



PAST PROJECT

US 50 Little Blue Creek West – 17735



Cost: \$11.5M using RPP, FASTER and Surface Treatment funding

Description of Work: Reconstruction of narrow 2 lane roadway to add 8 foot shoulders and passing lane. Used Styrofoam lightweight fill to mitigate landslide.

Location: US 50 milepost 117 to 121

Completion Date: September 2014

CURRENT PROJECT

US 50 Blue Creek Reconstruction (Sand Dome) – 19495



Budget: \$12.3M using FASTER, RPP and Surface Treatment funding

Contractor: SEMA Construction

Location: US 50 between Mile Post (MP) 121 and MP 123.

Description of Work: Last season the Contractor installed 186 coupled shear piles (caissons) and 93 pier caps to mitigate the active landslide within the project limits. This season's construction consists of completing drainage and embankment, and widening the roadway to accommodate a 3-lane configuration (up-hill passing lane) and removing the old Sand Dome structure.

Duration: This is a 2-construction season project. Construction started in May 2016 and is anticipated for completion in September 2017.

UPCOMING PROJECT

US 50 Blue Creek Canyon/Windy Point – 14933/20803



Budget: \$29.5 Million (\$18M FLAP Grant, \$11.5M CDOT which includes \$2.0M Freight funding)

Ad Date: Winter 2019

Description of work: Reconstruction of US 50 through Blue Creek Canyon and the Windy Point section of roadway from MP 123 to MP 127. The project was awarded a Federal Lands Access Program (FLAP) Grant through the Central Federal Lands (CFL) division of FHWA. CFL anticipated starting design fall 2017.

Projects includes adding 4-ft shoulders in the canyon and 8-ft shoulders on Windy Point section while softening curves to meet current design standards. The project will also include rockfall mitigation, signing and striping.

Construction Date: Anticipated construction to begin in summer of 2020 and continuing through fall of 2021.

- This is the last section (phase) of construction on the US 50 corridor for widening shoulders and geometry improvement to meet current design standards between Montrose and Gunnison.