnels Statistics to Date**

Number of blasts inside the tunnel: **85 blasts**

Amount of material removed from inside the tunnel: **21,500 cubic yards**

Number of production rock face blasts done outside the tunnel: **130 blasts**

Amount of material removed from the rock faces above the tunnel: **44,000 cubic yards**

Amount of concrete poured for the tunnel liner: **6,000 cubic yards**

Amount of steel used to form the tunnel lining: **900,000 pounds**



*Crews used two tunnel liner structures to put about 14,000 cubic yards of concrete in place for the new tunnel ceiling. With this work now done, these form liner structures will be removed from the tunnel and disassembled this month so work can proceed inside the westbound bore.*