

2007 is shaping up to have been another fine year for Hamilton Construction and our employees. We can celebrate our success, have a fine holiday season and plan for plenty more work for the coming years.

Hamilton will complete a record volume of work with the best safety record we have ever had. We started the year winning a major safety award, retired our Safety Manager, shuffled a little bit and have two new great safety people off to an impressive start. We continue to finish our jobs ahead of schedule, for budget and to the great satisfaction of our customers. At Pioneer Mountain, ODOT formally advised the prime contractor that the Oregon subcontractors (i.e. Hamilton) were not to be “hurt” in the suspension negotiations. That fact tells a great story about ODOT’s respect for Hamilton.

We are currently building three design build projects, and we are preparing to bid on a 4th one. This has been a major success for Hamilton as we learned how to price work concurrent with designs and to convert the ideas into real, successful projects.

There remains a huge volume of bridge work in the ODOT system for us to bid. We just recently started bidding again, and we will get our share of the work to come.

Please have a great holiday season and plan for another big construction year in 2008. We hope to see many of you at the annual training and party event on November 30th.

—Jim Sly



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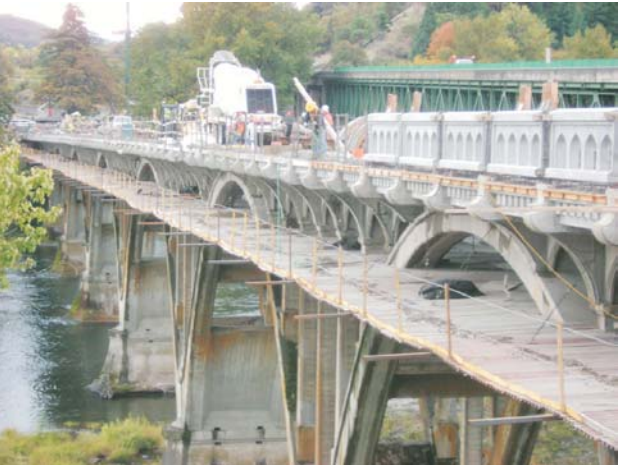
December 2007

Hwy 99: North Umpqua River (Old Winchester) Bridge Rehab

This project is widening and restoring an old historic multiple arch span bridge engineered by Conde McCullough in approximately 1920. There is documentation that over 10,000 people came from all around to witness the bridge opening to traffic in 1924. McCullough engineered numerous structures for the State of Oregon, many of which still stand today. We have been told this structure was one of his first multiple arch span designs. One of the reasons for this rehabilitation contract is that this structure has been removed from the Historic Register due to lack of maintenance. Once we have completed work it will be reinstated on the Historic Register.

This project was put out to bid in late 2006. ODOT required a mandatory pre-bid meeting and mandatory pre-qualification of contractors with experience in this type of restoration work. Due to our experience on the Rogue River Bridge at Gold Beach and several other rehabilitation contracts we were pre-qualified to bid on this project. There were only two bidders that actually made the pre-qualification list. Mowat, out of the Seattle area, was the other contractor selected. When the bids were opened our estimating team had done their homework, our bid was 9.9 million, Mowat was over 15 million dollars. ODOT had estimated the project to be about 10 million dollars. Our estimating team knew they had a good estimate and we were awarded the project by ODOT.

The project entails closing the bridge to traffic because it was less than 20’ wide for 2 lanes of opposing traffic. There were no sidewalks or shoulders, just 2 less than 10’ travel lanes for cars, so walking across this bridge was taking your life in your hands. Many people braved this experience, we saw some of them. The local traffic actually knew to stop and let opposing traffic clear prior to crossing the bridge to make sure they had enough room to get across themselves. Leaving traffic on this bridge would have made it virtually impossible to construct as there was no room for us and one lane of traffic. ODOT restrained this closure to 270 calendar days starting no earlier than June 18, 2007. The contract needs to be completed by April 25, 2008. Once the bridge was closed we are to remove the existing bridge rail, deck sections and supports, drill and dowel into the existing structure, install new supports, deck sections and install pre-cast bridge rail that match the old structure details only wider. We also have to complete concrete repair underneath the structure, pressure wash the whole structure, some roadwork at



both ends of the bridge and do a Micro Silica Overlay on the bridge deck. The roadwork involved a substantial rock cut on the north end, a concrete retaining wall and slab on the south end. When we complete the bridge and roadway it will have two 12’ travel lanes, no shoulders and a 3’ sidewalk on each side.

We started work late February 2007 at the request of ODOT. They wanted us to install the temporary platform which was required to perform the widening, concrete repair and washing. This was earlier than we anticipated starting but ODOT wanted this platform installed early so they could use it for bird mitigation which is required due to the federal Migratory Bird Act. Nesting birds with eggs can not be disturbed during construction.

On June 18, 2007 we closed this bridge. The structure widening along with all the roadwork started in force at this time. We have been working on the project since then and have completed the support brackets and deck widening on the east side. The west side widening has been started. The roadwork on both ends has been completed except for final lift paving, striping and signing. We envision that American Concrete Cutting, who is doing all of our saw cutting and core drilling, will be complete in early November. The installation of the new concrete support brackets should finish right behind ACC and the deck sections should be complete in early December. Pacific Pre-cast, Vancouver, Washington is fabricating all of the pre-cast bridge rail. They have completed all the sections for the east side and we are just starting to take delivery. The pre-cast rail work will keep us busy until after the first of the year. Sometime in late January, early February we will need to do the Micro Silica Overlay. Attempting to do this overlay and joint work in the dead of winter is another challenge for the project. ODOT knows this is our challenge and they are working with us on specs, winterization, etc. to make the opening date of March 14, 2008, 270 days from June 18, 2007. ODOT has made it clear that the bridge will not open later than the specified date and the earlier the better.

We presently have 23 working crafts people on site, all busy and taking a lot of pride in what they are building. It is not every day you get to mirror something constructed by craftsmen in the 1920’s. It is a challenge and you have to wonder how they did it without all the tools we have today.

RON WOODS has worked in Hamilton’s fabrication shop for over 12 years. He came to HCo well qualified in welding having worked for West Coast Steel for 10 years and Structural Steel Outfitters several years before that. In fact, Ron started stick welding for irrigation back in the 1960’s.

If you talk to his co-workers, you will find that he is technically minded and his welds are excellent. If he sees something that doesn’t look right, he’s not afraid to say something. He takes his work seriously and is always up for a challenge. You can count on Ron to work safely in everything he does.

Ron and his wife of 25 years, Laura, are empty nesters with 3 grown children on their own. He says there are no grandchildren yet. He spends his time away from HCo on his 2 pet projects: 1946 Chevy Pickup and 1950 For 2 door sedan. The ’46 pickup is currently red and has been painted 6 times. The Ford Sedan is about halfway done with the body work and motor completed.

While Ron is a fab shop employee, he does have an opportunity to work on a project out in the field periodically.

He likes the occasional chance to work with the field personnel who he finds amazing with the way they are able to juggle work and family life. He appreciates working close to home allowing him time for family and hobbies. There is another reason he admires the field workers: they work on bridges – at heights above the ground. He is happiest with both feet firmly planted on the ground. He has no plans for retirement, however. He wants to work as long as he can.

He is very proud to work at Hamilton where he feels valued. “The owners are great, not uppity. Everyone is needed to get the job done and has value. At some other companies you are just a number.”

Thanks, Ron, for your years of dedication to a job well done. We’re glad you’re not looking at retirement in the near future!



The pounding of a large hammer on can pile, vibrating sheet pile in or pulling it back out, welding, cutting; these are all parts of the pile bucks job that **JASON STONE** likes best. Which is why he has become one of Hamilton’s “go to” pile buck foremen. After thirteen years and too many jobs to mention, Jason says he still loves working around the “big” cranes and machinery associated with being a pile buck.

“Outstanding” is his favorite phrase when all is going well, and he’s not ready to think about giving any of that up.

He started with HCo in 1994 as a laborer working for Jim Sly in Klamath Falls, working with and training under Dennis Radford. Jason has worked so many jobs he had trouble deciding which might qualify as his favorite and then stated Illinois River and when asked why said because “its home”; as Gold Beach Rogue River was his favorite while living there. There is just something to be said about working close to home.

Jason is currently working on the Weaver Bundle Project in Myrtle Creek, Oregon. He is the foreman of a “massive crew” of three men building a single detour bridge and driving pile for five separate bridges in the next three months. While none of the structures are overly large, access between bents is difficult because of the separation by I-5. His crew currently spends more time breaking down the crane and leads than poking pile in the ground. Despite the constant dismantling of gear, Jason and crew have made short work of the efforts here.

Outside of work Jason and his lovely wife, Morning, and the boys (Brody, Rowdy, Reece, Quinn and Kyle) enjoy camping and fishing on the local rivers and streams. One of their favorite spots he tells me is Bear Camp, although he wouldn’t disclose its location. And while Jason also likes to hunt, the story I heard of his first deer hunting trip might have slowed another person down. Driving out into the backwoods outside the Salem area, Jason was told to hike up the hill and circle around back towards the truck and meet up with his companion, hoping to flush the deer between them; Jason apparently became a bit lost and did not return to the truck until night fall, about the same time his friend was about to break the window out of Jason’s locked truck for a place to sleep!

August/September/October/November/December Anniversaries: Welcome/Welcome Back:

Beth Werner	27	Bryon Genz	5	Jeannie Plouse	2
Bob Sherman	20	Jeff Philips	5	Kasey Lebechuck	1
Debbie Cortez	20	Kevin Parrish	5	Mark Saxon	1
Bob Klein	17	Frank Martin	4	Josh Rodriguez	1
Jack Young	16	Pete Todd	4	Tanaka Modoc	1
John Kurz	16	Judy Betts	4	LT Tavares	1
Sheldon Gilliam	16	Dave Weinhold	3	Russ Felsinger	1
Larry Martin	14	Virginia Watson	3	Troy Milburn	1
Steve Nave	12	Ellis Mire	3	Brandon Winsbury	1
Rick Garrick	10	Mel VanCleve	3	Mark Paden	1
Jeff Gates	10	Brian Lange	3	Ed Cabine	1
Bryan Fischer	8	Tracy Brogoitti	2	Nick Randall	1
Chris Kirkpatrick	8	Ken Lawrence	2	Jeff Fierro	1
Mike Phillips	6	Jason Huff	2	Todd Burnette	1
Dave Kirkpatrick	6	Dan Losey	2		
Dave Owsley	6	Mike Miller	2		

We apologize there are not enough rooms available for everyone to stay at the Valley River Inn. Shuttle service will be provided by VRL, and taxis will be provided by HCo for those staying at another hotel. Mark your calendars for next year’s party: Friday, December 5, 2008. The plan is to have all who need rooms to be at Valley River Inn.

The Annual Dinner this year will be Western Theme



(An opportunity to wear your western attire)
November 30, 2007
Valley River Inn 1000 Valley River Way
Eugene, OR 97401 541-687-0123

Lasso Contest • Bouncy Ball Horse Relay Contest • Mechanical Bull Riding

We will be in The Willamette Room this year
(The large banquet room off main lobby)



For Employee and Guest (Sorry, no children)



Western Dinner Buffet
Caesar Salad Station
Wagon Wheel Pasta Salad
Pepperslaw
Fresh Seasonal Fruit Skewers
Barbequed Chicken Sandwiches
&

~Carved~
Lightly Smoked Prime Rib of Beef Au Jus



Grilled Vegetable Skewers
Baked Beans
Macaroni Au Gratin
Roasted Garlic Mashed Potatoes
Cheese & Chili Biscuits

Desserts:
Cherry Pie
Marionberry Cobbler with Whip Cream & Sauce
Chocolate Cake

Regular & Decaffeinated Coffee, TAZO Hot Tea or Milk
No Host Bar

Annual Dinner Door Prizes



- Tool Package – Table Saw, 1/2" Bosch Drill, hand saw, cable sander, Cordless Screwdriver Kit
- His and Her Pack \$100 Gift Card to Joe's \$100 Gift Card to Macy's \$50 Gift Card to OutBack Steak House
- Pendleton Round Up Package Tickets to the Round Up for Saturday 2 Nites Lodging
- Eagle Crest Resort – 5 nights
- Elizabeth Street Inn – Newport, 1 Nite with/\$50 dinner gift card
- \$200 Gift Certificate to TicketMaster
- Canon Camcorder – 1.07 Megapixel Mini-DV Camcorder with 35x Optical Zoom
- Canon PowerShot 7.1 Megapixel Digital Camera with 4x Zoom and Photo Printer Kit
- Wii-F Bundle
- Undercounter TV-DVD w/ iPod connection
- Garmin Street Pilot GPS C340
- Firelight-Ambiance Fireplace
- Each person will receive 12 raffle tickets to enter whichever drawings you would like a chance to win.
- Must be present to win.
- Only 1 prize per couple please.
- 6 PM No Host Refreshment 7 PM Dinner 8 PM Western Nite Begins Cowboy hats provided