

DECEMBER 2010



*HOOVER DAM SPECIAL EDITION INSIDE*

THE NEVADA DEPARTMENT OF TRANSPORTATION

# CENTERLINE

*A Monthly Newsletter for the Employees of NDOT*



**AASHTO**  
THE VOICE OF TRANSPORTATION

## NDOT DIRECTOR NAMED AASHTO PRESIDENT

The national transportation spotlight shown on Nevada recently as NDOT Director Susan Martinovich was elected President of the American Association of State Highway and Transportation Officials, known as AASHTO.

The national organization serves as a liaison between state departments of transportation and the federal government and issues standards for design and construction of highways, bridges and other technical areas.

After her Nov. 1 appointment, Martinovich became AASHTO's first president from Nevada and first female president. As AASHTO president, she will advocate for funding to allow Nevada and all other state DOTs to build needed transportation improvements.

"The legislation that supports our federal highway and transit programs expired more than a year ago and a new bill has not been approved by Congress," Martinovich said. "Without passage of a well-funded, multi-year, and flexible federal surface transportation bill, states cannot move forward with many long-term projects that create and sustain jobs, improve the economy, and decrease traffic congestion.

"Thanks to the hard work and dedication of NDOT staff, we have seen how stimulus transportation funds can be used to benefit the economy and infrastructure here in Nevada, as it has in other states. Long-term, sustainable funding from a new federal surface transportation bill is vital to carry forward that success in Nevada and across the nation."

The appointment adds to a long list of prestigious national positions on which Martinovich represents NDOT and all of Nevada transportation. The NDOT director also chairs and/or vice-chairs many AASHTO standing committees such as safety and research and serves on many Transportation Research Board committees.

"Many NDOT employees participate in professional national transportation groups to benefit all of U.S. transportation and bring home national expertise to Nevada; something that I plan to do with the position of AASHTO president for my one-year term."



**HOOVER DAM  
BRIDGE PHOTOS**

**HOOVER DAM  
BYPASS  
US 93**

*From the workers who toiled to build the Hoover Dam in the early 1930s (on right) to the monumental construction of the modern Hoover Dam Bypass Bridge, crossing the Colorado River will never be the same.*





# GRAND OPENING CEREMONY

## HOOVER DAM BYPASS US 93

“This magnificent bridge is proof positive that America is not afraid to dream big,” U.S. Department of Transportation Secretary Ray LaHood exclaimed.

His subject, the Hoover Dam Bridge, officially known as the Mike O’Callaghan-Pat Tillman Memorial Bridge, stood before LaHood as he spoke during the bridge’s ceremonial opening on Oct. 14.

With more than 1,000 workers and others involved in construction, as well as members of the Tillman and O’Callaghan families whose loved ones the bridge is named for, Secretary LaHood and others addressed the importance of the new concrete arch span.

“The hard work and dedication of the men and women who worked on this bridge honor the legacy of those who built the Hoover Dam 75 years ago,” said Federal Highway Administrator Victor Mendez,

referring to the iconic dam just 1,500 feet from the new bridge. “That hard work will now pay off by positively impacting trade and commerce, and strengthening economies in the region.”

The Oct. 14 opening ceremony at which LaHood, Mendez, Senate Majority Leader Harry Reid, Congresswoman Dina Titus, Lieutenant Governor Brian Krolicki and others spoke was the culmination of decades of remarkable planning and construction, pictured on the previous page.

Studies from 2001 estimate motorists will save an average of 17 minutes when crossing the canyon, and even more time during busy holiday weekends when the bridge helps eliminate busy tourist traffic that previously led to two-hour delays crossing the dam. For motorists, the time savings realized when the bridge opened to traffic on Oct. 19 just might be a dream-like feat matching the magnificent structure itself.

### BRIDGE FACTS

- Western Hemisphere’s longest single span concrete arch bridge
- 1,060 feet long arch span
- 1,900 feet bridge length
- 900 feet above the Colorado River
- 6,000 cubic yards of concrete used in bridge deck
- \$240 million design/construction budget for bridge

*More info: [www.hooverdambypass.org](http://www.hooverdambypass.org)*



As a vital North American trade route, U.S. 93 was previously a two-lane road winding down to and across the Hoover Dam. The narrow, curving road could no longer accommodate the nearly 5 million vehicle trips it saw every year. Another concern: security precautions after Sept. 11, 2001 closed down the dam to trucks, leaving commercial vehicles and the vital commerce they represent to detour 52 miles roundtrip through Laughlin.

To help improve travel in the area, the Federal Highway Administration began construction of the new Hoover Dam bypass bridge in 2004, just 1,500 feet south of the Hoover Dam. The bridge is the centerpiece of a more direct, four-lane highway that now speeds interstate commerce and traffic through the previously-slow Hoover Dam area and helps secure the dam from accidents or threats. The rugged heat and wind under which the more than 1,200 workers, engineers and others toiled was just one element that made the project one of the nation's most demanding engineering challenges.

As a vital partner throughout the groundbreaking construction, NDOT built a 2.2-mile highway approach leading to the bridge and bypassing the former Hoover Dam approach road. A similar approach roadway was built on the Arizona side.

NDOT will maintain and inspect the Hoover Dam Bypass Bridge with funding support from Arizona Department of Transportation, as well as maintain and operate the Nevada approach highway. Part of that operation includes a new wind warning system to advise and detour large commercial vehicles during high winds.

"There will only be one bridge built in the shadow of the Hoover Dam," Federal Highways Project Manager Dave Zane-tell stated. "And NDOT was a huge and thriving force on the project and part of a dedicated multi-agency and multi-stakeholder team that helped build it."

### NEVADA APPROACH HIGHWAY

- 2.2 miles of four-lane road
- Traffic interchange
- Six bridges
- 50,000 square feet of retaining wall
- Drainage, trail and wildlife improvements
- 1.6 million cubic feet of earthwork

## Welcome

Brian Blodgett, *Carson*  
 Adam Brannon, *Carson*  
 Diana Callahan, *Carson*  
 Stanley Carnahan, *Fallon*  
 Benito Desantiago-Moreno, *Las Vegas*  
 Andrew Hammond, *Carson*  
 David Karalus, *Winnemucca*  
 Terry Kroll, *Carson*  
 Manjunathan Kumar, *Carson*  
 Micheal Lawson, *Elko*  
 Ryan Mitchell, *Carson*

## Thanks for Serving

Tom Adams, *31 years, Reno*  
 Leif Anderson, *17 years, Carson*  
 David Barthelme, *25 years, Las Vegas*  
 Jim Boston, *31 years, Reno*  
 Jerry Dyke, *34 years, Carson*  
 Wayne Henriod, *17 years, Ely*  
 Chris Kenley, *27 years, Elko*  
 Wade Langsev, *25 years, Las Vegas*  
 Russ Law, *25 years, Carson*  
 Sheryl Lindquist, *16 years, Carson*  
 Daniel Nollsch, *42 years, Carson*  
 Rob Potter, *29 years, Reno*  
 Lawrence Stewart, *26 years, Wells*  
 Ross Turnbaugh, *32 years, Fernley*  
 Karen Williford, *40 years, Carson*

### State Transportation Board

Governor Jim Gibbons  
*Transportation Board Chairman*

#### Members:

Brian K. Krolicki,  
*Lieutenant Governor*

Catherine Cortez Masto,  
*Attorney General*

Kim Wallin,  
*State Controller*

Tom Fransway • Frank Martin

Susan Martinovich, P.E., *Director*

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