

Hamilton Construction Salmon Creek Project

Northwest Construction's BEST of 2006 Award

Project Name: Widen I-5 Each Direction from Salmon Creek to I-205, Salmon Creek, WA
Tenure: August 2003 – November 2006

Project Description:

This \$31.2 million project consisted of constructing two 475' precast girder bridges on I-5 and one 175' concrete tub girder bridge over I-5. It also included an additional travel lane in each direction for 2.5 miles, a realignment of the existing on and off ramps to accommodate the additional lanes, new signage, new drainage, new barrier, paving, guardrail, electrical and lamination work, and landscaping.

There have been, and continue to be, many challenges on this project that range from schedule design, staging, and access so the work could be completed. This job has had many aspects of construction to it, starting with the intricate staging plan that was developed so the work could be completed with minimal impact to traffic. This was achieved by utilizing the four traffic stages originally included in the plans with some modifications. The fifth stage had to be completely redesigned to accommodate the final work activities required to complete the project.

Early on, ground water became a major problem on site and continued to be a problem until the last stage. There have been many thousands of feet of underground drainage system added to address this as the project proceeded.

During the first and second season, stages 1 thru 3, our subcontractor successfully installed a 30' fill and realigned the grade. We were able to phase our work to build all of the sound walls and two of the three bridges concurrently. This work consisted of demolishing the old I-5 structure, drilling six support shafts, constructing the new northbound structure close to the existing footprint on I-5, and the tub girder over I-5 at 129th St. During these stages of the work, there were many access challenges for the different disciplines of work. Due to the diligence and commitment from our forces and the owner's forces, we were able to complete all of the activities.

During stage four we were able to complete the southbound structure and start the 6000 feet of single slope median barrier that was necessary for the project to move into the paving stages of the project. Again, we were plagued with water problems, but were able to overcome them.

Moving into stage five, after a complete redesign allowing us to finish all the change order work from the previous stages, we were able to continue our barrier activities and drainage activities. Also, based on the redesign, it allowed us to begin working on our 89,000 tons of final paving for the project. Work is projected to complete by October 15th, which is two months ahead of schedule.

In closing, due to a true commitment to partnering from both the contractors on site and the contracting agency, we have been able to overcome the obstacles on this project, which have included 160 contract change orders, and provided a quality project to the traveling public and the state of Washington.

Project Owner: WSDOT (Washington Department of Transportation)

General Contractor: Hamilton Construction Co (Oregon)

Subcontractors: Meko Construction Inc, KLB, Spurlock and Associates, Lakeside Industries,
Benge Construction Co, Staton, Potelco Inc, Rainier Steel, Malcolm Drilling