

## Hamilton Bridge Team Stars on Broadway



Broadway Closure Crew

On 4th of July this summer, Joe Hampton proposed to his girlfriend, slipped a ring on her finger – and then pretty much did not get to see her for the next two months! Sounds like the story you might expect from a ship’s captain heading off to sea – and Joe did in fact spend a fair amount of time thinking about ship arrival schedules – but that was just one of many challenges he faced as project manager heading up the team on Hamilton’s \$9.3 million Broadway Bridge project. The critical point of the work thus far has been the team’s success in completing a complicated and demanding work schedule on the bascule span of the bridge during a 60-day bridge closure – which involved staging work so the 100-year-old Willamette River bridge could be lifted every four days or so to let ships pass through to an upriver grain elevator.

Hamilton’s task at Broadway Bridge involves managing the rehabilitation of the existing bridge deck and preparing for installation of track on the bridge segment of the Portland Street Car Loop. Project components include installation of suspended scaffolding that can lift and lower with the bridge, removal of turn-of-the-century street car tracks (supervised by Bob Orem), substructure steel retrofit, painting, replacement of sidewalks and concrete overlay. Hamilton is working as subcontractor to Stacy and Witbeck.

The Broadway is at the heart of Portland’s urban core and a commuter crossroad involving motorists, pedestrians, boaters, and more than 8,000 bicyclists a day. With its proximity to Portland’s Union Train Station, the project also impacts rail service. To minimize disruptions to the traveling public, a combination of nighttime bridge closures

and daytime single-lane two-way travel has been maintained throughout most of the construction except for the 60-day closure. An innovative under-deck scaffolding system and temporary traffic barriers have allowed the work to progress on schedule and safely for workers and the traveling public alike. The project has required major coordination with Union Pacific and BNSF railroads, Multnomah County who manages the bridge, and the City of Portland which owns it, as well as Stacy and Witbeck.



L to R: Bryon Genz, Joe Hampton, Larry Martin, Bob Orem (Bobo)

The Broadway serves a diverse population in Portland and so outreach efforts headed up by Hamilton’s Judy Betts and Randy Burg have been an important aspect of project. We are proud of the work we’ve done with the minority-owned construction firms who have contributed to this project.

As project superintendent, Larry Martin points out, the complicated rolling lift mechanism of this bridge is the only one of its kind left in the United States, and presents a unique challenge. “For the bridge lift mechanism to function we have to make sure that weight is balanced within a few thousand pounds in preparation for each time the bridge is lifted and that drives the work schedule,” Martin pointed out. “This project was definitely not a ‘blow and go’, it had to be planned very methodically,” added Hampton.

And by the way, back to the beginning of the story – congratulations to Joe and Melanie -- the wedding is still on in 2011! Congratulations to the Hamilton Team AND the future Mr. and Mrs. Joe Hampton. ■

Simple plywood paddles improvised by Hamilton’s Bryon Genz allowed us to build FRP decking “faster than the guy who makes the decking has ever seen it done” recounts Project Manager Joe Hampton.

# Willamette River Bridge: THE BRIDGE OF SIZE

In June 2008, when the Oregon Department of Transportation (ODOT) selected Hamilton Construction as the CM/GC for the Willamette River Bridge (WRB) between Eugene and Springfield it was notable for several reasons: not only is it the largest single project ever sponsored by ODOT, but at a cost of \$150 million, the WRB is also two and a half times larger than any project Hamilton has ever undertaken.

Perhaps most important of all, the WRB marks the first time the state agency has used the alternative delivery system to low-bid known as CM/GC (Construction Management/General Construction). CM/GC redefines construction decision making by selecting a contractor who can help problem-solve earlier in the process. By selecting Hamilton, ODOT created a strategic partnership based on their trust in our professional credibility. It was a huge compliment to the abilities of the Hamilton team.

OBEC Consulting Engineers, Eugene, with subcontract assistance from TY-Lin International out of Salem, designed the early

phases of the project.

In summer of 2009 work began and Hamilton's crews rose to the task of installing three acres of work bridge, comprised of more than two million board feet of 12' x 12's, and over 130,000 sq. ft. of plywood. It was a busy summer with all of this completed within three months. Demolition started soon after, and the old decommissioned bridge removal was completed right after the first of the year in 2010. In fall of 2010, 64,000 sq. ft. of additional work bridge was added.

In 2010 and 2011, work will focus on the construction of two spans of dual arches, one 390 ft. and the other 416 ft., along with a 869 ft. long box girder. All this work will be done by Hamilton crews. There will be various retaining walls, another 180 ft. long structure called Canoe Canal, and roadwork for the I-5 Southbound side that will be completed by subcontractors. During the first construction phase, a Hamilton crew size of 45-55 people will accomplish this big task.

Currently, the majority of southbound road work is done



Hydraulic mechanisms at WRB use canola oil instead of petroleum-based products to reduce risk to the environment. The amount of oil it takes to cook your Holiday turkey will keep this impact hammer going for about six months. (from left) Veril Humbert and Mike Sheeley running the Hydraulic Impact Hammer while building work bridge.

and work proceeds on box girders and jacking the #2 arch span.

In late 2011 and 2012, a major traffic switch will put both lanes of I-5 Northbound and Southbound onto the newly completed southbound structure. At that point, the detour bridge Hamilton built in 2003 will start to be dismantled for the construction of the new northbound arch and box girder structure which mirrors the southbound structure. This will be work for the Hamilton crews through fall 2013.

In December 2013, the contract time will be up and both structures are to be completed. With an estimate of over 450,000 man-hours to reach completion, this will be the biggest project Hamilton Construction has ever taken on and will accomplish. So let's reinforce to ODOT that Hamilton Construction will be the CM/GC of Choice for future projects through working safely, our quality of work, and our sensitivity to the environment. ■

**As one observer recently quipped, "At WRB, we've got so many environmental safeguards in place it's like wearing suspenders and two belts to make sure your pants don't fall down."**

All equipment used on the work bridges are running on biodiesel and on top of that, wearing giant "diapers" to catch any leaks. Hydraulic jacks are using canola oil instead of petroleum-based products. If any oil still manages somehow to escape, it will be caught in a drainage system of gutters that run underneath the work bridge which captures all run-off and sends it through a filter and settling pond before release. These are just a few of the innovations Hamilton has brought to the job. Other examples of earth-friendly thinking include a hydro acoustic bubbler – the Bubble Curtain – that protects fish by dampening noise and recycling of bridge demo materials – including 500 truckloads of old steel re-bar. ■



WRB in November

# Profile: Bonnie Simpson

Bonnie Simpson became Hamilton's accounting manager three years ago. Bonnie grew up in the mountains outside of the booming metropolis of Rathdrum, Idaho – population 750 – not far from Coeur d'Alene. The daughter of a logger and the fourth of six sisters Bonnie loved riding horses and enjoyed dirt bike riding (until her Dad decided it was too dangerous and sold the bike). Her first summer job was related to her love of horses - working as a wrangler at a dude ranch guiding trail rides.

At 18, Bonnie left for the big city and landed her first office job at a community center in Santa Barbara, CA. She started as a receptionist and was quickly promoted to bookkeeper. Since then Bonnie has lived in several locations including Virginia where her first son Gabriel was

born, but finally her travels took her full circle back to Idaho.

Bonnie's return to Idaho marked some of the busiest years of her life. Not only did she have a second son, Daniel, but in addition to working full time for a concrete company, she also attended school full time and ultimately earned her degree in business management with an accounting focus from Lewis Clark College, in Lewiston, Idaho.

Then, in 2007, Bonnie moved to Eugene, and that's when she came to Hamilton where she says her goal is to make the accounting department more accessible and as easy as possible to work with. "Our whole function is give timely, accurate information to our customers – and our customers are everyone who works at Hamilton especially the JOM's, the project managers and all our employees," she says.

Nowadays Bonnie enjoys being mom to Gabriel, now 18, and Daniel, 12. She likes to stay active and enjoys working out, cycling along the Willamette River trails, and also doing a little wine tasting for fun. While we can't write about it here – ask Bonnie about "the chickens". As the Holidays approach Bonnie is looking forward to time with family in Idaho and a busy new year at Hamilton! ■



L to R: Bonnie Simpson, Terry Jorgensen and Wendee Leon – the Springfield office accounting team.

## December/ January/February Anniversaries

Brad Sullivan	33
Wendy Cobarrubia	25
Jack Young	19
Ron Woods	16
Kate Brownell	9
Mike Phillips	9
Cleve Clark	8
Rich Dugan	7
Joe Hampton	6
Jeannie Plouse	5
Pete Flockoi	5
Andres Juarez	4
Steve Brown	4
Bonnie Simpson	3
Aaron Leone	2
Brad Morgan	2
Jamie Cook	2
Pat Sharp	2
Randy Reynolds	2

## Safety Results---Winning Performance for Each of Us & All of Us

Our focus in 2010, Pathway to Accountability worked:

1. We are working safer. Our 2010 performance exceeded our goal.
2. Our safety record helps us be more competitive and therefore get work. For example, the Vollmer Creek job, we were low by \$9,560 due partially to our low workers' comp rate.
3. Many of our jobs and subsidiaries attained safety milestones hours and celebrated.
4. Jobs including Chambers/Cottage Grove; UPRR Turner and UPRR Harrisburg were completed injury free.

Even one avoidable accident is unacceptable. Given our commitment to be the Northwest's Premier Bridge Builder we have further room to improve, that's ok. ■

## PARTNER'S MESSAGE

Happy Holidays to all of the Hamilton family! I want to take this opportunity to thank all of you for your good work during the past year. And also send a big thank you to the families of our employees who keep the home fires burning; we appreciate your support, too – you are all an important part of the team.

Despite the bad economy, we have the good fortune to report that it's been another great year here at Hamilton. We are staying busy, logging in almost as many work hours as last year (approx. 300,000) and **we have cut our injury rate in half.** Sending you home safe at the end of the day is always our number one priority so we are very pleased with this accomplishment.

Let's see if we can work even safer next year!

We are looking forward to another good year in 2011. Several highway projects on the horizon we are bidding include light rail work for TriMet, the replacement of the Sellwood Bridge in Portland, and a couple WASHDOT projects in Vancouver, Washington.

In addition, we are looking at bidding on a couple of major non-bridge jobs – hydroelectric projects for EWEB (Eugene Water and Electric Board) and another at Detroit Lake for the Corp of Engineers. Our team's reputation for building big projects around water and creating innovative construction methods for protecting the environment will make us very competitive for these projects.

We are expecting a fairly robust highway program in the coming year. Oregon will have more money available for highway maintenance and construction in 2011. The gas tax approved by the Oregon Legislature goes into effect, adding an additional \$300 million in highway work to the existing budget. On the national scene, the newly elected Congress is also working to pass a transportation funding bill. Congressional leadership has indicated they will not increase gas taxes but are seeking to find alternative funding sources. We'll keep you posted on their progress.

In closing, I would just like to say how proud I am of the Hamilton team. You keep raising the bar in all ways: safety,



innovation, meeting demanding schedules, tackling more complex projects. You are the reason Hamilton has established itself as the Northwest's premier bridge and highway builder! You're the best! I'm looking forward to working with all of you in the year to come! ■

*Sincerely,  
Scott Williams*



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