

To view in browser [Click here](#)



I-25: The New Pueblo Freeway



ILEX STREET TO CITY CENTER DRIVE

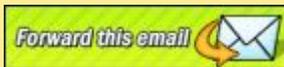
Colorado Department of Transportation

March 2018 eNewsletter

In This Issue

- [Major I-25 Traffic Shift](#)
- [Noise Barrier Minimizes Sound Pollution](#)
- [CDOT Launches Seat Belt Initiative](#)
- [Ilex Team Speeds Reopening of I-25 After Truck Spill](#)
- [Environmental Mitigations](#)
- [Quality Team of the Month](#)

[For More Information](#)



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

[For a PDF version, click here.](#)

Current Design Work

- Landscaping & irrigation plans complete
- ITS Design nearing completion

Current Construction

- All roadway and structural work is complete on the I-25 over Indiana segment. Staining touch-ups to be completed in spring for 100% completion

Major I-25 Traffic Shift Happening in March

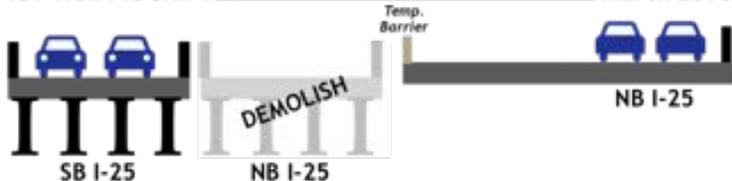
Construction on the I-25/Ilex Design- Build Project to date has included some lane closures and detours, but coming in a few weeks will be the first major traffic shift as the project heads towards completion by the end of the year.

During the last week of March, a major traffic shift will happen on northbound I-25 near Exit 98A/D Street when traffic is moved onto the newly constructed northbound roadway.

EXISTING INTERSTATE



1ST TRAFFIC SHIFT March 2018



"This is the first of two major traffic shifts happening before traffic is in its final travel pattern at the end of this year," said CDOT Project Manager Jennifer Billings.

The existing I-25 bridge viaducts over D Street and the Thomas Phelps Creek Trail begin demolition the first week in April to prepare for the next major shift occurring this summer, where southbound I-25 traffic will also be shifted onto the new roadway. The demolition process for all four bridge viaducts will last approximately ten weeks.

Noise Barrier Minimizes Sound Pollution in Goat Hill Neighborhood

- Work is complete on the Mesa bridge structure, signing & roadway. Staining touch-ups this spring for 100% completion
- Embankment operations between the I-25 bridges over Gruma & UPPR (railroad) underway
- US 50C Truss Bridge over Arkansas River painting & deck pour this spring
- Northern Ave bridge completed Phase 3, finalizing slab on SE corner, waterproof membrane & asphalt ongoing
- Clark and D Street cul-de-sac sidewalk, lighting & landscaping completing this spring
- Mechanically Stabilized Earth (MSE) walls from Gruma to City Center Drive completed
- MSE walls at I-25 bridge over Thomas Phelps Creek Trail complete
- Storm drainage installation on the north and south approaches of the project
- City Center Dr NB off-ramp closure, new alignment paving
- I-25 bridge over Thomas Phelps Creek Trail deck pour and approach slabs
- Sound walls at City Center Drive

Upcoming Construction

- D Street on-ramp roadway construction
- Traffic Switch to new NB I-25 coming in late March/Early April
- Demolition of existing NB I-25 beginning April
- Phase II Construction of D Street Bridge

The I-25/Ilex Design-Build team is erecting a sound wall on the northbound City Center Drive/Exit 98B off-ramp to minimize noise.

The wall panels are nine feet tall, and twenty feet wide, and are double-stacked to reach the final height. On average, the panels can weigh between 12,000-15,000 pounds.



Noise wall erected near City Center Drive

Noise barriers have been built in the United States since the mid-twentieth century when car traffic increased, with the first being erected in California. The Noise Pollution and Abatement Act of 1972 initiated a federal program regulating noise pollution with the intent of protecting human health and minimizing the annoyance of noise to the public.

The Act established emission standards for virtually every source of noise, including motor vehicles, aircraft, certain types of heating, ventilation and air-conditioning equipment and major appliances. It also ensured local governments address noise mitigation in land-use planning. In 1981, Congress ended funding for the federal noise control program, which ended further national regulations leaving responsibility to state and local governments. The Environmental Protection Agency (EPA) currently has the authority to conduct research and publish information on noise and its effects on the public, often included in Environmental Assessment (EA) and Environmental Impact Statement (EIS) studies.

The sound wall at City Center Drive, anticipated to be completed by the end of March, is designed to significantly decrease noise pollution for residents in the Goat Hill neighborhood.

CDOT Uses Daring Approach to Promote Seat Belt Safety

The Colorado Department of Transportation (CDOT) has launched a bold new campaign to curb the increase of passenger vehicle fatalities and increase

Project Schedule

Northbound I-25: Spring 2015 to Spring 2018

Southbound I-25: Fall 2017 to Winter 2018

Bridge Rehabilitations: Summer 2015 to Spring 2018

Final Configuration: December 2018

Project Completion: April 2019

Stay Connected

Website:
[Colorado Info Project](#)

Email:
i25ilex@PublicInfoTeam.com

Hotline:
(719) 470-2270

Quick Links

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

Sign Up to Receive Newsletters

To receive future Ilex Design-Build project eNewsletters and construction notices, send an email to i25ilex@PublicInfoTeam.com

What the Project Involves

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

seat belt usage with a 9-foot-tall traveling grenade exhibit titled, "Beware of the Beltless."



The 9-foot-tall safety message grenade is displayed around Colorado in hopes of encouraging people to buckle up.

CDOT believes Colorado is facing a traffic safety crisis and hopes the mock grenade imagery may shock some people into paying attention to the dangers of not buckling up. While unbuckled passengers do not explode, they do turn into heavy, blunt projectiles that can cause serious injury, and even death, to other people in the vehicle.

Newly released data shows passenger vehicle fatalities rose in 2016. Unbelted passenger deaths topped 180, and passenger vehicle fatalities overall climbed to 362. For more than a decade fatalities declined, but for the second year in a row the numbers have been climbing.

More concerning is that while fatality numbers increase, seat belt usage is declining - most notably in Pueblo which studies indicate leads the state in the number of vehicle drivers and passengers not using seat belts.

While most Coloradans are responsible and do buckle up, the 16 percent who refuse to do so actually account for nearly half of all passenger vehicle deaths on the road. A primary seat belt law in Colorado would make a big difference, and is only one of 16 states without one. Studies show that seat belt laws increase usage by six percent, and can save an estimated 22 lives in the first year alone. Colorado currently only has a secondary seat belt law which prohibits police from issuing seat belt citations unless they pull over a vehicle for another reason.

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.

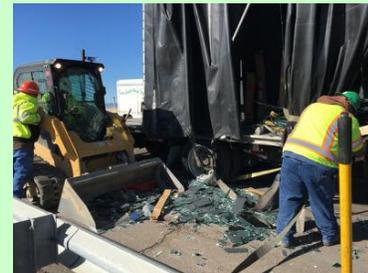
Project Partners

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

For now, CDOT hopes the touring grenade display will convince those who aren't buckling up to start doing so. Because, as it says on the sculpture's base, "In a crash, beltless passengers increase your risk of being hurt or killed by 40 percent."

Ilex Team Speeds Up Reopening of I-25 After Truck Spill

A tractor trailer hauling mirrors lost its load traveling on northbound I-25 on a Monday morning in late February. The spill occurred on I-25 near City Center Drive, and resulted in closure of the Interstate for cleanup operations.



I-25/Ilex team members help clean up after truck spill

Millions of glass shards covered the Interstate that could have taken several hours to clean up. But the I-25/Ilex project team along with CDOT rushed to action using bulldozers, shovels, and street sweepers clearing the Interstate and enabling it to reopen by lunchtime.

Environmental Mitigations: Spill Prevention Control and Countermeasure Plan

Spill Control and Countermeasure (SPCC) Plans are required by the Environmental Protection Agency (EPA) for facilities that store a certain quantity of oil or oil-based products. The I-25/Ilex Design-Build team employs SPCC plans to protect the environment and the public health by using methods to prevent the discharge of oil into our waterways.

An SPCC plan is required for a facility that stores, transfers uses or consumes oil or oil products in quantities above 1,320 gallons. The State of Colorado has stricter guidelines than the EPA; however, requiring an SPCC plan for anything above 660 gallons.

The I-25/Ilex team has SPCC regulations in place to prevent oil spills and outline emergency responses, should one occur. It is one of the many ways the team ensures the safety of the environment around the project.

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 and Partnerships)

 Like us on Facebook

Follow us on  **twitter**

March Quality Team of the Month

Flatiron Constructors, contractor for the I-25/Ilex Design-Build Project, chooses a Quality Team each month to award for going above and beyond the call of duty.

March's winner is Paul Aragon and Darrel Gonzales' team consisting of Carlos Martinez, Erick Portillo, Leonardo Villa, Ruben Gonzales, Cornelio Rivera, Johnny Valdez, Lucas Maldonado, Francisco Garcia, Jeremy Aragon Jose Olvera, Jesus Castillo, Jaime Lechuga Vasquez, Guillermo Gaucin, Gerardo Mendoza, Julio Portillo, Christopher Muench, Alejandro Venzor, Mike Enriquez, Raul Garcia, Jaime Lechuga, Juan Herrera Diaz, Enrique De Leon, Sergio Perez Garcia, Cesar Amaya, Atanacio Romero, and Frederick Cruz.



Team Superintendents Paul Aragon and Darrel Gonzales

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.

Colorado Department of Transportation Ilex Project Office,
200 South Santa Fe Avenue, Pueblo, CO 81003

[SafeUnsubscribe™ {recipient's email}](#)

[Forward this email](#) | [Update Profile](#) | [About our service provider](#)

Sent by michelle@bachmanpr.com in collaboration with



[Try it free today](#)