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Aerial View of Hoover Dam

Sugarloaf Mountain Alternative Advances, Record of Decision Signed

Following ten years of project development, environmental studies, public input and negotiations, the Record of Decision (ROD) has been signed allowing the long-awaited Hoover Dam Bypass project to proceed.

The ROD officially names the Sugarloaf Mountain alternative as the alternative best suited to minimize environmental impacts, resolve traffic congestion and safety issues in the vicinity of the dam, and increase protection of both the dam and the waters of the Colorado River.

One of four alternatives evaluated, Sugarloaf Mountain received high ratings in the areas of positive input from the public and local, state and federal agencies; the consideration of environmental impacts; and its effectiveness in meeting the project's overall goals. It was favored over the other alternatives by a three to one margin. Find more information on the Sugarloaf Mountain Alternative inside on page 2.

View the Record of Decision

The complete environmental document and Record of Decision for the Hoover Dam Bypass project are available for review at:

- Boulder City Public Library, Boulder City, NV
- Bullhead City Public Library, Bullhead City, AZ
- Clark County Public Library, Las Vegas, NV
- Green Valley Public Library, Henderson, NV

The environmental documents and Record of Decision are also available on the Internet at the project web site www.hooverdambypass.org.

HDR Engineering Team Selected for Project Design

Following an extensive selection process, the Central Federal Lands Highway Division (CFLHD) of the Federal Highway Administration (FHWA), in consultation with the Arizona and Nevada Departments of Transportation, has selected HDR Engineering to carry out the next major phase of the Hoover Dam Bypass Project – the design of the new bridge and four-lane highway access downstream of the Hoover Dam.

HDR, one of the largest employee-owned design engineering firms in the United States, leads the Hoover Support Team which includes Sverdrup Civil, T.Y. Lin International, and a host of firms specializing in various aspects of the project. William M. Dowd, P.E., Executive Vice President at HDR, is leading the Hoover Support Team as Project Director. "The Hoover Dam Bypass Project demands a careful balance between environmental, aesthetic, and engineering requirements," Dowd commented. "We're going to make sure all the options are explored and consensus reached by the various agencies and groups involved before any decisions are made."

The team began mapping, geotechnical, and alignment studies during the summer of 2001. Preliminary design work on the project is currently underway.



Design Team Selected

Commercial Travel Restrictions Remain in Place on Hoover Dam

Currently, commercial vehicles, trucks pulling trailers and recreational vehicles are prohibited from traveling across the Hoover Dam. These conditions are in compliance with Bureau of Reclamation's restrictions and have been in place since the terrorist attacks on the World Trade Center last September.

Permanent signs and variable message boards have recently been installed on Interstate 40 and U.S. 93 north of Kingman, Arizona, in an effort to continue to advise travelers of these restrictions.



The shortest detour route available to commercial vehicles traveling either east or west is the Arizona State Route 68, Nevada 163, U.S. 95 bypass to the west and south via Laughlin and Bullhead City. Both the Arizona and Nevada Departments of Transportation are asking that drivers be aware of the 6% grades on AZ 68 and NV 163 as well as the ongoing construction on AZ 68.

The only exceptions to this restriction are vehicles with a destination within a 50 mile radius of the dam which have been issued special permits to cross the dam by the U.S. Bureau of Reclamation (BOR). If you have questions, call the BOR External Affairs office at (702)293-8421.

An Overview of the Project The Hoover Dam Bypass At Sugarloaf Mountain

The Hoover Dam Bypass Project was conceived to address a number of issues related to the function of highway U.S. 93 and its crossing of Hoover Dam. This roadway, originally constructed in 1936, crosses the dam and is the primary route for commerce and travel between Phoenix and Las Vegas.

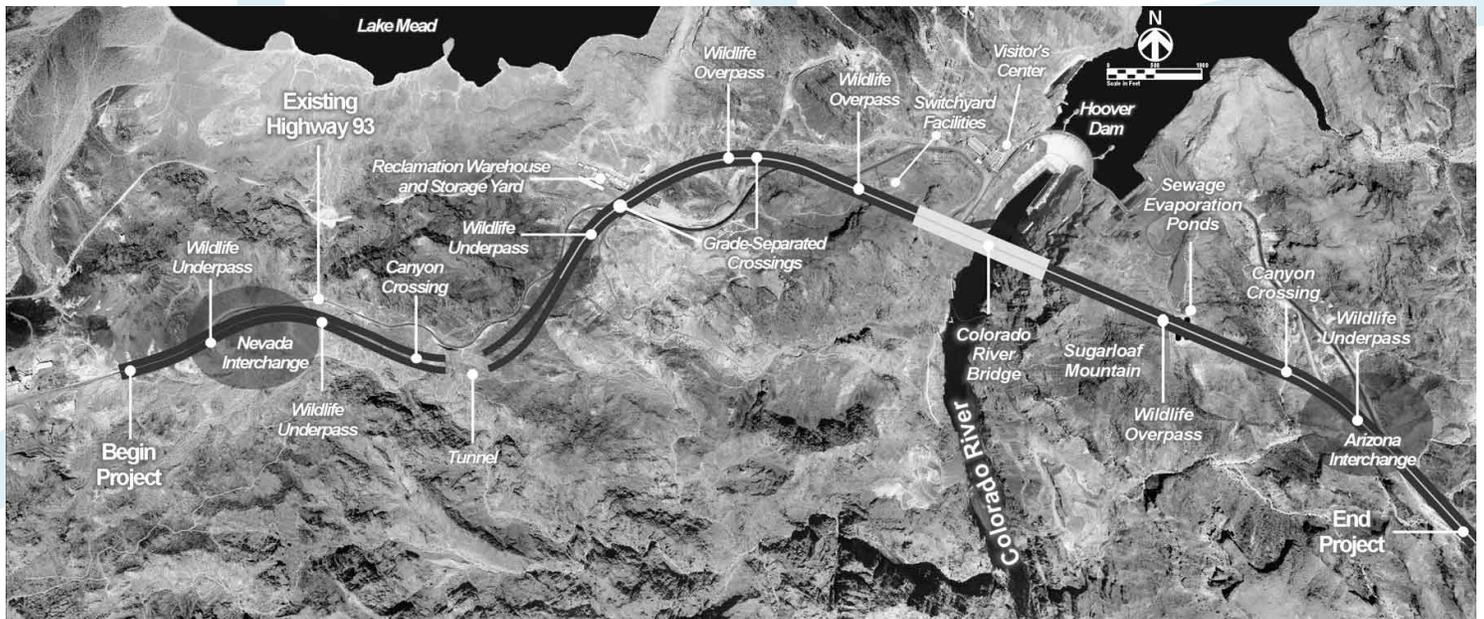
More than 17,000 cars, trucks and other vehicles use this section of highway daily. The volume of traffic combined with the narrow, winding highway creates serious traffic congestion problems, safety issues, and travel delays and poses safety issues for visitors to Hoover Dam and to the dam facilities themselves. There is no efficient alternative route for these vehicles.

In addition, U.S. 93 is the designated CANAMEX Corridor – the commercial route through this part of the western states for commerce related to the North American Free Trade Agreement. The highway is also a major commercial route between the states of Arizona, Nevada, and Utah.

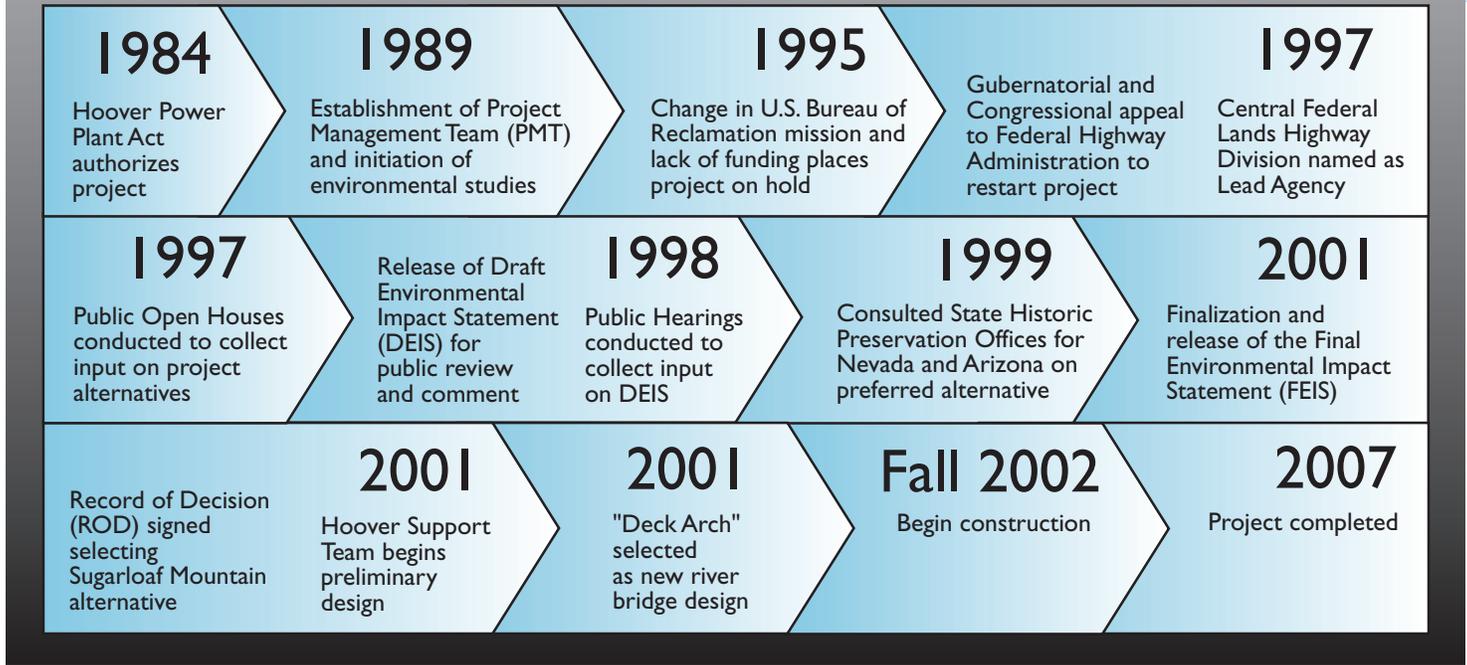
The need for an improved highway and especially a new Colorado River crossing near Hoover Dam has been a priority for the Federal Highway Administration, the states of Arizona and Nevada, and the U.S. Bureau of Reclamation for more than a decade. In the summer of 2001, following considerable consultation, review, and environmental study, a route for the Hoover Dam Bypass was selected. (See *Sugarloaf Mountain Alternative Advances* in this newsletter.) The alternative was selected based in part on the factors of wildlife, noise, public safety, public service, air quality, and traffic circulation.

The bypass will include construction of approximately 3.5 miles of new four-lane highway and a new 1,900-foot-long bridge over the Colorado River about 1,500 feet south of the dam and ties into existing U.S. 93 on the east and the west.

Design by the Hoover Support Team, lead by HDR Engineering, is now underway and a deck arch bridge has been selected as the preferred type for the crossing. Design work should be complete by 2003. Final completion of the Hoover Bypass Project is expected by 2007.



Hoover Dam Bypass Project Schedule



Deck Arch Bridge Chosen for Colorado Crossing

The centerpiece of the Hoover Dam Bypass Project is a new crossing of the Colorado River, just downstream of the historic Hoover Dam. As a part of the early design phase, it was important to the overall project completion to move forward in the selection of the bridge type for that crossing. While many bridge options exist, a design for this unique location is limited to several basic bridge types. Bridge options reviewed were the deck arch, cable-stayed structure, suspension, cantilever girders, and trusses. The deck arch type bridge was selected because it not only met the technical needs for the bridge, but met the Environmental Impact Statement commitment to minimize the view impacts and provides extensive architectural opportunities for using different configurations and material options.

The selection was made after reviewing and taking into consideration all potentially feasible bridge types, the technical and economic considerations, public input and feedback from the Design Advisory Panel (DAP). The DAP, made up of architects, engineers, historic preservationists, landscape architects, and representatives from the National Park Service, U.S. Bureau of Reclamation, Arizona and Nevada Historic Preservation Offices and a Native American representative was formed to provide input on corridor aesthetic treatments and visual concepts in order to minimize adverse effects to the Hoover Dam National Historic Landmark.



Deck Arch Bridge

Bridge Selection Criteria

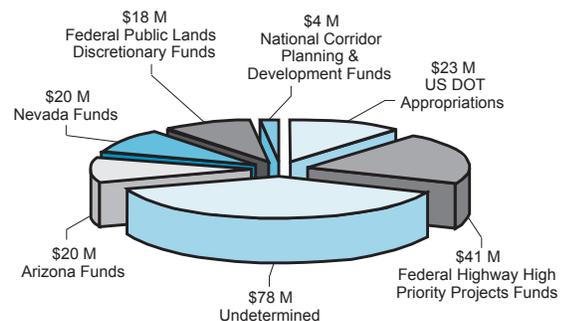
- Technical suitability for the site
- Inspection and maintenance requirements
- Architectural potential
- Height and mass on the viewscape from the Dam
- Rock excavation requirements/impact on the canyon
- Cost of construction
- Constructibility
- Structural redundancy
- Engineering cost

Funding Update: Paying The Way

As of January 2002, \$126 million of the estimated \$198-\$204 million that will be required to build the Hoover Dam Bypass has been acquired.

The states of Arizona and Nevada have agreed to contribute \$20 million each to the project and will seek additional Federal funding annually.

Federal funds are coming from the "High Priority Projects Program" of the Transportation Equity Act for the 21st Century (\$41 million), the Department of Transportation and Public Lands Discretionary Program (\$18 million), the National Corridor Planning and Development Program (\$4 million), and \$23 million in US DOT appropriations.





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Hoover Dam Bypass Project Management Team

These agencies and consultants are working together to advance the Hoover Dam Bypass Project as quickly as possible due to the great need for the alternative route around the 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

**For More Information,
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Visit our website:

www.hooverdambypass.org