



I-25: The New Pueblo Freeway



ILEX STREET TO CITY CENTER DRIVE

Colorado Department of Transportation

September 2016 eNewsletter

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

Current Design Work

- Storm drainage nearing completion
- Bridge over Phelps Creek Trail and Union Pacific Railroad (UPRR) continues

Current Construction

- Embankment operations at the D Street segment have resumed and utility relocations are nearing completion
- Deck replacement on the southbound I-25 bridge over Indiana Avenue has started
- Widening of the I-25 bridge over Indiana Avenue has resumed
- Work continues on the rehabilitation of Mesa Avenue over I-25

Ilex Project Team Scores a Win for Local Kids with Back To School Supply Drive

Nothing motivates like a little friendly competition between co-workers. Employees of Flatiron Corporation, contractor for the Interstate-25/Ilex Design-Build project, came together for last month's "Back-to-School Supply Drive" competing in the company state-wide competition between project teams for which one could collect the most supplies, and the Ilex project team won!

Flatiron used this school supply drive as an opportunity to partner with its subcontractors, the project engineering consulting firm Atkins North America and the Colorado Department of Transportation to support the two local school districts in Pueblo through the local non-profit organization *Posada Pueblo*.

The mission of *Posada Pueblo* is to provide housing and supportive services that empower homeless individuals and families in Pueblo County so they can become self-supporting members of the community. All of the supplies go to the counselors and liaisons at School Districts 60 and 70.

"Winning the competition wasn't our driving force because no matter what, it's a win for the kids of our local Pueblo schools," said Scott Dalton, CDOT Project Manager. "It was really awesome to see everyone on our team getting involved and giving back!"

Working together, the Ilex team was able to collect a significant quantity of nearly everything on the requested items list, and again proved how important giving back to the community is to them as a project team.



School supplies collected by the Ilex project team.

Upcoming Construction

- Embankment operations between the I-25 bridges over Gruma and the UPRR
- Construction of the bridges over Gruma and the UPRR will resume
- Construction of the new D Street roadway



The I-25/Ilex Design-Build project team.

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

Anticipated Completion: 2018

Ilex Project in Full Swing

The I-25/Ilex Design-Build project is ramping up with active construction on I-25. As people noted, construction activity on the Interstate had slowed over the summer for some additional design work. During this time, primary construction focused on various rehabilitation work on the Mesa, Indiana and bridges.

Most noticeable was probably the shift of southbound I-25 traffic near exit 96 / Indiana Avenue to the northbound side where both directions are reduced to one lane for a quarter of a mile. This was necessary for full deck replacement. This traffic shift will be in place through December 2016.

The project team is excited to be in full swing with upcoming construction activity (see Upcoming Construction in the left column).

The I-25/Ilex Design-Build team thanks you for your patience during construction.

Please remember to slow down when driving through construction areas for your safety and the safety of construction workers.

Stay Connected

Website:
[Colorado Info Project](#)

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Quick Links

[Project Website](#)
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To receive future Ilex Design-Build project eNewsletters and construction notices, send an email to i25ilex@PublicInfoTeam.com

Before and After Photos of the Mesa Bridge Handrail



How Do Interstates Get Their Markings?

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.

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.

Known officially as the Dwight D. Eisenhower System of Interstate and Defense Highways, a massive federal road-building project across the United States was initiated in the late 1930s. But it wasn't until 1952 that Congress authorized spending and construction began.

In 1956, national uniform construction standards were adopted, governing such things as access, speeds, number of lanes, width of lanes and width of shoulders.

Standards were also established for numbering the routes nationally:

- Routes with odd numbers run north-south.
- Routes with even numbers run east-west.
- For north-south routes, the lowest numbers are in the west.
- For east-west routes, the lowest numbers are in the south.

There is also a system for numbering interstate interchanges, also known as exits. States assign their own numbering system by choosing between two methods:

- The consecutive numbering system starts at the most western or southern point on each interstate route, and interchanges are numbered consecutively (so the first one is interchange #1).
- The milepost system numbers the interchange according to the miles counted, starting at the most western or southern point. An interchange occurring between mileposts 4 and 5 would be designated interchange #4.

Another thing you've probably noticed on the Interstate system are mile markers. On most highways, the mile markers coordinate with the exit numbers. For example, if you know you're headed for Exit 57 and you've just passed mile marker 47, you know you have approximately 10 more miles to go.

Mile markers are also important in case you need assistance on the Interstate. When calling for help, you can direct someone to close to your location by using the nearest mile marker location.

On most north-south interstates like I-25, mile markers begin at the south state line and increase as you travel north. On east-west routes, the numbers begin on the western border and increase as you travel east.

So next time you're on the Interstate - take a look around you. You may notice the I-25/Ilex Design-Build project span is between exits 96-99, and there is a rhyme and reason to each and every sign!

Setting Up a Lane Closure: Not as Simple as You Think

We all see construction zones with the familiar orange cones lining the path when a lane is closed, but did you know the extensive process that actually happens beforehand?

There are three different levels of planning that occur prior to placement of construction cones to close a lane (or more) of traffic.

1. Traffic Management Plan (TMP) - defines the strategic plan for traffic management of the project. The TMP addresses major aspects of the work for individual construction areas, phases, and stages of the construction of the project.

2. Traffic Control Plans (TCP) - generally describe all lane and shoulder configurations, including widths, traffic control signing,

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.

Quarterly Construction Update

For our most current quarterly construction update, click [here](#).

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

pavement markings, cones, temporary signals, construction access, construction parking, emergency access, work areas, and pedestrian/bicycle requirements for each construction phase.

3. Method of Handling Traffic (MHT) - a detailed diagram which shows the location of all cones, including advance construction signs and speed limit signs; method, length and time duration for lane closures; and location of flaggers and time duration of the flagging operation.

It doesn't stop there, either. The number of cones is determined by the length of the closure, and the distance needed between the cones, which is figured by the work zone speed, taper length and lane width.

Sometimes you also see a flagger at a construction zone, which is determined by the type of lane closure. For example, when a two-lane road is reduced to one lane and traffic must alternate moving through the work zone, flaggers are used when trucks are entering and leaving a work zone and there is a potential stop situation.

The final step of this process is public communication. The project team wants to make sure residents, businesses and the traveling public are aware of planned closures and traffic impacts. Public notifications include press releases, email notifications, mail and hand-delivered flyers, and the project web site at <https://www.codot.gov/projects/ilxbridges>.

So when you see a construction zone like the shift in lanes on I-25 near exit 96 /Indiana Avenue, you now know the amount of planning that went into every aspect before cones ever hit the pavement!

Environmental Mitigation: Project Takes Steps to Inhibit Spread of Noxious Weeds

The I-25/Ilex Design-Build project team takes great care to comply with environmental requirements and develop processes so work activities are protective of human health, and also the environment.

Noxious Weeds

A noxious weed is defined as a non-native, aggressive invading weed that replaces native vegetation, reduces agricultural productivity, causes wind and water erosion and poses an increased threat to communities from wildfire.

The Colorado Noxious Weed Act was passed in 1990 in an effort to control and manage the spread of noxious weeds. As a result, the I-25/Ilex Design-Build project is subject to commitments aimed at managing, and removing, noxious weeds within the project area. Prior to the start of construction activities, the team conducted a survey to map existing noxious weeds within the project area. Even though no noxious weeds existed within the project area, weeds that are a nuisance were identified.

The team then developed a Noxious Weed Management Plan (NWMP) that incorporated weed control methods and other measures to inhibit the introduction of noxious weeds from offsite sources by movement of materials or equipment across the project boundary. For example, the NWMP requires all construction equipment be thoroughly washed before being brought into the project area and limits mobilization of equipment through weed-infested areas.

All of these actions were taken as part of the project team's ongoing vigilance regarding environmental mitigation measures.

helped fund the Ilex Design-Build project.

Funding sources for the project:

Bridge Enterprise

RAMP (Responsible Acceleration of Maintenance and Partnerships)

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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