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# I-25: The New Pueblo Freeway



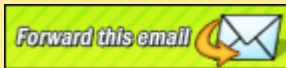
ILEX STREET TO CITY CENTER DRIVE ▶

Colorado Department of Transportation

October 2016 eNewsletter

### In This Issue

- [Forging the West Film](#)
- [Rehab on Indiana Bridge Continues](#)
- [Mesa Bridge Prepares to Reopen](#)
- [Protecting Historic Resources](#)
- [For More Information](#)



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 & Union Pacific Railroad (UPRR) continues
- Final lighting, signing & striping plans being finalized

### Current Construction

- Embankment operations at the D Street segment have resumed & utility relocates are nearing completion
- Deck replacement on the southbound I-25 bridge over Indiana Ave. has started

## Historic Steel Mill and Pueblo Highway Project Each Contribute to Western Development

Who knew that a story about a steel mill and a modern transportation project in the heart of Pueblo would have so much in common? *Forging the West* is a documentary film about to be released that tells the history of Colorado Fuel and Iron Company (CF&I), the largest steel mill in the Western United States. CF&I began production in 1872 and fueled the development of the American West. CF&I was also the largest landowner in Colorado and the largest private employer owning more than 60 coal mines and limestone quarries.



Carrying on a tradition of western development is the Interstate-25/Ilex Design-Build Project, an integral part of the New Pueblo Freeway. Joe DeHeart, CDOT Resident Engineer for the I-25/Ilex project explained the connection, "Steel rail opened up the west. Mining operations throughout the state were used to dig materials to make the steel - iron, coal and lime. CF&I made reinforcing steel, which goes into reinforced concrete that CDOT is using on this project," said DeHeart.

Forging the West filmmakers and supporters brought CF&I's impact on developing the west to life. Similarly, the time, dollars, engineering know-how and skillful construction on the Ilex Project is an investment that will also pay dividends in future

- Work is nearing completion on the rehabilitation of Mesa Ave. over I-25
- Piers & footings for the CML bridge over the railroad underway
- Construction of the new D Street roadway underway

**Upcoming Construction**

- Embankment operations between the I-25 bridges over Gruma & the UPRR
- Construction of the bridges over Gruma & the UPRR will resume

**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

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development. DeHeart continued, "CDOT is committed to ensure the interstate system is safe, easy to travel and looks good," he said. "We appreciate the continued patience of the traveling public as we forge ahead on transportation projects that leave a positive footprint on our community and the west."

The premiere showing of Forging the West is November 11 in Pueblo and November 15 in Denver. The film trailer and ticket information can be found at [ForgingTheWestFilm.com](http://ForgingTheWestFilm.com).

**Rehabilitation Work on Indiana Bridge Continues**

The I-25/Ilex Design-Build project has been hard at work on area bridges, one of which is the southbound I-25 bridge over Indiana Avenue. The Indiana Bridge won't be a brand new bridge, rather will be rehabilitated and widened to the adjacent northbound bridge which will be rehabilitated after the southbound bridge is complete. The bridge will be widened to allow for standard shoulders and roadway widths.

The first phase of construction was to install deep foundations for the widening, this included driving steel pile and drilling caissons filled with reinforcing steel and concrete. The contractor then installed two new pier columns and caps to support the steel girders. Two new 126' steel girders were then set for the widened section. The girders were assembled onsite to expedite construction. Total weight of the girders is about 30,000 lbs. which required a 300-ton capacity crane to lift them into place.



*Girder work on Indiana Bridge.*

The second phase of the rehabilitation will include removal of the existing bridge deck concrete while leaving the existing girders in place. Metal forms will be placed between the girders so that reinforcing steel and concrete can be placed for the new roadway. There will be improvements north and south of the bridge that will include new guardrail, asphalt and striping.

The estimated completion for the southbound bridge is mid-December 2016.

**Mesa Bridge Prepares to Reopen**

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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.

With the Mesa Avenue Bridge reopening in early November, motorists will see many noticeable improvements.

One of the goals of work on the Mesa Avenue Bridge was to improve safety. Safety measures included a refurbished pedestrian rail, new lighting and the addition of pedestrian fencing along both sides of the bridge. The new sidewalks extending from the bridge will have ADA-compliant (Americans with Disabilities Act) curb ramps.



*Work on the substructure of the Mesa Avenue bridge.*

The primary goal was to increase the life span of the bridge another 20 to 30 years. The bridge deck was repaired by removing portions of concrete and reinforcing steel that had deteriorated and replacing those areas with new steel and concrete. The bridge deck will receive a waterproofing membrane and approximately three inches of asphalt for the final driving surface. The substructure of the bridge is also being repaired. Deteriorated concrete and steel is being removed and replaced on the abutments and piers.

Another goal was to protect the mural on the southeast corner of the bridge that was painted in the 1970's. A portion of the mural needed to be disrupted to accomplish the construction requirements, but the I-25/Ilex team will be restoring the mural to its original condition once the bridge construction is completed.

The re-opening this bridge will relieve traffic that has been diverted to Northern Avenue and will reconnect the neighborhoods on both sides of I-25.

Although the bridge will be re-opened, work is continuing underneath the bridge. This work, however, will not impact traffic on Mesa Avenue.

## **The I-25/Ilex Project Protects Historic Resources**

The I-25/Ilex Design-Build project has worked hard to identify and protect historic resources that may be disturbed during construction. The project team must evaluate the potential for any negative impacts to historic properties within the project area that may occur as a result of construction activities, as required by section 106 of the National Historic Preservation Act (NHPA).

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

**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)

The NHPA of 1966 is legislation intended to preserve historical and archaeological sites in the United States of America, and is the most far-reaching preservation legislation ever enacted in the United States. The act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic Preservation Offices.

Among other things, the act requires federal agencies to evaluate the impact of all federally funded or permitted projects on historic properties (buildings, archaeological sites, etc.) through a process known as Section 106 Review.

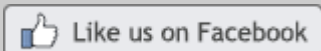
"Prior to construction, an evaluation was completed by the project team identifying all historic resources within the project area," said Karlene Thomas, Environmental Compliance Manager. "Notification of these resources was submitted to the State Historic Preservation Office (SHPO). The I-25/Ilex Design-Build project is subject to mitigation commitments designed to protect these historic resources."

Archival photography of the historic resources that will be disturbed (including the Missouri Pacific Railroad, among others) established a permanent record of the property or resource setting prior to construction. Section 106 requirements are aimed to improve public awareness and improve the overall value of the historic resource to the community.

As always, the I-25/Ilex project team takes mitigation commitments seriously and does everything possible to comply and protect the historic resource areas.

**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](mailto:i25ilex@PublicInfoTeam.com) requesting to be added to the email list.



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