



CDOT Region 2 South Program Design Residency

US 50 SHIFT Passing Lanes
Alternative Delivery Method Industry & Public Meeting

November 17, 2025

Questions and Comments

Is there any (or how much) asphalt paving included in the project?

There will be asphalt paving on this project. We don't know how much right now. This project will build 12 individual passing lanes on US 50 from Pueblo to Holly. We have general locations identified but the actual length and specific location are not set. One of the 12 locations is in the section of US 50 between Fowler and Manzanola that has concrete pavement. We are also looking at possibly adding some surface treatment funds to do some paving in those areas in addition to the widening for the passing lanes.

If it does in fact go forward with CM/GC are you open to some informal pre-RFP meetings?

Pre-RFP meetings can be scheduled with the Project Manager and those meetings would not be confidential.

I understand the timeline on RFPs out for Spring/Summer 2026. Based on this timing, I would assume you would be hoping for 2027 construction start given no critical delays with ROW acquisition or environmental permitting?

We anticipate there are enough locations that do not have ROW or Environmental issues that we can start construction in 2027 and meet the grant deadlines. The remaining locations that might have challenging ROW or environmental issues would be constructed in later construction packages.

It appears that the majority of the existing US-50 is asphalt pavement, with maybe one or two of the segments identified being currently concrete pavement. Does CDOT have a desire, one way or the other, on whether the passing lanes be designed for concrete or asphalt? Has there been a Life Cycle Cost Analysis performed?

We intend to leave the door open for the addition of SUR money to do some surface treatment in addition to the lanes in as many areas as we can. If we have recommendations from our Pavement Management Program for a Major Rehab in the same area as the passing lanes, we will likely do an LCCA analysis and compare pavement types for those specific areas. If the only recommendation from the Pavement Management Program is a minor rehab, we would likely widen with the existing pavement type.

Is notable structure/bridge work that should be anticipated on the project?

At this time only general segments for the location of passing lanes have been identified and structure work is possible. One of the reasons we chose CM/GC as the delivery method was to have contractor input on selecting the specific locations and determining the feasibility of something like widening a structure vs acquiring ROW or avoiding other obstacles.