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I-25: The New Pueblo Freeway



ILEX STREET TO CITY CENTER DRIVE

Colorado Department of Transportation

September 2017 eNewsletter

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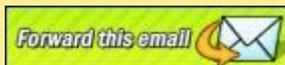
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Please forward/share this email with others who may have an interest in the Ilex Design-Build project.

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Current Design Work

- Landscaping & irrigation plans nearing completion

Current Construction

- All roadway and structural work is complete on the I-25 over Indiana segment. Concrete stain on the substructure will begin this fall for 100% completion
- Work is complete on the Mesa bridge

Girders Set on I-25 Over Union Pacific Railroad

The I-25/Ilex Design-Build team set girders for the new two-span bridge on I-25 over the Union Pacific Railroad (UPRR) tracks near Fay's Crossing earlier this week. The girder set took place over two days, September 18 and 19. The girders are precast concrete beams and are an integral part of the bridge deck support structure that carries the traffic.



Girders being set over Union Pacific Railroad tracks

The first day, two cranes (one 245-ton and one 300-ton) set seven girders over the UPRR tracks. On the second day, one 300-ton crane set five girders over the future Alan Hamel extension.

This is the third bridge of Phase 1 to be set.

Ilex Project Continues Bridge Work, Creates Need for Traffic Shifts on I-25 Over Santa Fe

structure, signing & roadway. Concrete stain on the substructure will begin this fall for 100% completion

- Piers & pier caps for the CML bridge over the railroad, abutment construction, & girder set complete
- Embankment operations between the I-25 bridges over Gruma & UPRR (railroad) underway
- US 50C Truss Bridge over Arkansas River structural rehab complete, painting & deck pour this fall
- Northern Ave bridge is in Phase 3 construction on north side of bridge removing sidewalk & repairing deck with completion in fall
- Clark and D Street cul-de-sac drainage & roadway construction complete w/remaining sidewalk, grading & landscaping completing this fall
- Mechanically Stabilized Earth (MSE) walls from Gruma to City Center Drive nearing completion
- MSE walls from CML to Gruma nearing completion
- Storm drainage installation on the north portion of the project
- Bridge Deck construction on I-25 over Gruma
- Girder set & bridge deck construction on I-25 over CML
- Center piers & crash wall construction on Bridge over Phelps Creek Trails & UPRR Easement nearing completion

Starting today, motorists will experience a traffic shift on northbound I-25 over Santa Fe Avenue (US 50C) to the west, onto the newly constructed center of the bridge.

While traffic is shifted, rehabilitation work begins on the bridge including repairs to both the bridge deck and substructure - similar to work done on the Mesa Avenue bridge over I-25, and also on the Northern Avenue bridge over I-25.

Work on the I-25 bridge over Santa Fe Avenue consists of:

- Rehabilitating the structure
- Repaving the bridge deck
- Installing new bridge railing and guardrail

Speeds are reduced to 45 mph for motorists traveling through the new traffic pattern.

Falsework - What is it and Why Is it Necessary?



Falsework used on the new two-span I-25 bridge over Union Pacific Railroad tracks

Construction on the I-25 bridge over the Union Pacific Railroad tracks has begun, and includes using what is known as falsework. Falsework is a temporary support structure, typically consisting of beams and a platform supported by the ground, the pier, or a combination of both (*bottom left*) to support the element of work while it is being built. Once the element of work is strong enough to support itself, the falsework is removed and the permanent structure remains.

Ilex Team Raises Truss Bridge to Continue Repairs

The I-25/Ilex Design-Build Project includes the rehabilitation of the historic truss bridge on Santa Fe

Upcoming Construction

- Northbound I-25 bridge over Santa Fe deck repairs
- Bridge over Phelps Creek Trail & UPRR easement
- D Street on/off ramp MSE walls & roadway construction

Project Schedule

Northbound I-25: Spring 2015 to Fall 2017

Southbound I-25: Fall 2017 to Fall 2018

Bridge Rehabilitations: Summer 2015 to Summer 2017

Final Configuration: December 2018

Project Completion: April 2019

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Website:
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Avenue (US 50C). Preserving a historical truss bridge takes a great deal of time, and some repairs prove to be more difficult than others.

In order to replace corroded and worn bearings the bridge sits on, the Ilex team needed to actually raise the bridge on one end to replace them.



Old bearings under the Truss bridge

To do this, the team cast a beam across the underside of the bridge and using jacks, raised the bridge deck up approximately two inches. For safety purposes, flaggers worked down below to direct bike trail traffic while the bridge was being raised.

"It was an exciting event raising the south side of the bridge up, and most people probably weren't even aware it was happening," said Jennifer Billings, CDOT project manager. "The work was actually occurring underneath the bridge, out of sight of the traveling public."



After old bearings were removed

Once the old bearings were replaced with new ones, the bridge was lowered back down and the team moved the temporary jacking beam.

Work continues on the historic truss bridge through 2017.

Ilex Team Restores Mesa Bridge Mural



Before and after photos of the mural on the Mesa Avenue bridge over I-25. The Ilex team restored the mural to its original glory after a portion was affected during the bridge rehabilitation process.

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.

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.

Colorado Bridge Enterprise Members Visit Ilex Project



Colorado Bridge Enterprise members: Patrick Hollinda, Elizabeth Kiser, Kay Hruska, Piper Frode, Jeffrey Thompson

Members of the the Colorado Bridge Enterprise (CBE) toured the I-25/Ilex Design-Build Project September 19. The Colorado Bridge Enterprise (CBE) was formed in 2009 as part of the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation. The purpose of the CBE is to finance, repair, reconstruct and replace bridges designated as structurally deficient or functionally obsolete, and rated "poor."

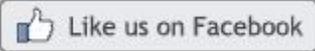
The CBE members toured the Ilex project to view project accomplishments, and receive an overview of upcoming work.

Ilex Project Follows Federal Environmental Review Process

The I-25/Ilex Design-Build Project follows the National Environmental Policy Act (NEPA) review process to ensure they are properly protecting the environment.

President Nixon signed NEPA into law January 1, 1970 to, "foster and promote the general welfare of the environment, to create and maintain conditions under which man and nature can exist in harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans."

NEPA confirms that environmental factors are weighted equally when compared to other factors, such as design and construction of an expanded highway, in the decision-making process undertaken by federal agencies. NEPA requirements also apply to State agencies, such as the Colorado Department of

<p><u>Project Partners</u></p> <ul style="list-style-type: none"> • Colorado Department of Transportation • Federal Highway Administration • City of Pueblo • Pueblo County • The Community 	<p>Transportation (CDOT), that obtain federal funding for a project, such as the I-25/Ilex project.</p> <p>The NEPA environmental review process can involve three different levels of analysis depending on impacts the project is predicted to have on the environment. The Ilex project required the highest level of analysis, which is an Environmental Impact Statement (EIS). This document created by CDOT and the Federal Highway Administration, outlined approximately 130 requirements or mitigation commitments that the project must follow throughout the construction phase to protect resources such as air quality, energy, fish, wildlife and sensitive species, water quality, flood plains, hazardous materials, noise, noxious weeds, parks and recreation, rights-of-way, social resources, economic conditions, and environmental justice, transportation, visual resources, wetlands and waters of the US, and historic, cultural, and paleontological resources.</p>
<p><u>Funding</u></p> <p>State of Colorado revenues from a safety fee placed on vehicle registrations have helped fund the Ilex Design-Build project.</p> <p><i>Funding sources for the project:</i></p> <p>Bridge Enterprise</p> <p>RAMP (Responsible Acceleration of Maintenance and Partnerships)</p>	<p>The Ilex project team ensures all necessary environmental mitigations are followed during every aspect of the project.</p> <p>Additional Project Information</p> <p>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.</p>
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