

VM 09111

Hoover Dam Bridge

...PM – Concrete placing at its Best.

The better Ideas...
Putzmeister

- qualitativ ? – innovativ ? – leistungsbereit ? – flexibel ? – kompetent ? – Werte bewusst ? -

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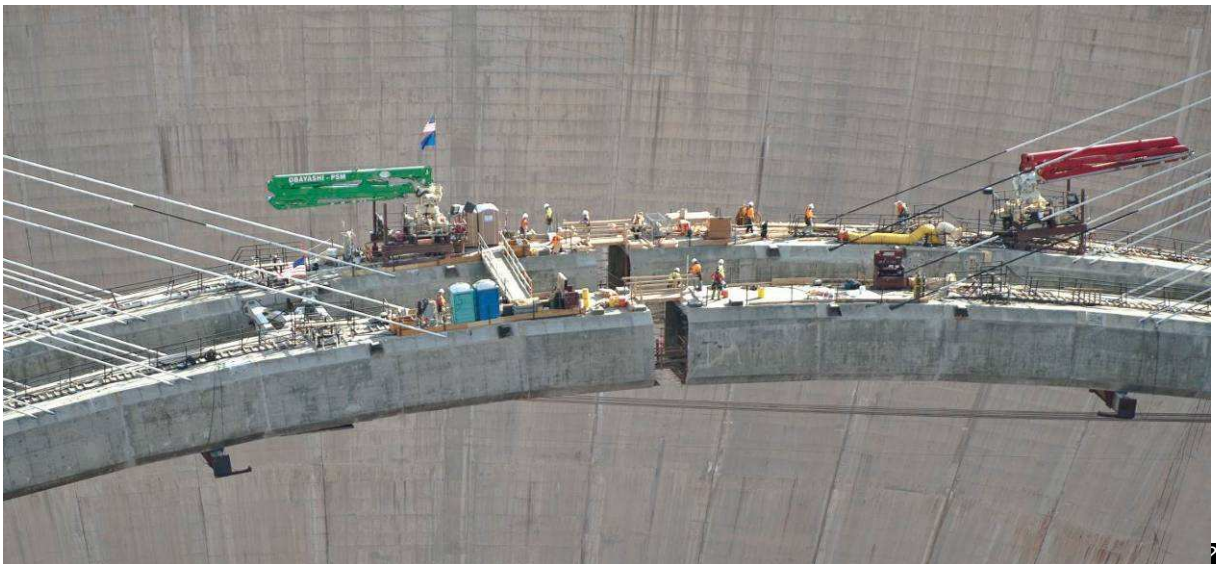
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EP 1201

The most spectacular Putzmeister Application besides the Burj Dubai

http://www.hooverdambypass.org/News_Letters/HDBUpdate-17.pdf

Verfasst nach den Regeln der PORGA 880818
Issued according to PORGA 880818



**Website infos...**

http://www.hooverdambypass.org/Const_PhotoAlbum.htm

http://www.hooverdambypass.org/News_Letters/HDBUupdate-17.pdf

Project Status Update Now Available:

July/August 2009 Colorado River Bridge Status Update

Colorado River Bridge Project Progressing Across Canyon

The joint venture contractor building the River Bridge, Obayashi Corporation and PSM Construction USA, Inc., has complete the connection of the 1,060 foot twin-rib concrete arch. The JV completed the design, fabrication and erection of the new highline system in January 2008. The system was developed specifically for this site and project requirements. Re-establishing the cableway system was a critical milestone to complete the project. Earlier this year, the Contractor completed construction of steel tub girders and deck on the approach spans, and cast the first several segments at the end of each arch using a traveling form system. The arch is now connected and the bridge is approximately 85% complete. The final sections of the arch connected on August 10, 2009. Removal of the supporting cable system was completed on August 27th, and the arch now self supporting and free standing.

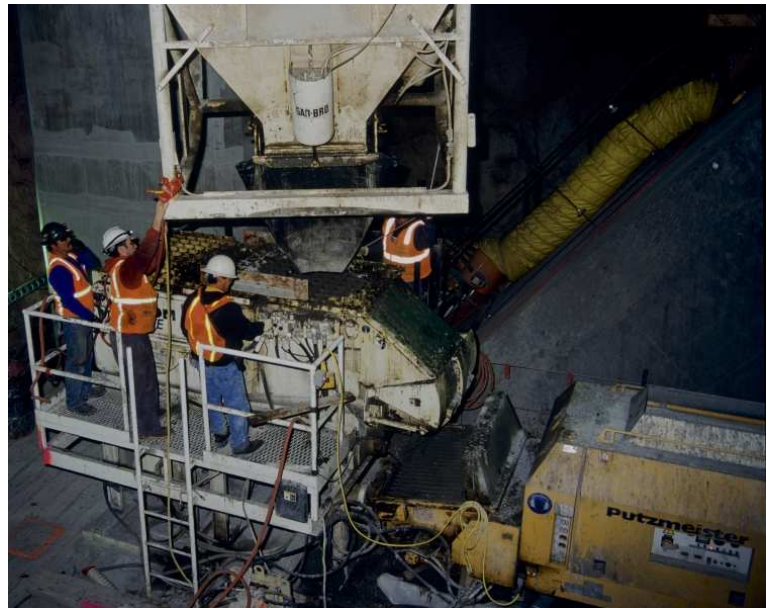
Upcoming work will include setting the precast columns, erecting the steel girders, and casting of the roadway deck and



barriers. (Please see the July/August Project Status Update, in the above box, for more detail on this process.) The bridge remains on schedule for completion in late August 2010. Opening of the bypass is on track for November 2010.

Paving Contract Complete

The fourth phase of the Hoover Dam Bypass project is complete. The interim surfacing project was awarded to Las Vegas Paving Corporation in December 2007 and was completed in June 2008. The project includes asphalt paving and guardrail on approximately 75% of the approach project length. Completion of the project minimizes the amount of remaining work to be done after the River Bridge is completed. The final project to open the bypass will include the short sections of remaining roadway tie-ins to the River Bridge and U.S. 93, as well as signing, striping, barrier, and pedestrian facilities on the entire bypass.

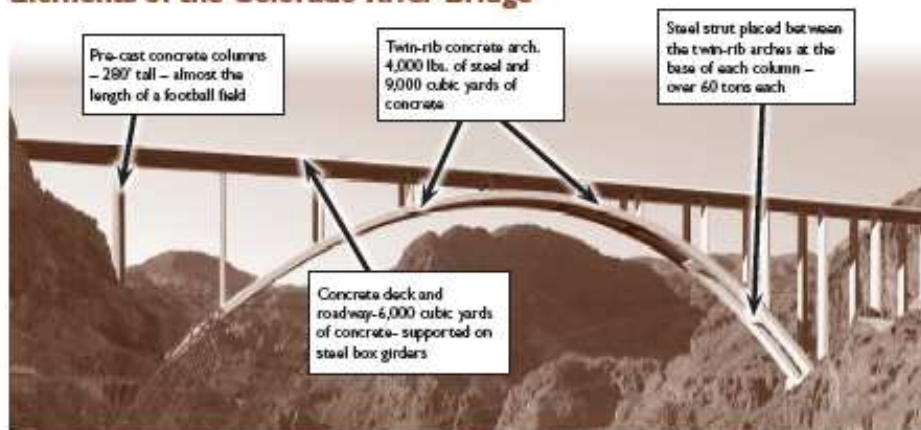






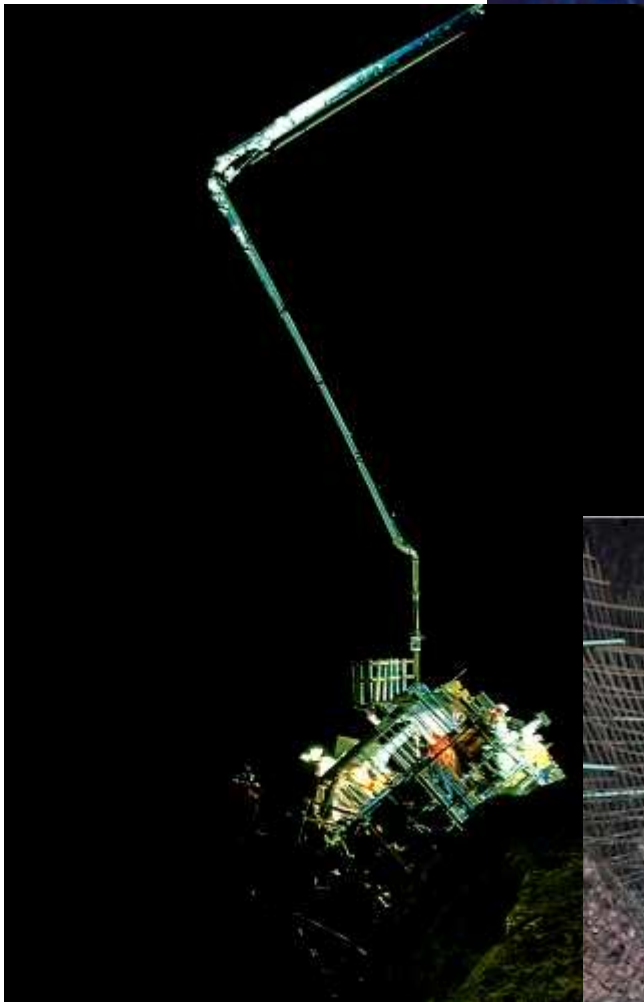


Elements of the Colorado River Bridge



Computer rendering of completed bridge.











All from Website:

http://www.hooverdambypass.org/Const_PhotoAlbum.htm#Sept2009_Bridge

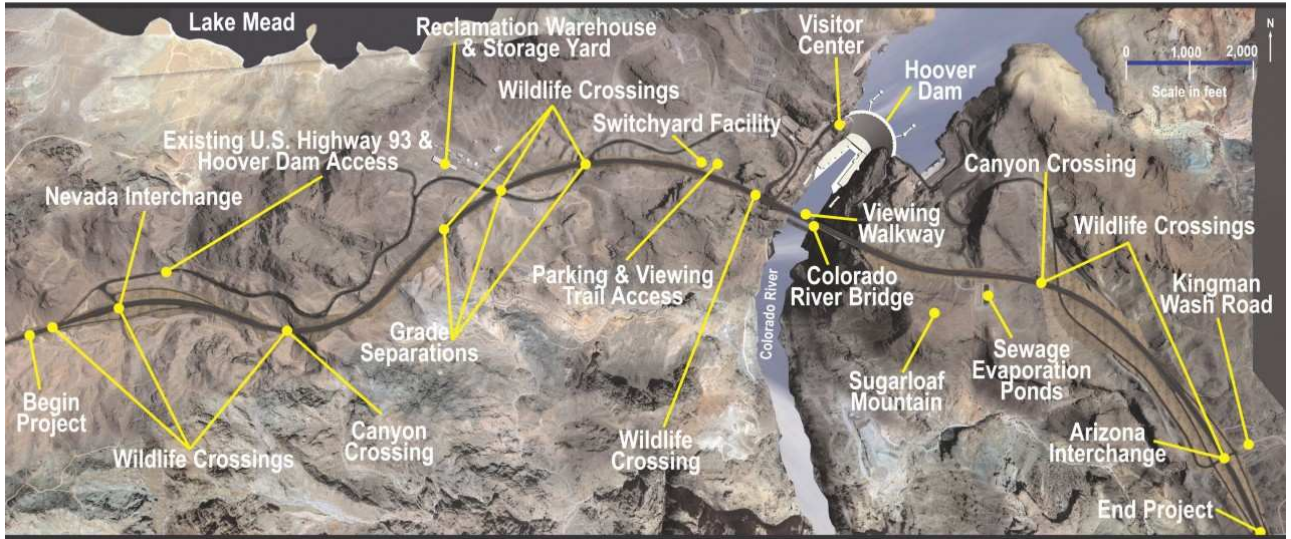
If you would like to see renderings of what we expect the final project to look like, please see our [Photo Gallery](#).

If you would like to see construction photos of the Arizona Approach (Mid-2003 to November 2004), please use this link: [Arizona Approach Photos](#)

If you would like to see earlier photos of the Nevada Approach (construction prior to January 2005), please use this link: [Nevada Approach Photos](#)

To view real-time images of construction on the Colorado River bridge, please see our [Hoover Dam Bypass Webcam](#).

Hoover Dam Bypass Project Features



**Further details from Von:
Rob Liebermann**

[mailto:rldiver74@verizon.net]

Dear Mr. Schlecht,

I sold them the equipment in September of 2000, and delivered the BSA 2110 HE (Special Specs) and the MX32/36Z about 8-9 months later.

Attached are a few pictures (I took a lot on September 2008 before leaving PMA) of the pumps (they also had an older BSA 2109 HE from the Atlanta Tunnel Project as a back up pump) and the interesting mounting of the placing boom on the formwork.

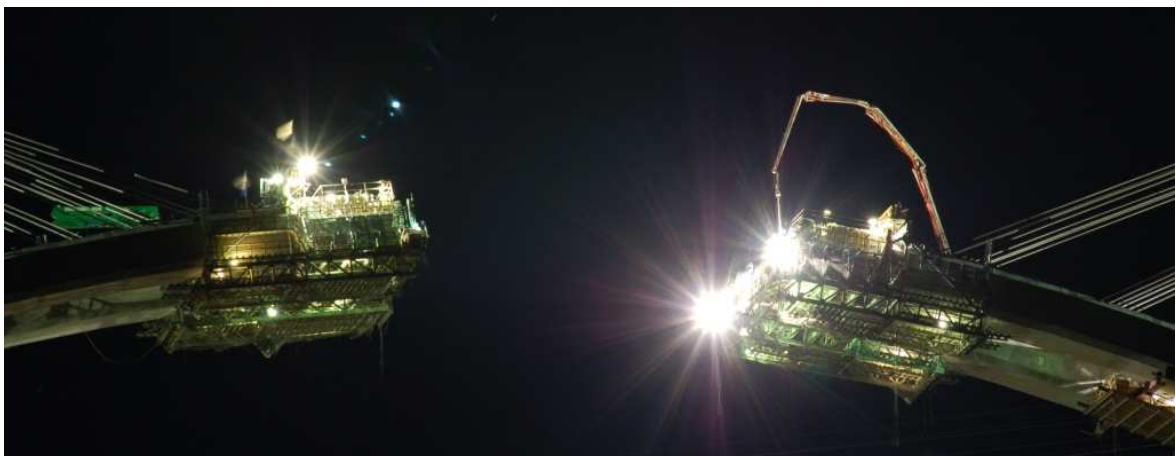
{The Green boom and both pumps belong to them, and we rented them the other placing boom and pedestal.}

The project had about a 1 year delay as one of the tower cranes blew down in a very strong wind, and took down the cableway. It took a year to replace it. There is an excellent superintendent there (Wes Pollnow) and I had taken customers there after one of the WOC shows.

There have been no pictures

of the placing booms and pumps operating (that I am aware of) because they only poured concrete at night due to the temperatures and probably some traffic considerations also. Lighting would not have been very good, and I am not sure if helicopter pilots would have been allowed over the canyon in the dark.

If you would like any more information please let me know. I have a lot of pictures taken at different times as the job progressed, and the only ones I do not have are the ones taken as the two arches meet; which we now have. It was a very interesting job, and I was out there quite a few times to look over the set-ups, and follow up with them. Wes and Terry from the site were great to work with.





Nowadays 120 foot water height is missing and a new lower water intake for turbines is necessary. It takes ca. 30 years to refill lake – but generally big lack of water and too much consumption in the very much grown Las Vegas area will question this.

Quinn- Pumping and the dam bridge

quinn@quinnpumping.com +1 702 399 9574

(see extra photo series in www.quinnpumpig.com)

The owner and president Quinn ISLEY >>>>>>>>>
Earlier Quinn only used SCHWING s which he all sold as PM proved better after Bob Liebermann succeeded in long efforts to sell one M 36 "bigmouth" some years ago. It immediately pumped the harsh mix **there which Schwing gate and rock valves did not take**

Today Quinn has 15 Putzmeister Pumps in Vegas managed by Steve Heimark. >>>>>>>>>.

Merli / LA with his with his bigger fleet of 27 units in Vegas including Telebelts ruins the prices there as he said. Presently Quinn is due to crisis down to 20% of earlier pump services.

Quinn won the dam bridge project with his 58 and other PM boom pumps, working besides the site- owned 2 stationary PM trailer pumps.



He and Steve showed all to us in a memorable site tour Wednesday morning, guided by site manager

Wes Pollnow >>>

Obayashi-USA
WesP@obayashi-usa.com >>>>>>>>>



Actually the bridge it is symmetrically mounted of its deck as shown here 100203 with big steel girders. Then deck is then concreted with Quinn's PM – boom pumps regularly.

It will be opened for traffic July 2010. Actual situation of the HOOVER-DAM bridge deck over the Colorado.

