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INSIDE:

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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

Contractors

R. E. Monks Construction
Vastco Inc.
Edward Kraemer & Sons, Inc.

Environmental Impact Study Consultant
CH2M HILL

**For More Information,
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Visit our website:

www.hooverdambypass.org

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.



HOOVER DAM BYPASS UPDATE

June 2004 • No. 12



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Funding for Hoover Dam Bypass Advances Project Arizona and Nevada Commit Bond Money

The Hoover Dam Bypass Project reached another major milestone with the funding of the final connection – the Colorado River Bridge. With nearly \$90 million of the overall \$234 million required for the Bypass unfunded, the states of Arizona and Nevada have committed up to \$50 million each in bond funding to assist with the construction of this vital portion of the Hoover Dam Bypass.



Computer rendering of the Colorado River Bridge.

Highway Administration allows the bonds to be repaid from available Federal funds on a debt service reimbursement basis. The two states had already committed \$20 million each when the Bypass planning began in 2001.

“The Hoover Dam Bypass is a critical link in the CANAMEX Corridor – a transportation and economic development ‘highway’ that is vital to the people of Arizona and the western U.S.”

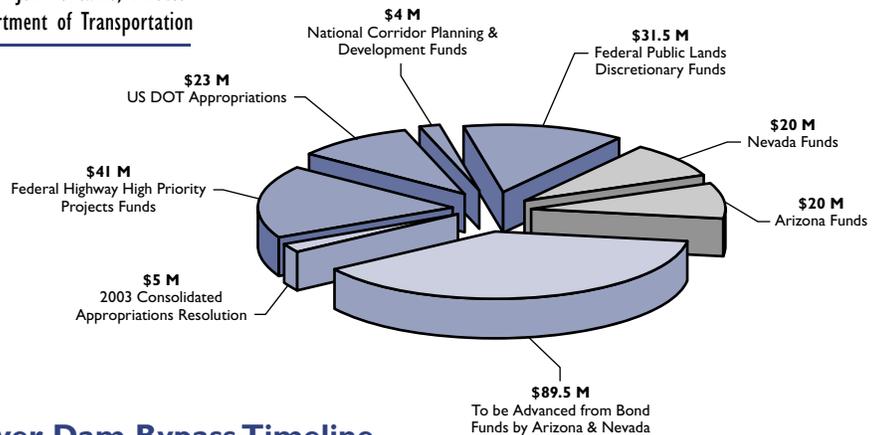
– Victor Mendez, Director
Arizona Department of Transportation

The Colorado River Bridge, which will span the Canyon, and the final roadway surfacing are the two phases remaining to complete the Bypass. The agreement between the States and the Federal

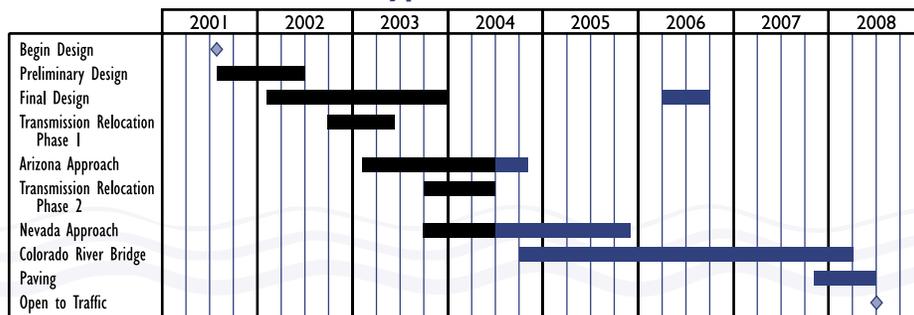
“The Nevada Department of Transportation, and the people of this state, are proud to make this commitment to help complete the Hoover Dam Bypass.”

– Jeff Fontaine, Director
Nevada Department of Transportation

Construction on the nearly 2,000-foot-long Colorado River Bridge is expected to begin by the end of this year and the completion of the entire Hoover Dam Bypass Project is expected in late 2008. Find more information on the Colorado River Bridge on page 3.



Hoover Dam Bypass Timeline



Arizona Approach Nears Completion Phase One of Bypass 85% Complete

The Arizona Approach, being constructed by the joint venture contractor R. E. Monks Construction and Vastco Inc. and connecting U.S. 93 with the Colorado River Bridge, is expected to be complete in the fall of this year. The \$21.5 million project includes nearly two miles of



Sugarloaf Mountain Bridge inches across the existing U.S. 93 as R.E. Monks excavates the new U.S. 93 alignment to the east.



Vastco, Inc. crews place concrete at night to build the deck on the 900-foot-long Sugarloaf Mountain Bridge.

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 staining.

Nevada Approach Underway Phase Two of Bypass 30% Complete

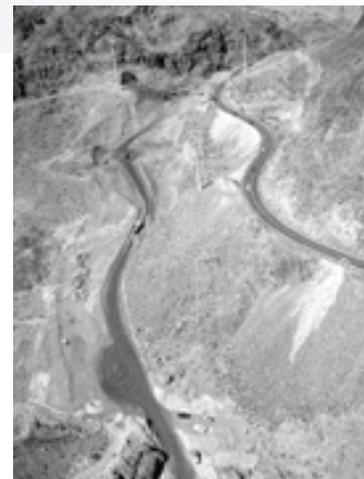
Edward Kraemer & Sons, Inc., the contractor for the Nevada Approach, is moving forward on this \$30.1 million roadway improvement from Nevada U.S. 93 to the new Colorado River Bridge crossing. Improvements associated with the Nevada Approach include just over two miles of four-lane roadway, six new bridges, a new traffic interchange at U.S. 93 near the



Edward Kraemer & Sons crews construct formwork and place reinforcing steel on the Bureau of Reclamation Warehouse Bridge.

Hacienda Casino, retaining walls, wildlife crossings, trail extension and access parking, improved drainage and rock staining.

The Nevada Approach, which began in October 2003, was originally scheduled to be complete in November 2005. However, if the construction proceeds as planned, the contractor anticipates an early completion in the spring of 2005.



The existing U.S. 93 winds through the mountains while blasting and excavating of the future U.S. 93 occurs in the valley below.

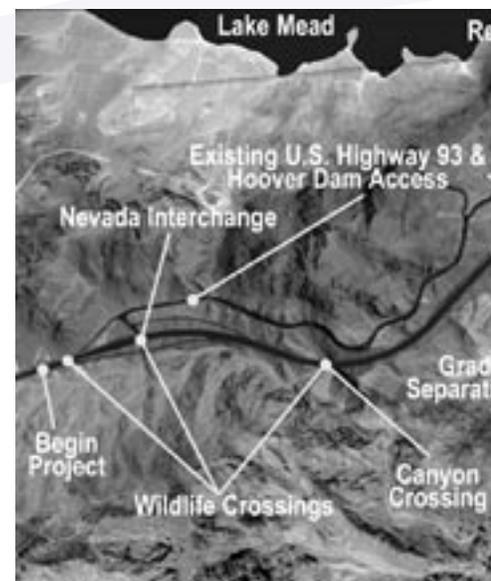
Western Area Power Administration Complete System Update New Electrical Lines Energized

The power is on at the Bypass. The Western Area Power Administration (WAPA), a partner with the Federal Highway Administration on the Hoover Dam Bypass, has completed changes to its transmission system that were necessary to accommodate the Bypass project. These improvements, made in two phases, included replacing transmission towers and conductors that were installed in the late 1930's and removing a switchyard with 50-year-old breakers and switches. These state-of-the art improvements enhanced the overall reliability for electrical customers.

Phase 1, which was completed on schedule, included removing two 230 kV transmission lines that would have been in conflict with the new Bypass bridge, rebuilding 2.6 miles of two transmission lines, and extending a third transmission line. Two Hoover Dam generators that were connected to the lines that were removed were paralleled at the Dam and connected to an existing unused line to cross the Colorado River.

Phase 2 improvements consisted of removing the switchyard and constructing a new double circuit transmission line. Construction was coordinated so that interested Native American tribal representatives could be on-site when work occurred over or adjacent to areas of cultural interest. When the switchyard was removed, a small portion was left in place for historic representation.

WAPA's contractor, Wilson Construction Company, completed the Phase 2 work in time for the new lines to be energized as scheduled on April 30, 2004.



Hoover Dam Bypass Project Components



Workers tag a cactus for salvage at the National Park Service nursery.

A Commitment to the Environment

Plant Salvage and Worker Training Underway

As a part of the commitment in the Environmental Impact Statement, construction crews on the Arizona and Nevada Approaches are busy salvaging healthy cactus specimens such as beavertail, barrel, pygmy barrel, fishhook and silver cholla. The cacti are stored at the National Park Service (NPS) Boulder Beach Nursery where they will be maintained until replanting when the Bypass project is complete. To date, more than 4,000 cactus plants have been salvaged for future use.

The Federal Highway Administration maintains a proactive approach to wildlife monitoring and protection by requiring mandatory awareness training for all construction personnel at the Bypass construction site. They are not only trained on what to do when they encounter desert bighorn sheep, desert tortoise and Gila monsters, they are also involved in documenting wildlife sightings. Since early last year, more than 350 desert bighorn sheep sightings have been recorded in the vicinity of the Arizona and Nevada Approaches.



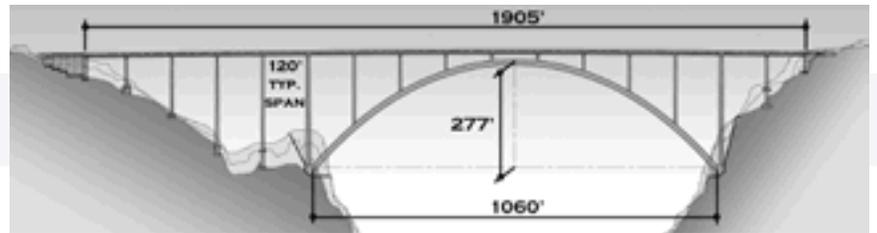
Desert bighorn sheep are occasionally seen on the rocky slopes surrounding the Hoover Dam Bypass.

Creating a National Landmark

Colorado River Bridge Ready for Construction

With full funding now in place, the Federal Highway Administration will advertise the Colorado River Bridge for construction bids in early June with an anticipated construction start of November 2004.

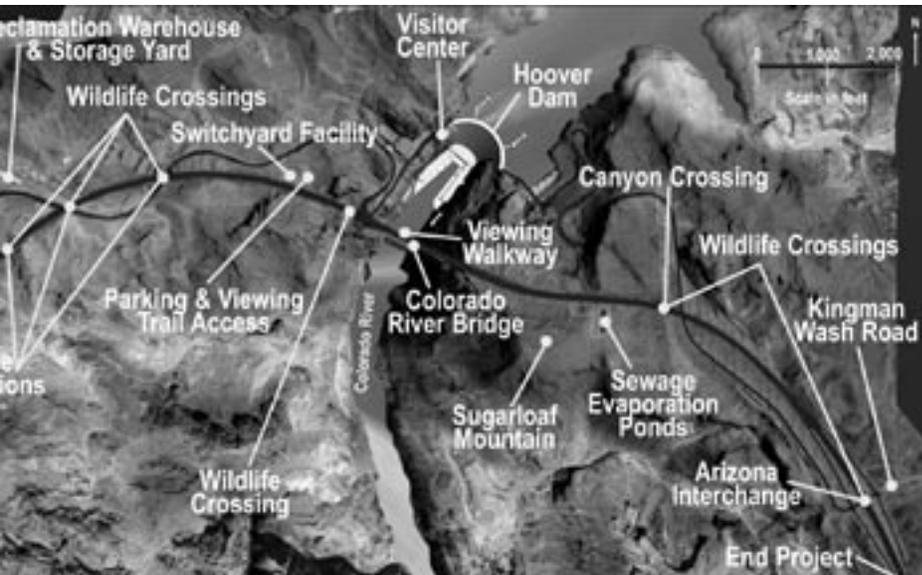
The Colorado River Bridge will be the longest concrete arch in North America. Nearly 2,000 feet in length, the Bridge will soar 890 feet above the Colorado River with an arch span of more than 1,000 feet.



Profile of the Colorado River Bridge.

The deck arch-type bridge was selected because it not only met the technical needs for this bridge, but also worked well to honor the commitment to minimize the view impacts that grew from the Environmental Impact Statement. It is also considered to be architecturally compatible with the Hoover Dam.

According to Dave Zanetell, Project Manager for the Hoover Dam Bypass Project, "this is a highly challenging project and one we are confident the construction industry can meet, just as they have excelled on the Arizona and Nevada Approaches."



Construction of the Colorado River Bridge, connecting the Arizona and Nevada Approaches, is expected to be complete in late 2007/early 2008. Following the bridge construction, the final roadway surfacing will be completed opening the Bypass for travel in 2008.

"It is because of the strong cooperation among our stakeholders that we can now begin this landmark portion of the project – constructing the Colorado River Bridge and completing the final link in the Hoover Dam Bypass Project."

– Dave Zanetell, Project Manager
Federal Highway Administration