

2007 has arrived, and we hope that you had a great holiday season and were able to get some much needed rest and relaxation. Soon the spring construction season will be upon us, and we will be busy! We currently have contracts to construct or reconstruct close to 40 bridges throughout the state, and have 3 years worth of work left to build. From Illinois River in the southern part of the state to I-205 and Tri-Met in Portland, we are covering a lot of ground and building a lot of projects.

Spring will see us starting construction on 3 projects, the McKenzie River job in Eugene, the Winchester Bridge rehab in Roseburg, and the Weaver project on I-5 near Myrtle Creek. In addition Illinois River, Kuebler, Tri-Met, Eddyville, I-205, and Wilsonville-Hayesville are still all going strong.

You continue to work hard with great success in keeping us safe. With all of this new work we will be adding new people again this year. Please remember to look out for them and help them to work safe. We want all of our employees to go home injury free every night and the way this can be accomplished is as John Prendergast says, “looking out for your buddy.” In addition, AGC for the 2nd year in a row recognized our safety program as being the best in the highway field. Keep up the good work!

We continue to look for new personnel and new apprentices. In particular the new projects we have picked up have Judy Betts our HR person continuously on the lookout for apprentices to meet the training goals being set by ODOT and

Tri-Met. Remember the \$100 fee given to anyone who recommends a new hire that comes to work for Hamilton. Several people collected on that last year, maybe you can this year.

Due to Judy’s excellent efforts in working on our training programs and Jim Sly in working with the Northwest College of Construction, Hamilton was recognized late last fall by the Oregon Building Congress as their “Contractor of the Year.” Congratulations to Judy and Jim for their efforts.

So as the new construction season starts, remember to work smart & work safe! We are fortunate in that we believe we have the best field people in the state working for us. We continue to strive to be not only the premier bridge builder in the Northwest, but the premier construction employer.

In closing, remember that the Hamilton partners have an open door policy. Contact Bob, Brad, Jim, or me at any time you feel the need.

—Scott

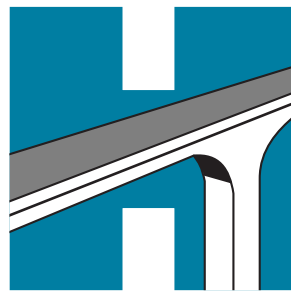


HAMILTON
CONSTRUCTION COMPANY

2213 S “F” Street
P.O. Box 659
Springfield, OR 97477

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The HAMILTON Herald



February 2007

Wilsonville to Hayesville Interchange

In April, 2006, Hamilton Construction was awarded the contract for the Wilsonville to Hayesville Interchange Project with ODOT. The WHI job is a \$23 million dollar Design Build Project, and is the first of 3 Design Build Projects that Hamilton landed as Prime Contractor in 2006. Hamilton is teamed with OBEC Consulting Engineers on design work, and Oregon Mainline Paving (formerly JC Compton) for the paving. The project was awarded on the basis of both technical score as well as price. Although our price was not the low bid, our combination of experience, safety, and technical expertise landed us the job.



The WHI project involves placing twin structures on I-5 just south of the Willamette River near Wilsonville, as well as repaving I-5 from the Baldock Rest Area just south of the bridge sites to the north end of Salem. The paving covers over 22 miles of I-5 in each direction.

In May, design work began on the bridge portion of the project, as well as a myriad of submittals that Design Build work requires. These include Plans for each of the following: Quality, Economic Development, Diversity, Public Information and Communication, Environmental Compliance, Pre-Construction Assessments (PCA’s), Safety, as well as actual Construction Design and Specifications. With all these submittal requirements, actual



construction work was not slated to begin at the bridge site until September. Paving work, by contract, was not scheduled to take place until the 2007 paving season. After learning that it takes longer than you could possibly imagine to get through the submittal process, work actually commenced on the median detour and temporary bridge on October 1.

The bridge work is unique in that the temporary construction is more technically challenging (and perhaps more costly) than the permanent construction. The detour bridge is a typical 3 span wood deck detour trestle, but is by no means simple to construct. It’s built on a 60 degree skew to span over Highway 551 and built to handle 3 lanes of traffic in the NB direction, but has to accommodate 4 lanes of traffic (an added ramp lane) in the SB direction. The bridge also has to handle the large grade differential between the NB and SB freeway at the bridge site. To accommodate this, the NB Detour Bridge is built with jacking capability, and will be raised 7’ to handle SB traffic. With the large skew angle, the Detour Bridge also has to act as a large shoring structure for the permanent bridge and approaches. The Detour Bridge end shoring handles over 30’ of shoring depth for the NB structure. This shoring has to be raised along with the Detour Bridge up to 38’ to accommodate SB traffic. This work actually requires temporary shoring to allow for the installation of the temporary shoring.

We are currently finishing the Detour Bridge and scheduled to switch NB traffic in late January. Work will then begin on the simple portion of the project: Single Span Precast Girder Bridge Construction on top of Precast MSE Wall Abutments.

Current Crew includes Randy Burg (PM), Dave Weddle (Sup’t), Adam Piaskey (Project Engineer), Ellis Mire (PB Foreman), Todd Burnette (Crane Operator), Cleve Clark (TCS/Laborer), Pilebucks Marc Martinsen, Elton Tavares, and Tanaka Modoc, Carpenter Foreman Steve Hasz, and last (but certainly not least), “mean” Jean Ross making sure everyone gets paid. The job is also grateful for the part time assistance from other local project personnel as needed.

Freeway paving work is scheduled to begin in May, with contract completion for both the bridge and paving work scheduled for October of 2007.

LARRY MARTIN has been working for Hamilton since 1993. He has been an asset to this company since the day he started and is known for his easy going personality and ability to do good work. During his 14 years with Hamilton he has worked on a myriad of different projects throughout Oregon and Washington. Of those projects, he says that all were good ones; he could not really recall any that were bad to work on. He says that the best one he ever worked on though, was the Bend Parkway project with Jim Sly. He really enjoys building bridges that leave a lasting impression and that did more than serve a basic utilitarian purpose of spanning a gap.

Larry’s construction experience started out in a strange field to most of us. His initial start in the industry was as an electrician of all things. That lasted for about two years. He does not recall the exact reason for not continuing in that line of work, but from there he went into commercial construction. Up until ‘93 he worked on various different projects in California ranging from storage tanks, bridges, and parking structures to prisons and high rise offices.

Larry is currently working on the I-205 unit 3 project where we are a sub to Oregon Mainline Paving. Our portion of the project is widening the North and South Bound Prosperity Park Road Crossings on I-205 and erecting



several large sign structures. Larry and crew are currently erecting the falsework for the SB PPR Bridge and finishing off all of the columns and footings for the NB PPR structure and the sign structures.

At the PPR structures Larry is taking the lead in trying out a new forming system to Hamilton for box girders. All of the external stems, overhangs and edge of deck

are formed by the use of a single wooden truss. This in theory eliminates a lot of posting up for overhangs.

When he is not on the job working, or out attempting to do stunts on motorcycles; which he is not very good at from the information had at the jobsite, Cindy and the kids keep him quite busy at home. Since most of us have known Larry he has had some project going on at the house, and that is unlikely to ever change. It has been a fun 14 years for Larry and Hamilton, and we look forward to many more.

BOB KLEIN started out as a sport enthusiast back in high school where he was a State Champion at shot-put, track, and football. He spent quite a bit of time competing at logging festivals; one of the titles he held was “Bull of the Woods.” He also competed in the beer barrel throwing event. Hmmm... Bob became an avid boxer and sparred for the pros. He spent time as Irish Pat Duncan’s sparring partner; Pat was rated 7th in the world in the Heavyweight division.



Bob is not doing a lot of physical exercise these days. About 20 years ago, he fell 30’ while stripping the underside of a bridge. He tells me he was working with a laborer and when he turned to stack some plywood, the guy he was working with pulled up the piece used as flooring behind him. He turned and down he went, breaking his back.

This was all before Bob came to work for Hamilton in 1990 as a “borrowed” operator from one of our competitors. He started working at the Overflow #7 North Jefferson for Jim Sly and the senior Mr. Gilliam. Jim Sly remembers him as being a very conscientious single father at that time. Bob has worked for HCo on numerous jobs including: Tri-Met Tunnel, Beaver Slough, Jump-off Joe Creek, Frankport, Rogue River-Gold Beach and many more. He is currently at the Illinois River Project in Cave Junction. His favorite job, if pressed to pick one, was the Barney Reservoir where it was more of a campout situation and plenty of fishing to be had. Bob is an avid fisherman and outdoorsman. Presently, he lives along the Rogue River in Gold Beach where he can get in some very good fishing time.

In 1999, Bob became one of our Crane Operator Instructors and is also a Mobile Crane Inspector. He tells me while he misses the old 30B cranes, he sure does like the newer ones Hamilton has been purchasing. At work when Bob’s not operating his crane, he’s either helping the pilebucks or the carpenters. He is obviously a guy who loves his work. Through all of these projects he is known for his willingness to work hard and for being a safety conscious, quality operator. Thanks, Bob!

February/March Anniversaries

Dave Weddle	16	Frank Alvis	8	Bruce Ellingsen	5	Donna Lehne	3
Kevin Elis	12	Gwen Davis	6	Gary Webb	5	Bob Mann	2
Ron Woods	12	Gary Graber	5	Dennis Berg	5	Keith Romine	2
Bryan Cloe	12	Kate Robarge	5	Cleve Clark	4	Bob Wood	2
Eric Hill	11	Carlos Torres	5	Mike Fisk	3	Pete Flockoi	1

Welcome/
Welcome Back:
Andres Juarez

Do you know a good worker with experience as a laborer, carpenter, pilebuck, finisher, or crane operator? Ask them to fill out an application, and let us know!

Hamilton is an Equal Opportunity Employer who is interested in applications from qualified candidates.

Reminder: In order to keep our information current, we need your help. When your address or phone number changes—please complete a Change of Address Form and submit to Payroll. Thanks!

HCo. Remembers Former Employees Bob Lauderbaugh and Rich Gilliam

In November 2006, two key retired Hamilton Superintendents passed away from old age. These men were responsible for a large number of projects and the training of many construction people.

Bob Lauderbaugh was a carpenter by craft and superintendent from the late 1950’s to the mid 1980’s. Bob was the master at layout with string lines, and a skillful negotiator who worked out some of the earliest freeway detours for demolition and beam erection. Bob lived in the Portland area and was quiet about things personal.

Rich’s family continues with Hamilton and OBEC. His son, Gary, is a senior construction engineer at OBEC, his brother Don worked for HCo for 40 years, and Don’s son, Sheldon, is still at Hamilton as a crane operator. Through his family, we were able to recount most of Rich’s past.

Rich Gilliam - 40 Years of Hamilton History
Rich’s story with HCo covers most of our history and the growth of the firm from one or two bridges per year up to a level of activity where we’re doing 8-10 projects at a time. He heavily influenced everyone around him.

Rich was an apprentice ironworker at Weyerhaeuser in 1949 when he approached Harry Hamilton about a job. While still an apprentice, Harry made him a foreman in his first year. He started working rebar and structural iron on a number of HCo projects including a pair of concrete bridges in Cottage Grove, the Jasper truss bridge, the Coast Fork truss on Hwy 58, and the Franklin over-crossing at Goshen. Hamilton built the very first post tensioned bridge in Oregon at Willow Creek in eastern Oregon in 1953. These were the days when steel was put together with hot rivets, buggies conveyed concrete, and formwork was done with ship lap lumber.

In the mid 1950’s, the interstate system came and Hamilton expanded to fill that market. Rich moved up to a Superintendent role in the late 1950’s as we worked as a subcontractor on a number of big freeway jobs.

The repairs needed from the 1964 Christmas flood provided major work for HCo all over southern Oregon. Rich built the

bridge at Pistol River and erected the plate girder railroad bridge over I-5 on the Siskiyou grade. In 1967 Rich led the subcontracting effort when we followed Fred A. Slate Inc. to Libby, Montana, where we built eleven railroad and three highway bridges as part of railroad realignment around Libby Dam reservoir. Gene Dixon went as a laborer and Gary Gilliam, started work with OBEC as a survey crew chainman.

Rich was a mainline Superintendent with Bob Lauderbaugh when Ellis Runk and Gene Dixon came to Hamilton in about 1963, joined by Dave Place in 1974, and Jim Sly in 1977.

Hamilton did their first job as a general contractor in the early ‘70’s on a highway job at Blue River. Rich was the superintendent as we built several bridges including the famous pie shaped bridge while managing the road work subcontractors. He was involved in erecting several steel jobs in sawmills and rebuilt the Geary Canal Bridge near Klamath Falls in the early 1980’s. Rich was involved in new processes for bridge deck overlays including low slump; latex modified concrete, and some new epoxy material. Rich retired from Hamilton in 1986.

Rich was a very talented, intense individual, known to jump right into the hole and show the crew how to do something. He stressed quality work, “If it’s worth doing, it’s worth doing right.” When lumber was stripped from formwork it was cleaned and carefully stacked and banded into specifically built bundles. When you built structures the dimensions all checked and things fit. His jobs were clean and organized. Rich led people carefully and fairly, and the crew respected him.

You could find him in his trademark sweatshirts, cigarettes, and well beat up hard hat or wearing a black suit, white shirt, and tie. That was so typical of Rich: rough and tumble or spotlessly clean - as appropriate.

Rich and Wanda lived on the family ranch near Tiller, Oregon, where for years they raised cows. Vacations were about gathering cows and hunting deer. Rich balanced construction with home and did a great job of both.

The Hamilton folks sincerely appreciate what Rich Gilliam meant to the firm and we mourn his passing.