

## A Whole Lot of Heavy Lifting Goin' On!

Hamilton crews have begun setting steel with the twin 250,000 lb. bright yellow gantry cranes running smoothly up and down their tracks at the I-84 Sandy River bridge project.

According to Project Engineer Aaron Standeford, Hamilton will take delivery of 52 pieces of steel in total—some weighing more than 67 tons a piece—to build four girder lines bolted together piece by piece after being rolled into position by the giant mobile gantry cranes.

Aaron said the main splice connections have been going well. “Once we got the ball rolling it’s

been going smoothly,” he reported.

Hamilton modified a girder launching system purchased from North American Industries on the East Coast in order to avoid the need for work bridges for area residents. An added bonus of this method is less in-water work time, making the job more fish-friendly for the endangered salmon that inhabit the Sandy. ■

Offloading a haunched girder section. (Bottom right) Mike Fisk readies a spreader beam used to hoist the girder sections.



## Sandy River Bridge Surpasses 75,000 Injury Free Hours

In celebration of more injury free work, Hamilton’s crew at the I-84 Sandy River Bridge enjoyed a full course Italian lunch with all the trimmings, received a crisp picture of Benjamin Franklin, and an early afternoon off. Also joining in the celebration were repre-

sentatives from the Reynolds School District, who were pleased to receive \$2,500 in recognition of the achievement; Troutdale Mayor Jim Kight; and members of the OBDP (Oregon Bridge Delivery Partners) team. ■



Members of the crew listen on as PM Wendell Snook; Reynolds Asst. Superintendent Tony Mann; Troutdale Elementary Principal Steve Johnson; Sweetbriar Elementary Principal Shane Bassett; Hamilton Safety Manager Mike Phillips and Hamilton PM Brad Sullivan discuss the safety milestone at Sandy River as well as Sweetbriar and Troutdale Elementary plans for using the Hamilton donation.

## National Spotlight Shines on Hamilton

Twice in recent months Hamilton has received national attention for its innovation in bridge construction.

Respected national publication Engineering News Record (ENR) recently highlighted the unique “Top Down” dual gantry crane construction system Hamilton is developing in coordination with ODOT at the Sandy River Bridge project. The magazine noted the method, which avoids the need for in-water work bridges, holds good potential for a future applications in tight access and environmentally sensitive situations. Read the complete ENR

story at [www.hamilton.com/news](http://www.hamilton.com/news).

Hamilton also made it onto the national radar a second time when we received an Alliant Build America award for “innovations in Accelerated Bridge Construction” for work on the Hwy 241: Isthmus Slough Bridge in Coos Bay. Congrats to Mike Phillips, project manager, Jeff Phillips, Aaron Standeford and all the other Hamilton crew who ripped out and rebuilt the Isthmus East Approach in less than two weeks! The whole nation is taking notice! ■



# Steve Brown: The Intrepid Decision Maker



Austin and Steve Brown

"Just make sure it's a good shot of Austin," said Steve Brown as we caught this photo of him and his dog before his departure to Alaska.

If you called Steve Brown a genius to his face he'd probably give you "that look"—but if you have ever worked with him you know: Steve's particular brand of genius lies in devising wickedly clever solutions for seemingly unsolvable bridge construction problems. The girder launching system at Hamilton's I-84 Sandy River Bridge is his most recent accomplishment (although he sidesteps praise and will tell you it is the product of a fine team including Hamilton Project Manager Wendell Snook, John Szymik, McGee Engineering's Garrett Ellingson, and many others.)

Time and again during his 40+ years in construction, Steve has been called in to tackle tough jobs and his talent has made for a colorful career.

Steve grew up in a world of transportation construction in California, the son of the project manager for the San Francisco's Bay Area Rapid Transit. His own construction career began with a stint in the military building bridges throughout Europe with the Army in the late '60's.

According to John Benham, when Steve first arrived at Hamil-

ton in 1972, everyone called him "that hippie from California". John and Steve shared an office, both working as estimators at the time and as John recalls, definitely the *Odd Couple*. Those who remember the old television show will recall that one of the house mates was extremely neat and the other one was, well...like Steve Brown. Shortly after a stack of papers fell off his desk and started a fire in the office, their time together was cut short. John recounts that the two of them had an unusual run of successful bids. "We had this hot streak where we were just nailing every bid for a couple weeks – and then someone had to do the work--so they sent us both out into the field!" John laughed.

During his first dozen years with Hamilton, Steve worked as an estimator-- chief estimator for a time--project engineer, superintendent, and project manager and all told, was involved in some fashion with the construction of more than 300 bridges. About half of those followed the 1980 eruption of Mt. St. Helens when Steve and Ellis Runk disappeared into the woods and rebuilt about 150 damaged design/build bridges throughout Oregon and Washington for the Army Corp of Engineers, Weyerhaeuser, and the U.S. Forest Service.

Evidently all that time in the woods gave Steve a need for some city lights – because then he took off to California to build 13 box girder bridges and ten miles of concrete paving in the heart of Los Angeles. Steve recalls the Route 60 Downtown Los Angeles to Ontario project as one his most intense: two years, six days a week, with crews of 220-230 working around the clock. No longer that California hippie, he returned to Oregon, finally making his way back to Hamilton. The prodigal son.

Favorite project? Steve will tell you his most satisfying work actually came on a project that has turned out to have some challenges:

Pioneer Mountain/Eddyville. Steve loved the fact that it was new construction, in mountainous terrain – not an everyday run of the mill job. How do you deliver big steel where there are no roads? How can you string girders over a canyon in the middle of nowhere – the solutions to those questions led to Steve's modifications of the

girder launching system now being successfully implemented at the Sandy River Bridge.

But in typical fashion, you're not going to find Steve sitting around taking any credit for the work going on at Sandy – he's off on the next big adventure: establishing Hamilton's operations in Alaska! ■

(\*Intrepid: Bold, courageous)

**"Steve Brown is the most innovative and resourceful project manager I have had the pleasure of working with. He is an intrepid decision maker with founded experience to back up his bold approaches. He is stubborn as they come, but he is entitled to it because he has already thought about the project from top to bottom before anything is put to the drawing board. This is a guy who knows how to get the job done and have fun doing it; each day working with him is bound to put a smile on your face."**

-- Garrett Ellingson, P.E., S.E., McGee Engineering, Inc.

In the next issue of the Herald: Hamilton's Laborers-You just thought you knew them!

## April/May/June Anniversaries

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John Szymik	3
Jeff Putnam	2
Bryan Copley	2
Kody Fritz	2
Kyle Fritz	2
Veril Humbert	2
Ronnie McAllister	2
Dan Marcum	2
Juan Cervantes	2
Carl Anderson	2
Craig Almont	1
Reid Highberger	1

From Alaska to Oregon to Idaho, Hamilton is looking forward to one busy summer! Since no one will have much time to enjoy the scenery when the work begins – thought we’d run a few photos to show you the variety of new locations where your friends and co-workers will be rocking and rolling this summer! See Brad Sullivan’s Partner Message on page 4 for more information about what these project mean to us. ■



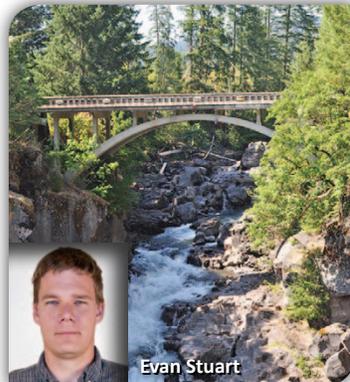
Chris VanderPloeg

**Westmoreland Fish Passage:** Improving fish habitat in an urban environment is the goal for Hamilton PM Chris VanderPloeg and his crew. US Army Corp of Engineers is the client. Hamilton will replace and upgrade two crossings of Crystal Springs Creek with a new single span slab bridge and precast box culvert in the heart of southeast Portland.



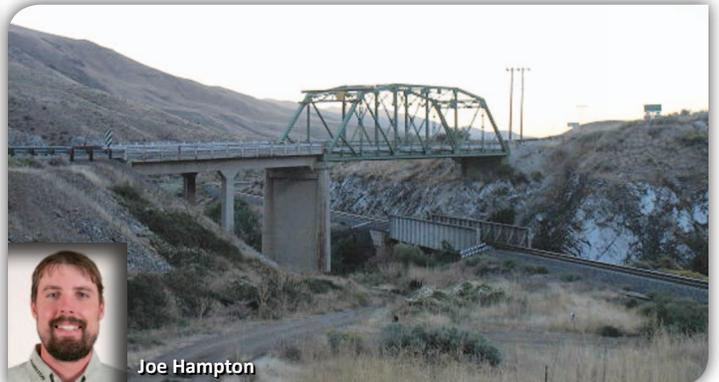
John Szymik

**Alaska Seward Highway: Trail RV, Falls Creek & Ptarmigan Bridge:** Anybody recognize this guy? John Szymik said he was never coming back when he left for Alaska – and looks like he is living the life!



Evan Stuart

**Mill Creek Drive: North Fork Rogue River, Prospect, OR:** This project is notable because of location: the bridge spans one of the most scenic – and dangerous – of the Class V rapids along Oregon’s legendary Rogue River. Hamilton was chosen from a short list of contractors who pre-qualified for the project given the extreme challenge of the site. Led by PM Evan Stuart, Hamilton will put our extensive historic bridge renovation skills to good use on this circa 1930’s concrete arch structure.



Joe Hampton

**Burnt River:** This ODOT bridge removal and replacement project, located north of Ontario, Oregon on Highway US 30, is a “Rapid Construct” funded project. It involves removal of two bridge spans and replacement with a 162’x32’ pre-stressed, single girder span and precast panel deck. The structure crosses the Burnt River and an active track of the Union Pacific Railroad (UPRR). Joe Hampton PM



Craig Almont

**Union Pacific Railroad Pocatello Subline: Montpelier to Soda Springs Idaho**  
Craig Almont is celebrating his first anniversary at Hamilton by taking a nice long trip to Idaho – to help Bob Hirte and crew replace four railroad bridges at four different sites. Two of the bridges have to be replaced in one night...another is leisurely –we actually get two days to build it!

## Stress? Anxiety? Substance Abuse? Family Problems?

Hamilton employees can get confidential help through our company’s employee assistance program RBH (Reliant Behavioral Health). RBH provides services to help people privately resolve problems that may interfere with work, family, and life.

If you or a family member are in crisis or want more information about services go to: [www.myrbh.co](http://www.myrbh.co) and enter Access Code: hamil or call 1-866-750-1327

## PARTNER'S MESSAGE

2012 is going to be an awesome year. Our estimating team has been busy and continues to be busy bidding work in many areas for many different owners. Since the last issue we have been successful on two projects, one in Prospect, Oregon and one in Pocatello, Idaho. Both will start and be completed this year. Our summer is booked and we are filling in the fall backlog.

We now have projects in four states with Oregon continuing to top the list with current backlog. Willamette River Bridge in Eugene, Sandy River Bridge in Troutdale, McCullough Bridge in Coos Bay, Yaquina Bay Bridge in Newport, and Beaver Slough & Fishtap Bridges in Coquille are projects currently running. Burnt River Bridge in Huntington, OR, Mill Creek Bridge in Prospect and Westmoreland Bridge and arch culvert in Portland will be starting soon.

ALASKA, we have work boots on the ground and equipment working on the Seward Highway project. Delivering the 2,975,360

pounds, 69 truck loads, of material, equipment and supplies by barge was completed with only a few minor issues. Once the barges arrived in Seward we learned all about Alaska's cold weather, snow and mistakes that are often made by the people from the lower 48, America, as they say. We have beaten this issue and are productively working now. For whatever time was lost getting moved up and equipment running has been gained back by the crew and the job is on schedule. We do this well, Hats off to the crew. Please make sure you stay in contact with them as they have some interesting tales and can use some warm thoughts.

In April we will have boots on the ground and equipment on the new rail project in Montpelier, Idaho. This is another spring start in a place that has cooler than Oregon temperatures through the spring. We will be taking some of what we learned in Alaska to this project. Our crew is preparing for this work as we speak with a planned start mid April and

completion in October 2012.

Our Salt Lake City, Utah rail project has been delayed while Union Pacific Railroad works out permit issues with the Army Corp of Engineers. At this time we have no firm start date but we anticipate the project will get constructed in the future.

This is an exciting time as we venture out into new areas working with new owners. We promote and have the best people in the industry and it is going to be great to hear all of the things you will accomplish as we move forward. The people that are traveling the distance are to be commended and we appreciate their commitment.

A great event occurred recently at Sandy River Bridges. They attained 75,000 man hours of safe work. Hats off to the crew for this milestone. This amounts to almost two years of work on a project without an injury, fantastic. If you remember American Concrete Cutting made it to the same milestone recently: three years of safe



work. Prior to this, only the Springfield yard accomplished this with three years of safe work. We have made and are making great strides in safety, I cannot speak highly enough of everyone we have working for us when given the task of keeping our employees safe. Let's continue the effort because it's the right thing to do and if it's the right thing to do we excel at the task.

Have a busy, productive, fun and safe spring. It only gets warmer from now. ■

*Regards,  
Brad*



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