

# Empire customers create joint venture to build Arizona approach to new bridge at Hoover Dam

Truly spectacular construction projects don't come around as often as they once did. Even in a rapidly developing and relatively new area like Arizona, the supply of grand, breathtaking jobs has dwindled. We haven't built anything like the Central Arizona Project for years.



*The schedule calls for the project to be completed in 2007. The Arizona portion should be finished by the end of 2004.*

*Learn more about the new Hoover Dam bridge at [www.hooverdambypass.org](http://www.hooverdambypass.org).*

But, the next few years will be like old times. The Cardinals' stadium looks like it might actually start construction soon, and it will be something to see when it's done. The new Coyotes' arena next door will add to the wow factor.

And then, there's the Hoover Dam Bypass Project. The word hasn't leaked out to most of the general public yet, but the bridge that's being build about a quarter mile downstream from the dam will be an amazing sight. The dam is already a magnet for tourists from all over the world. The fabulous new bridge will ratchet the awesomeness up a few more levels.

For those of us who just want a way to zip to Las Vegas without enduring the winding crawl down to the dam and back up the Nevada side, the new bridge will be a most welcome addition. Tourists will appreciate the parking lots

near the bridge entrance and the sidewalk that will allow pedestrians to stroll out onto the bridge for a thrilling view.

The bypass organization has already hit a home run with its web site at [www.hooverdambypass.org](http://www.hooverdambypass.org). Be sure to check out the photo gallery. Download and run the virtual trip showing an animation of a vehicle driving from the Nevada side, over the bridge, and south to where the new section connects with the current highway. Look for links in the online version of the *Inside Track*.

When projects like this occur in our territory, Empire generally benefits. This project is no exception. Two of our customers, R.E. Monks and Vastco, created a joint venture and won the bid to build the Arizona approach to the new bridge. They will be moving tons of material — mostly hard rock — to carve a 1.8 mile path from the current highway to the canyon edge.

The stretch will include a 900-foot bridge spanning a canyon on the east side of Sugarloaf Mountain. It also includes a parking lot providing trail access.

The Monks/Vastco joint venture began work in March. For the bypass job, R.E. Monks purchased a 345B L Excavator equipped with a 10,000 lb hydraulic hammer, a 5110B L Excavator, and a 14H Motor Grader. To accommodate their parts needs, we have two trailers on site stocked to handle GET needs, filters and other parts, including a hose machine to build custom assemblies. We will restock the parts trailers with a daily parts run from Kingman.

The 5110B is the first machine of that type sold by Empire. A standard 5110B weighs 280,000 lbs, compared to the 184,000 lb standard configuration of the 385B. Net horsepower on the 5110B is 696. On the 385B, it's 513 hp.