



I-25: The New Pueblo Freeway

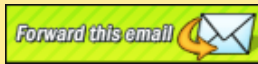


ILEX STREET TO CITY CENTER DRIVE

Colorado Department of Transportation

March 2019 eNewsletter

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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

[CLICK HERE](#) to view Construction Update - August 2018

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

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Website:
[Colorado Info Project](#)

Flashback: CDOT Sets Stage for I-25/Ilex Project



The Colorado Department of Transportation (CDOT) I-25/Ilex Design-Build Project has come a long way since the Interstate-25/Ilex project started and when the first newsletter was issued. As a flashback to the beginning, here is an excerpt of that article:

As a CDOT resident engineer, Joe DeHeart's top priority has always been safety. In his day-to-day work, he develops project designs to satisfy needs and then builds that design. He has worked with CDOT since 2004. His responsibilities include Las Animas and Huerfano Counties and the Interstate-25 corridor through Pueblo.

"I feel pride in delivering transportation improvements that reduce accidents and save lives," Joe said. "I feel most excited to offer a better transportation system that will make every Pueblo driver's experience safer, less stressful and more predictable."

Crews broke ground on the Ilex project July 1, 2015. The overall goal of the work is to make the roadways safer through Pueblo. This segment of I-25, which is more than 50 years old, will be replaced. Other improvements include: adding an acceleration and deceleration lane in each direction between City Center Drive and Ilex Street, which creates three lanes on I-25 in each direction through this segment. The project also improves the curve on I-25 south of Ilex Street.

"Reconfiguring the design of the curve just north of the Arkansas River will be significant since that curve is tight, especially for large trucks," said DeHeart. "The curve radius will increase, sight distance will increase, and wider shoulders will be constructed," he added. He went on to explain that significant consideration to aesthetics has been

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Quick Links

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

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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.

Project Partners

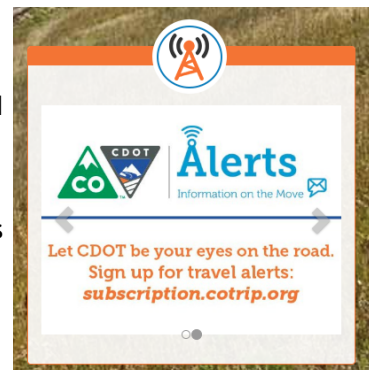
made with this project. The greatest attention has been placed on the aesthetics of the Interstate as viewed from Santa Fe Avenue.

As the Ilex Project nears completion, DeHeart now says, "The project contractor, Flatiron Construction Corp., has done a great job building the first project of the New Pueblo Freeway. They have delivered a project with better curves, better shoulders, better acceleration and deceleration lanes. The upcoming spring weather allows us to complete remaining work, the final mat of asphalt on I-25 roadway and bridge decks, final lane striping, slope grading, staining of remaining walls, landscaping, irrigation and clean up."

COtrip: Keeping Colorado Motorists Informed

Transportation impacts our lives each day—from the bridges we cross and roadway signs, to construction reports. A good transportation system allows us to get to work, enjoy recreational activities, and get to and from schools and health care facilities. It enables companies to efficiently deliver products and services to consumers. CDOT exists to ensure Colorado has a safe and efficient highway system by building and maintaining interstates, U.S. highways and state highways.

One of the services CDOT provides is COtrip, a web-based tool that keeps Colorado motorists informed of road work, delays and the best travel routes given road conditions at the time. At www.cotrip.org motorists can view the latest travel alerts, see a real-time traffic map and look at live camera views to determine the best routes and travel times. It also informs motorists about road conditions and construction or closure information.



CDOT oversees more than 28 billion miles of vehicle travel annually, and offers many other services as part of its Travel Resources Center. These services allow people to receive text alerts and/or emails about road conditions, find details about public transportation, driving safety tips and information specific to West Mountain Corridor travel.

CDOT continues to adapt its travel programs to help keep motorists safe and informed during any time of the year.

Ilex Spotlight: Steven Spera, Project Manger

At the beginning of the year the I-25/Ilex Design-Build Project welcomed new CDOT Project Manger Steven Spera. Spera will take the project across the finish line as it nears final completion this spring.

Spera has been an employee of CDOT since 2005, and most recently worked on the US 50 widening project west of

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

Purcell Boulevard to the BNSF Railroad.

"My favorite part about working on the Ilex project is the size of the project," said Spera. "I was also excited about the challenges of working on a design-build project."



Spera's interests outside managing the Ilex project include hunting, fishing, and riding ATVs with his family.

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)

Thomas Phelps Creek Trail Completed



Photo of the completed Thomas Phelps Creek Trail under I-25

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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.

Truss Bridge Reopens



The historic green Truss Bridge was rehabilitated as part of the I-25/Ilex Design-Build project. Work included improved guardrail, added curb and gutter to improve drainage and the new sidewalks are now ADA accessible.

Santa Fe Avenue bridge was originally built in 1924. The Conservancy District plans specified a bridge 280 feet long with six foot wide sidewalks on each side. The abutments were to be on solid rock and within the line of the levee walls. When complete the bridge was designed to have three feet of clearance above high water. Total cost \$68,364.00



Photo Credit: Pueblo County Historical Society

Snow Plow Safety in Construction Zones

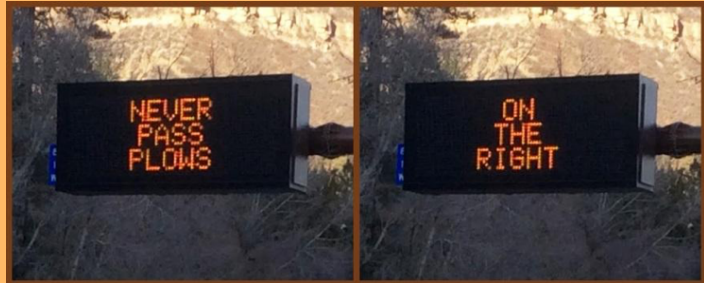
Road construction may slow a bit during the winter months, but it certainly doesn't stop. That means extra precautions must be taken to keep workers and travelers safe on

construction projects like the I-25/Ilex Design-Build project. A key safety component has to do with snow plowing operations.

CDOT encourages travelers to always use caution in construction zones, but to be especially aware of snow plow operations.

"For plows to remove snow efficiently and apply sand or deicing agents safely, plow trucks travel at a maximum speed of 35 miles per hour," said Kyle Lester, CDOT Director of Highway Maintenance. "This speed may seem slow to some drivers when they are following a snow plow, but to attempt passing can be risky! The ultimate advice to avoid causing a crash is simply: do not crowd our plows."

Rules of the road regarding snow plows:



Never pass on the right

Never a good idea! Many plows use a blade extension (wing plow) on the right-hand side of the truck. The blade extends the plowing area towards the shoulder of the road, leaving no room to pass. Also, plows are designed to push all the snow, slush, rocks and other debris to the right of the truck. The flying debris will damage your vehicle and obstruct your view of the road.

Never pass during tandem/echelon plowing

Tandem/echelon plowing staggers multiple plows to cover all lanes and clear the entire roadway in one coordinated sweep. This is the safest and most efficient snow removal method to clear the entire roadway. It is extremely dangerous for motorists to try and pass plows in this formation because you could encounter white out conditions, ridges of snow between lanes, or get trapped between snow plow trucks.

Never tailgate

Plows need to drop deicer and sand, so make sure you stay back at least three to four car lengths of space. If you're too close, your visibility is reduced and deicer and sand could hit your car. You also never know when a plow might need to suddenly stop - make sure you have plenty of room to do the same.

For safety information, there are several videos on CDOT's travel web page at <https://www.codot.gov/travel/winter-driving/bow-to-the-plow>.

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