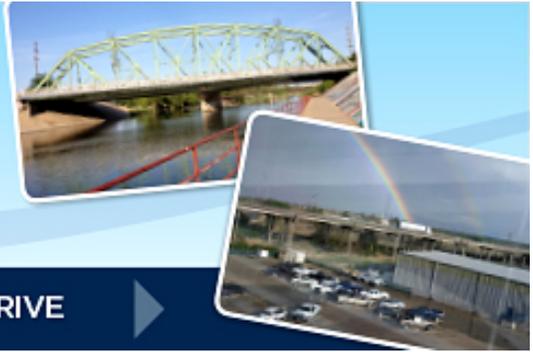




I-25: The New Pueblo Freeway



ILEX STREET TO CITY CENTER DRIVE ▶

Colorado Department of Transportation

February 2016 eNewsletter

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Please forward/share this email with others who may have an interest in the Ilex Design-Build project.

Project Schedule

Northbound I-25: Spring 2015 to Fall 2016

Southbound I-25: Fall 2016 to Fall 2017

Bridge Rehabilitations: Summer 2015 to Summer 2017

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Website:

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Email:

i25ilex@PublicInfoTeam.com

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To receive project updates and construction notices, send an email to:

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Quick Links

Ilex Design-Build Project Workers Make a Difference



Scott Contracting's Lead Operator Al DeHerrera volunteered his time and expertise to make much needed improvements to the Pueblo Police Department's firing range.

When they're not on the job as part of the Ilex Design-Build project, many Ilex workers spend numerous hours volunteering throughout the City of Pueblo.

This past fall, Stan Wagoner, Flatiron Constructors construction manager for the Ilex project, accepted the annual Citizens Award of Appreciation from Pueblo Police Chief Luis Velez on behalf of Flatiron Constructors and Scott Contracting for work his team accomplished at the Pueblo Police Department's fire arms range. Flatiron Constructors, prime contractor on the Ilex project, and Scott Contracting, a Flatiron subcontractor, were recognized along with nineteen other local organizations for contributing time and expertise to the police department on much needed improvement projects.

"We're here to be a good neighbor," said Stan, who has worked in construction around the nation for 45 years and

[Project Website](#)
[CDOT Website](#)

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Prioritized Project Goals

The project goals, approved with the Request for Proposals in January 2014, were the basis for the Technical Proposal contents and evaluation of the shortlisted design-build teams. The Flatiron/HDR team was the proposer with the highest score and was determined to have the Best Value Proposal.

Project Goals

1. Build the Project with minimal impacts to the traveling public.
2. Exhibit technical competency/innovation, maximize the use of RAMP funding by providing additional requested elements, and develop aesthetically pleasing regional Project features.
3. Demonstrate a commitment to enhance the established Project Values of safety, quality, integrity, and communication/teamwork.

sees great value in helping in the community whenever he can. "If I've got equipment and someone is in need, I try to help."

Scott Contracting's Superintendent Corey Jolly and Lead Operator Al DeHerrera worked for two days grading the parking lot of the fire arms range, smoothing the surface and redirecting water flow to prevent future flooding. The two-person team also worked to improve a road leading to the long-range shooting position range and the area around the main practice range.

"Being a team player with the community is so important," said Corey. "We want to help any way we can. We want to build long-term relationships with the City of Pueblo by giving back."

The work will allow Pueblo's 180 police officers to have better access to the range for their required qualifications, specialized training and practices.

"Without all of the help, we wouldn't have the range we have now," said Pueblo Police Department's Corporal Matt Ballard. "It's safer now, and we can use it 24 hours a day, seven days a week in spite of the weather. The response from the community was amazing. Scott Contracting did in two days what would have normally taken weeks."

Closing the Gap

There are more than half a million bridges in the United States that travelers rely on day in and day out to cross streams, valleys, railroad tracks, and city streets. Engineers must consider many things when building or rehabilitating bridges -- like the distance to be spanned and the types of materials to be used that will withstand the loads and all forces of nature.

What the Project Involves

The Ilex interchange is the first segment to be constructed as part of the New Pueblo Freeway.

The project consists of replacing bridges on I-25 between Ilex Street and City Center Drive in Pueblo. Work includes rehabilitation of bridges on northbound I-25 over Santa Fe Avenue (US 50C), I-25 over Indiana Avenue, on the Santa Fe Avenue (US 50C) bridge over the Arkansas River, and on Northern Avenue and Mesa Avenue over I-25.

Structurally deficient bridges on I-25 over Gruma Drive, the Union Pacific Railroad, and Ilex Street will also be removed and replaced.

Interchange ramps will be lengthened to provide safer transitions onto and off of the Interstate, especially the 1st Street ramp to southbound I-25. Roadway curves will be softened to improve visibility and provide a smoother ride for motorists.

Local roadway improvements are included at D Street, Ilex Street, Bennett Street cul-de-sac, Clark Street cul-de-sac, and along Santa Fe Avenue.

Bridges will be widened at City Center Drive and I-25 over Santa Fe Avenue (widened to the median).

Noise abatement will also occur along some segments of I-25.

"When the Interstate was built in 1959, the bridges weren't required to be as wide as they are today," explains Scott Dalton, CDOT project manager for the Ilex Design-Build project. "So these openings, often called elephant traps, were left between the bridges. Today, we realize there is value in closing these gaps. When completed, there will be wider shoulders across both bridges going north and south and travelers will have a much more comfortable driving experience and safer roads as a result of the widening," said Scott.



To widen I-25 bridges over City Center Drive and Santa Fe Avenue (US 50C), concrete and steel girders were set this past fall and winter to close existing gaps. The girders provide the main horizontal support for the bridges. For minimal traffic impacts, the project team of eight to 10 workers spent two nights placing 28 concrete girders, each weighing 33,000 pounds, on the I-25 bridge over City Center Drive. For the I-25 bridge over Santa Fe Avenue, eight to 10 workers placed eight steel girders, each weighing over 10,000 pounds, over two nights.

After girders are set the concrete deck work begins. Concrete deck work includes tying and installing reinforcing steel. The reinforcing steel is doweled into the existing structures on each side of the widened area. The final step in closing the gap is pouring the concrete surface. Once the concrete is cured, waterproofing membrane and hot mix asphalt can be installed to create the final roadway surface. The I-25 over City Center Drive bridge widening deck pour has been completed and the I-25 over Santa Fe Avenue (US 50C) deck pour is scheduled for this month.

The Ilex Design-Build project will also widen another structure later this year, the I-25 bridge over Indiana Avenue. The widening work on this structure has not yet begun.

"There's a great sense of accomplishment for the crews who have worked on widening the bridges, knowing that they are making a safer roadway for the travelling public," Scott said.

Interesting Fact

The project is named Ilex for the street that currently connects Santa Fe Avenue to I-25/Runyon Field. When the project is completed, the connection to I-25 and Runyon will be the extension of D Street and Ilex Street will no longer exist.

A Look Ahead

Expect construction activities east of I-25 near the Ilex Street northbound off/on ramps and areas near Gruma Street. The relocation of utilities, drainage work and surveying will continue throughout the project.

Project Partners

- Colorado Department of Transportation
- Federal Highway Administration
- City of Pueblo
- Pueblo County
- The Community

Funding

State of Colorado revenues from a safety fee placed on vehicle registrations have helped fund the Ilex Design-Build project.

Funding sources for the project:

Bridge Enterprise

RAMP (Responsible Acceleration of Maintenance

Aerial Photo of Work in Progress



Pictured above: Current work areas for the Ilex Design-Build project. Click [here](#) to see additional project progression photos.

Flatiron Constructor's Top Priority: Being an "Engaged Partner"

and Partnerships)

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When Flatiron Constructors first entered the construction business in 1947 in Boulder, Colorado, the company began by producing gravel and rock products for construction projects. They grew tremendously when they started taking on I-70 construction work in Glenwood Springs and other projects in California. Now, the company, named after the unique flatiron rock formations near Boulder, has a presence across the United States and in Canada.

For the Ilex Design-Build project, CDOT selected Flatiron on December 4, 2014 as the project's prime contractor following a competitive proposal process. The project broke ground July 1, 2015. About 25 Flatiron employees are currently working on the project, and with increased construction in the coming summer months those numbers will rise, according to Matt Barnes, Flatiron district operations manager. About 75 percent of the hourly Ilex workforce and several salaried employees are from the Pueblo area, which includes subcontractors.

The company's core mission is "Build the Best. Be the Best," focusing on safety, people, ingenuity, results and success. "We work with clients of all sizes across North America and in a wide range of markets," Matt said. "The approach Flatiron takes in its work is collaborative. Our company core values include people and results, which means we value our relationships with owners, engineers, and stakeholders."

Becoming an "engaged partner" in projects is a top priority for Flatiron, Matt explains. More than half of the company's work is delivered under design-build contracts, making the company one of the largest design-build contractors in the nation. The Ilex project is using the design-build delivery method because it provides efficiencies, enabling the project to be constructed faster and provides opportunity for the contractor team to suggest innovative solutions that the more traditional Design-Bid-Build procurement process does not.

Design-build is a method of construction in which one entity -

both contractor and design firm - work as a team under a single contract with the project owner, the Colorado Department of Transportation. The team works together to provide design, engineering, and construction services for a unified flow of work from initial concept through completion.

According to Jorey Deml, Flatiron's Ilex Design-Build project manager, the Contractor's Ilex team includes: Flatiron, responsible for the construction work in the field and, HDR, which is responsible for the project design.

"Design-build contracts allow the project design, engineering, and construction phases to overlap and influence each other," Matt said. "Construction can begin before design is finalized, allowing projects to begin and end earlier than possible with traditional procurement methods."

Another advantage to the design-build concept is that designs can be modified in "real-time" if issues arise. "These integrated teams respond seamlessly to issues as they occur, working together to find the best solutions to day-to-day challenges," Matt said.

The Ilex Design-Build project is scheduled for completion in the fall of 2017.

Additional Project Information

For more information about the I-25 Ilex Design-Build project, visit the [CDOT website project page](#). To receive future Ilex Design-Build project e-newsletters and construction notices, send an email to i25ilex@PublicInfoTeam.com requesting to be added to the email list.

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