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HOOVER DAM BYPASS UPDATE

September 2003 • No. 11

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- Kraemer & Sons to Build Nevada Approach
- Arizona Approach Nears 50% Completion
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Contract Awarded

Nevada Roadway Portion of Bypass Set to Begin

The second highway phase of the Hoover Dam Bypass is the Nevada Approach – the roadway from Nevada U.S. 93 to the new Colorado River bridge crossing. Edward Kraemer & Sons, Inc. has been awarded the construction contract for the Nevada Approach and work is expected to begin in October.

The Nevada Approach will include:

- 2.2 miles of four-lane roadway (two lanes in each direction divided by a concrete median)
- Six New Bridges – Wildlife Underpass, Interchange Bridge, Nevada Canyon Bridge, Lower Portal Access Bridge, Bureau of Reclamation Warehouse Bridge, Old US 93 Bridge
- Traffic Interchange near the Hacienda Casino to provide access to existing U.S. 93, which will become the Hoover Dam Access Road
- 1.6 million cubic yards of earthwork
- Retaining walls totaling 50,000 square feet
- Extension of the National Park Service River Mountain Loop Trail
- Wildlife crossings
- Drainage improvements
- Trail access parking
- Staining of newly exposed rock cuts as determined by the Design Advisory Panel

Traffic will be maintained on the existing U.S. 93 roadway throughout construction. Some traffic impacts will occur where structure on the new alignment spans existing U.S. 93 and where the new and existing routes converge at the beginning of the project.

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Kraemer & Sons Will Build Nevada Approach

Edward Kraemer & Sons, Inc. of Phoenix, Arizona, has been awarded the contract to build the Nevada Approach of the Hoover Dam Bypass. Kraemer submitted a bid of \$30.1 million with a 780-day completion timeline.

The Federal Highway Administration utilized an A + B form of bidding for the Nevada Approach requiring the bidders to estimate the cost to construct the project and the number of days required to complete the work. This results in the selection of a contractor who can complete the work quickly, thus reducing the impact to the traveling public.

For more information about the Nevada Approach construction bids, visit www.hooverdambypass.org and click on the "Bidders" tab.

Hoover Dam Bypass Project Management Team

As the Hoover Dam Bypass Project reaches another milestone, the Federal Highway Administration wants to thank the agencies and consultants of the Project Management Team. This Team is committed to working together to advance the Hoover Dam Bypass Project as quickly as possible and complete this much needed alternative route around Hoover Dam.



- Arizona Department of Transportation
- Nevada Department of Transportation
- U.S. Bureau of Reclamation, Lower Colorado Region
- National Park Service, Lake Mead National Recreation Area
- Western Area Power Administration
- Federal Highway Administration
 - Arizona Division
 - Nevada Division
 - Central Federal Lands Highway Division

Design Team

- HDR Engineering
- Sverdrup Civil
- T.Y. Lin International

Environmental Impact Study Consultant

CH2M HILL

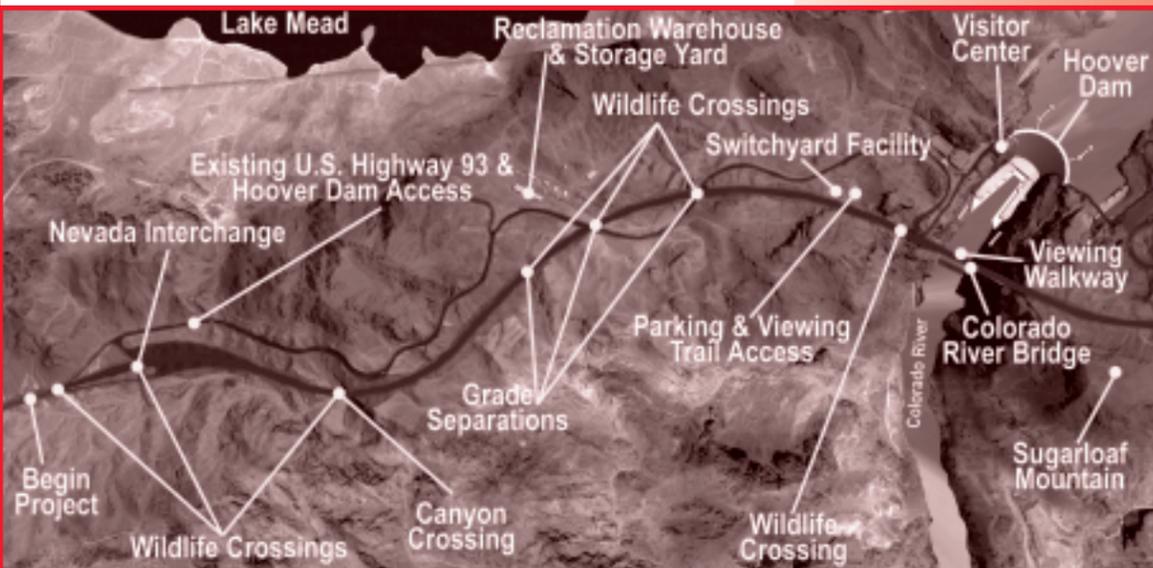
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Visit our website:

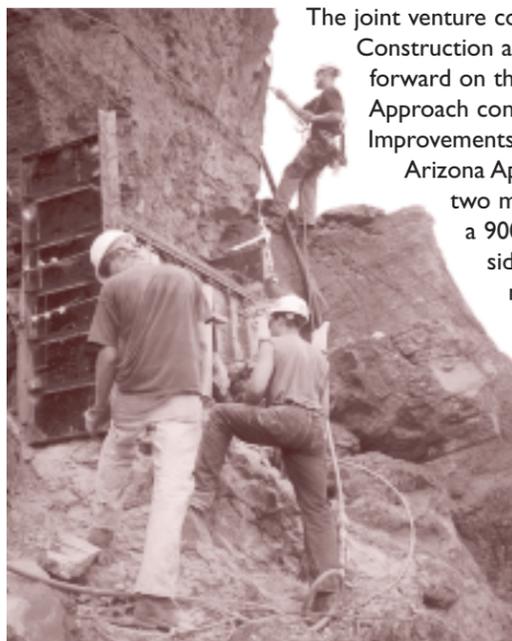
www.hooverdambypass.org

Major Components of the Nevada Approach



Building the Arizona Approach

Phase One of Bypass Nears 50% Completion



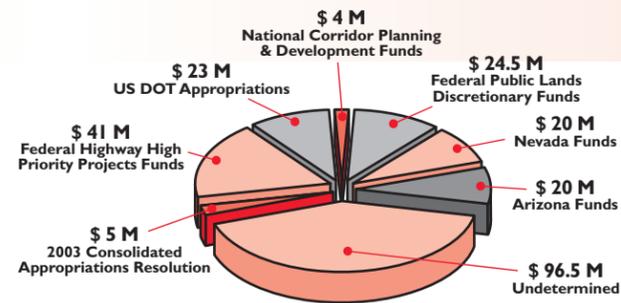
The joint venture contractor, R.E. Monks Construction and Vastco Inc., is moving forward on the \$21.5 million Arizona Approach construction project. Improvements associated with the Arizona Approach include nearly two miles of four-lane roadway, a 900-foot bridge on the east side of Sugarloaf Mountain, a new traffic interchange at U.S. 93 and Kingman Wash Road, wildlife crossings, trail access parking, improved drainage and rock staking.

The Arizona Approach is on schedule for completion in October 2004.

Workers stabilize rock on the upper wall of Black Canyon.



Aerial view of the northern section of the Arizona Approach including the Sugarloaf Mountain Bridge piers in the foreground and mainline U.S. 93 excavation in the upper left.



**Paying the Way
The Latest on
Project Funding**

With final engineering to be complete in mid-September and construction underway, the Hoover Bypass Team estimates the final budget for the entire Bypass project at \$234 M with \$96.5 M still unfunded. Federal dollars, detailed below, make up the majority of current funding.

- \$41 M in High Priority Project Funds
- \$24.5 M in Public Lands Highway Discretionary Funds – increased from \$18 M
- \$23 M in U.S. DOT Appropriations
- \$5 M in 2003 Consolidated Appropriations Resolution – new funding
- \$4 M in National Corridor Planning and Development Funds

“The project is advancing smoothly because of the great cooperation of our multi-agency team and through the efforts of our numerous consultants and contractors,” says Dave Zanetell, Project Manager for the Federal Highway Administration. The states of Arizona and Nevada each committed \$20 M providing the necessary cornerstones for this critical project. This \$40 M, together

“We are continuing to work hand-in-hand with Arizona to acquire the \$100 million in Federal funds needed to complete this critical project on schedule”

– Jeff Fontaine, Director
Nevada Department of Transportation

with the states’ continued commitment to seek additional Federal funding, exemplifies the excellent teamwork that is moving the Hoover Dam Bypass Project forward.

A Vital Link for Trade, Travel and Tourism

The Hoover Dam Bypass Project – an Overview

When the Hoover Dam Bypass is complete in 2007, more than 17,000 cars, trucks and other vehicles will travel on a wider, safer and less congested U.S. 93 across the Colorado River. Likewise, visitors to the Hoover Dam will experience improved access and parking, a trail and pedestrian plaza, and a walkway for enjoying the views of the majestic Hoover Dam and Lake Mead. The Bypass, with its many benefits, has been a major focus for the Federal Highway Administration, the states of Arizona and Nevada, and the U.S. Bureau of Reclamation for more than a decade.

The original U.S. 93, which was constructed in 1936, crosses Hoover Dam and serves as the:

- Designated CANAMEX Corridor - the commercial route related to the North American Free Trade Agreement,
- Major commercial route between the states of Arizona, Nevada, and Utah, and
- Primary route for travel between Phoenix and Las Vegas.

By developing an alternate crossing of the river near Hoover Dam, car and truck traffic passing through will be removed from the top of the dam. This will improve safety by eliminating the extensive pedestrian/vehicular interface that exists on and near the dam. This new route, the Hoover Dam Bypass, will also eliminate the problems with the existing highway – sharp turns, narrow lanes, inadequate shoulders, poor sight distance, low travel speeds and severe congestion.

In 2001, following considerable consultation, review, and environmental study, a route for the Hoover Dam Bypass was selected. The route was chosen based in part on the factors of wildlife habitat, noise, public safety, public service, air quality, and traffic circulation.

The Bypass concept was refined and the preliminary engineering completed in 2002. The benefits resulting from this process included improved safety and traffic access, improved pedestrian and visitor access, reduced environmental and wildlife impacts, and enhanced historic and cultural benefits.

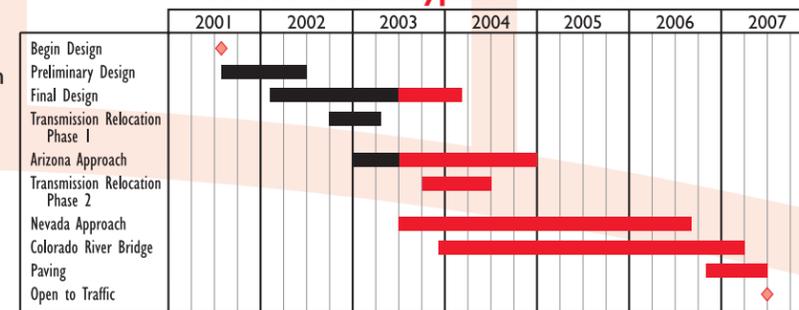
Type selection of the Colorado River Bridge was the next step for the Project Management Team (PMT),

the Design Advisory Panel (DAP) and the design team. The DAP, made up of stakeholders in the Hoover Dam Bypass Project, was developed to provide guidance, recommendations and input to the Design Team. The DAP played a large role in providing cultural, historic and aesthetic input during the bridge-type selection. After public comment on the alternatives, the composite concrete deck arch bridge was selected. Final engineering design of the entire Bypass, including the bridge, will be complete in September of this year.

Because of its magnitude and incremental funding, the Hoover Dam Bypass Project is being constructed in four distinct phases: the Arizona Approach currently underway, the Nevada

Approach set to begin in October 2003, the Colorado River Bridge, and final roadway surfacing. If remaining funds are received without delaying construction of the River Bridge, the entire Hoover Dam Bypass Project will be completed in late 2007 at a cost of \$234 million.

Hoover Dam Bypass Timeline



Commercial vehicle restrictions

are still in effect for travel across the Hoover Dam. If you have questions about these restrictions, please call the Hoover Dam Restriction Hotline at 1-888-248-1259.

Western Area Power Administration Work On Schedule

Improving the Electrical Connection

As a partner in delivery of the Hoover Dam Bypass, the Western Area Power Administration (WAPA) made changes to its transmission system and reconfigured generator connections at the Hoover Dam Powerhouse including removing two 230 kV transmission lines that crossed the Colorado River. The lines were in the location planned for the new Bypass bridge.

To make the changes needed to the Powerhouse, WAPA contractors used the Hoover Dam cableway system – built during the 1930’s for the construction of the dam – to transport a 137,000-pound crane and tons of equipment to the transformer deck. Other improvements included rebuilding 2.6 miles of two transmission lines and extending a third transmission line.

Working under a tight timeline and in difficult conditions, WAPA completed Phase 1 of its improvements on schedule. Phase 2 of WAPA’s project is expected to be complete next spring and includes removing a switchyard and constructing a new double circuit transmission line.

Nevada Roadway Portion of Bypass to Begin

Continued from front page

The Nevada Approach is scheduled for completion in mid-2006. Traffic will not be shifted to the Bypass roadway until the Colorado River Bridge is complete in 2007.

The Central Federal Lands Highway Division of the Federal Highway Administration maintains a local construction office in order to oversee the day-to-day construction of the Hoover Dam Bypass Project. Overall project coordination will continue with the Hoover Dam Bypass Project Management Team, which includes the Arizona Department of Transportation, Nevada Department of Transportation, U.S. Bureau of Reclamation, National Park Service and Western Area Power Administration.

Easing the way for motorists

A lane rental policy was included in the construction bid by the Federal Highway Administration. The lane rental program was designed to minimize the impacts of construction on the traveling public. When construction activities make it necessary to close travel lanes, the contractor is charged a fee per minute. The fee charged is dependent on the time of day, day of the week and direction of travel of the lanes that are closed. This policy is designed to encourage the contractor to focus their work during less congested time periods and to minimize traffic disruption.