

SOMETHING OLD AND SOMETHING NEW:

Four High Profile Projects



Four new projects awarded to Hamilton in late 2015 demonstrate the value of our reputation for successfully tackling tough, technical jobs. In two cases we were selected as the best value contractor for CM/GC (Construction Management/General Contractor) projects. This allows Hamilton the opportunity to participate during the design phase offering insights on constructability and best approach. One project involves rehabilitation of something old—the century old Broadway Bridge in Portland, Oregon; the other three, something new—an overpass near the University in Fairbanks, Alaska; a new bridge over the Slana River about a hundred miles northeast of Anchorage; and Alaska’s first Diverging Diamond Interchange also in Anchorage.

Broadway Bridge Repair

The Broadway Bridge Repair will team Hamilton with Multnomah County and Hardesty Hanover engineers (working with OBEC Consulting Engineers) to replace and repair elements of the draw bridge mechanisms on this 103-year old structure. The toughest part of this project according to Hamilton Project Manager Evan Stuart will be the replacement of the massive 7,000 lb. rill wheel. This wheel enables the draw bridge to open up and roll back every time

a ship passes through on the Willamette River. In service since 1912, both the wheel and its track have become worn and pitted, creating concerns it could jam or come off track. As Evan points out, the first task of the team will be to develop a fail proof method for supporting the massive structure during the rill wheel replacement. Safety and minimizing inconvenience to the public will be top priorities. Given its downtown location and heavy use by pedestrians and bicyclists, traffic control is a major

focus. Planning and engineering for the project is currently underway. Construction is likely to begin late fall of 2016.

University Avenue – Fairbanks, Alaska

Hamilton’s other new CM/GC project involves plans to rehabilitate and widen University Avenue in Fairbanks, Alaska from the Mitchell Expressway south past the Chena River and replacing the Chena River Bridge crossing. The Alaska Department of Transportation & Public Facilities (ADOT&PF) project presents many challenges including acquisition of property, relocation of utilities, and replacement of a bridge on a busy transportation corridor. Hamilton Construction Alaska is partnering with Great Northwest Inc. (GNI), a well-known Alaskan heavy highway contractor to build the project. Hamilton worked closely with Great Northwest to successfully complete the Riley Creek bridge project at the entrance to Denali National Park on the Richardson Hwy. in 2015. Riley Creek was completed a season ahead of schedule, a fact that did not hurt our chances to win this job. GNI will provide project management; Hamilton Alaska’s John Szymik will take the lead as the structures superintendent and Chief Estimator Neal Spoon will round out the CMGC team.

Tok Cutoff MP 75.6 Slana River Bridge

This project replaces the existing Slana River Bridge on the Tok Cutoff. New bridge is a pile founded two span 224’ long precast deck girder structure. Traffic staging requires the use of a temporary detour bridge as well as some temporary work bridge. Construction will start mid-summer next year with detour bridge construction and existing bridge demolition. Work on the job will complete in 2017.

Glenn Highway and Muldoon Road Interchange Improvements



In Alaska, Hamilton will work with

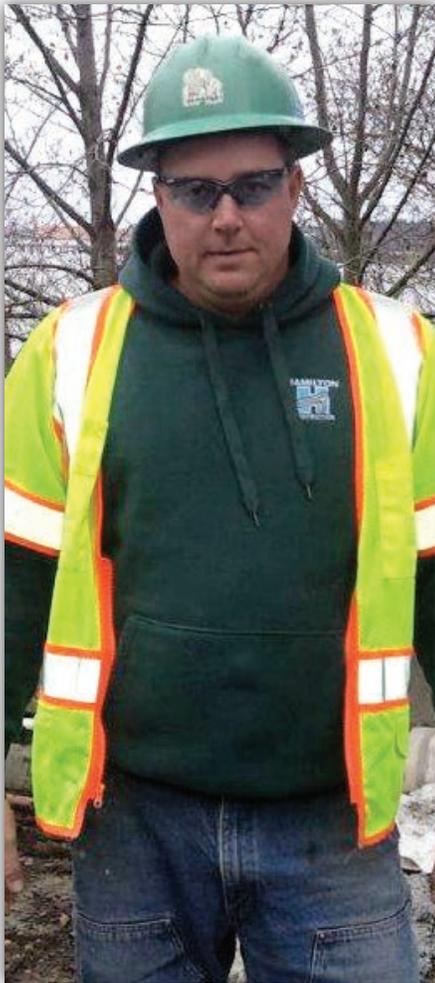


Neeser Construction to provide the structural work on a project which replaces the existing Muldoon Road Interchange on the Glenn Highway near Anchorage. This interchange is a major gateway to Anchorage at its northern most junction. For the first time in Alaska, a Diverging Diamond Interchange (similar to the Hamilton’s project at Fern Valley in Medford, OR) will replace the existing cloverleaf. The bridge work includes parallel two-span, 222’ long bridges founded on driven H-pile at the abutments and 36” steel pipe pile at the bents in the median. The superstructure consists of AKDOT standard 54” Deck Bulb-T girders with an asphalt overlay and waterproofing membrane. Additional work includes ornamental pedestrian bridge railing, cast-in-place concrete coping and barrier rail for the MSE Walls. Foundation construction for the bents will occur in summer of 2016 along with the coping and barrier rail on the MSE walls. The abutment and superstructure work will commence in spring of 2017 and be completed in fall of 2017. ■

Wow! Read Scott’s message about Highway Funding p. 4!

Chris Kirkpatrick profile —

Cruncher Goes to Tacoma



Hamilton Project Superintendent Chris Kirkpatrick says his favorite past time at Hamilton is watching how fast things change. Says the 16-year veteran, “When I started at Hamilton as a carpenter in 1999, my first project was Haynes Inlet on the Oregon Coast. At \$15 million, that was the biggest job Hamilton had ever had and for several years it held that title.”

Now Chris finds himself at the heart of “Pugetopolis” – the Puget Sound metropolitan area with a population approaching 4.5 million people and 160,000 cars whizzing past and through his jobsite everyday. As Superintendent, he helps direct the crew tasked with constructing workbridge for Hamilton’s \$136 million I-5 Portland Ave to Port of Tacoma Rd. project. During the past month the crew has been racing against the clock to complete workbridge over the Puyallup River before the end of October in-water work window. Happy to report: mission accomplished.

But not without a lot of hard work. Most of the crew worked straight through without weekends for a month. Chris did not have a chance to return home to see his family for a month after he arrived at the site. That kind of work schedule is not easy for anyone but nevertheless, Chris says the key to success on a project like this is keeping the crew happy as best you can.

Hamilton Project Manager Evan Stuart, who has worked with Chris on many of his jobs the past 16 years, says Chris’ ability to create happy, productive teams is his greatest gift. “On Chris’ crews the relationships are always good; he has a gift for making that happen.”

How does he do it? “I just try to get along,” he says, “For one thing I’m not afraid to get out there and work side by side with the crew. Once or twice a week I try to do something like buy doughnuts for everyone or something like that. It’s all about building relationships. A happy crew is a productive crew.”

Chris Kirkpatrick Essential Facts:

Hometown: Myrtle Point, OR where his mom, dad and brother Dave (who also works at Hamilton) still call home. “Growing up in a small town, everyone knows everyone so it doesn’t let you do bad things. Your Dad ends up hearing about everything you do.”

Family: Chris and his wife Nikki were high school sweethearts. Chris met Nikki in biology class senior year. She reports he needed a lot of help with his homework. Married in 1996, two kids: daughter Karissa, 20 who lives in Bend, OR and Tyler, 16. They like to hunt, fish and do outdoor things together.

Nickname: Cruncher—According to Nikki, Chris earned this nickname when he was little more than a year old because he enjoyed destroying everything – including big brother Dave’s stacks of blocks. All these years later, still seems to fit. Most of his family and friends still call him that.

Favorite Hamilton project: “For the longest time, it was my first—Haynes Inlet,” Chris says, “but I’ve got to say my last project—Colorado Dam in Bend was pretty amazing...how many times do you have a chance to build a whitewater kayak run...it was a lot different than what we normally do, although a little nerve wracking to be on such a high profile job where every move was being tracked with live cameras and social media!” ■

Making Waves in Central Oregon

Everyone knows Evan Stuart makes waves where ever he goes. But this past year Evan and his crew were *literally* making waves... at Oregon’s first white water kayak park located on the Deschutes River in Central Oregon.



“This is the first whitewater park on the West Coast,” explains Evan, “Several have been built in Colorado, but this is by far the largest ever undertaken in the country. This can handle from 400 cubic feet per second (cfs) of water to 2,200 cfs. That’s a lot of water—it makes the others look like irrigation canals,” he jokes.

The Colorado Dam Safe Passage project actually involved construction of three improved channels. One is designed to provide safe passage for inner tubers and rafters interested in a lazy river style float. The third channel is an improved habitat for fish, frogs and other wildlife, but by far, the most challenging element of the project is the middle channel which features the kayak run. Large boulders weighing thousands of pounds apiece and sheet pile were put into place to define the channel. Then a complex system of air bladders was constructed along the top of the white water run that can be inflated to adjust panels which modify the flow of water and wave patterns. The final element of the project is a new pedestrian bridge that provides onlookers a front row seat to the water sports below.

Evan said the boulder arrangement (which kept shifting) and control of water were two big challenges of the project for the Hamilton crews. In addition, after the project began, the Oregon Spotted Frog was added as a threatened species under the federal Endangered Species Act so flow levels had to be adjusted to keep adequate water for them as well as upriver irrigation interests. Add to the drama, the fact that hundreds of recreational river users were floating through the project throughout the summer. Not an easy job.

The new white water park is already receiving a great deal of attention and is predicted to become a world class tourist destination. See more about it on a YouTube video posted on the Hamilton website at www.hamil.com/projects_colorado-dam ■



Colorado Dam in Bend

Winning the Race Against Winter on the Chickaloon

Project Manager John Szymik knew from the day the first pile was driven earlier this year that it would be a race against winter at Hamilton's Chickaloon River Bridge Replacement project in Alaska. The original plan was to get the shafts and pier columns in place this year before winter shutdown. If his crew was able to finish setting beams before winter, John knew we would be able to shave significant time off the project next spring. And in the bridge building world, as we know, time is money.



port would be delayed until next year. Would they make it? Yes they did! And not only that, but the hard-working team was able to pour the diaphragm as well.

Says John, "The whole team put in some really long hours this summer—working six and seven days a week. They understood the goal and maintained great focus. They are a great team with total buy-in and total effort. I hope I don't forget anyone by name but I want to make sure credit goes to Brandon, Winslow, Kevin Humphries, Brad Morgan, Sheldon Gillam, Collin Quin, Dan Markham...and especially Austin Dukowitz who literally filled three positions: project engineer, CQC and SWTPP (erosion control) manager."

With only a day or two of work left to go this fall, the October snows were setting in. The last of the beams were on their way. If the snow came on too fast and roads iced up, the beam trans-

This project for the Federal Highway Administration (one of our first FHA projects in years) is



located approximately 20 miles east of our office in Sutton at MP 78 on the Glenn Hwy. The new bridge is a three-span 45' x 350' long precast bulb-tee girder bridge with cast-in-place deck. The two center piers are 10' diameter shafts approximately 55' deep and the four abutments include five ft. shafts approxi-

mately the same depth. Work required building a seven span work bridge and driller slips.

In Spring 2016, Hamilton Alaska crews will return to finish out the superstructure and earthwork. By winning the race against winter, John is confident the August 2016 completion date will be met. ■

Dec/Jan/Feb Anniversaries

Brad Sullivan	38
Wendy Cobarrubia	30
Jack Young	24
Rich Dugan	12
Joe Hampton	11
Brian Allison	10
Pete Flockoi	10
Andres Juarez	9
Bonnie Simpson	8
Brad Morgan	7
Pat Sharp	7
Randy Reynolds	7
Linda Scronce-Johnson	4
Darrin Clayburn	3
Randy Hahn	2
Jorge Munoz	2
Morgan Bunch	1
Heidi Wilson	1
Kyle Halsey	1
Austin Williams	1
Donald Corkill	1
Daniel Eller	1
Kate Martin	1
Kathleen Wilcox	1
Daryl L Ferguson	1
Willie Joyner	1



Welcome Aboard

From left: Jeremy Dearte, Shane Baker, and Donnie Corkill—three new American Concrete Company (ACC) employees who recently joined into the ACC 100,000 hour injury free celebration held recently at ACC's Coburg offices. The new hires agreed that the emphasis on safety at ACC makes them feel like the company really cares about them. And it's true! We do! ■

Meanwhile in Colorado

Hamilton's Pete Sundberg has been working thousands of miles from home all year running his first job as a superintendent with limited trips home. Says Hamilton VP Bob Sherman, "We really appreciate that Pete is willing to pitch in and do what needs to be done." ■



PARTNER'S MESSAGE

As we come to the end of 2015 we have a lot to be thankful for;

1) We have completed the largest year in company history, with over \$150 million in work completed. And 2016 promises to be even bigger.

2) We have been recognized by various publications and associations this past year for our work on the Willamette River Bridge, Sandy River Bridge, Parks Highway Riley Creek Bridge in Alaska, and the Westmorland Project that we completed for the Corps in Portland last year. It is nice to be recognized for the outstanding work you all build!

3) Alaska Division has a 2 year backlog, and 4 projects to work on next year.

4) Colorado Division has recently picked up a couple of projects and has other prospects.

5) Tacoma is up and running with 2 more busy construction seasons to come.

6) Our rail division has 3 projects that they are currently building with more work on the horizon.

7) ACC continues to be busy and working safe in all 3 offices.

8) Bridge Access Specialties continues to be busy and grow, with us adding another rail truck to our fleet early next year.

9) And we continue to build in Oregon, with Medford, Newberg and the McCullough and Siuslaw River jobs on the coast being in full swing. And in the fall of 2016 we will again be working on the Broadway Bridge in Portland.

We have started the current safety year in good fashion, but we can do better and need everyone to keep their head in the game and make sure everyone works safe. We almost doubled our work force last year and that puts a burden on all of us to make sure everyone

is on board with SEE IT, SAY IT, FIX IT. As we have indicated in the past, working safe means several things; everyone goes home at night injury free, and that is our Number 1 objective, but in addition, it enables us to be competitive at the bid table, which helps us bid and win future work.

With the passage by Congress of the FAST Act Highway bill, funding in the geographical areas we work looks promising for the first time in years. We are tracking a lot of projects for all of our divisions and remain confident that we will pick up our share; we always do. And in Washington, the State Legislature passed their own funding package, which will add almost \$1 billion in work for the next 10 years. We are looking forward to establishing ourselves as one of the premier builders in Washington in the coming years as well.



Remember: We pride ourselves on being builders, and our goal is to be the premier structure builder wherever we go, be it in Alaska, Washington, Colorado, Oregon, or wherever the future opportunities might take us. You all make it possible; to be the best you have to have the best people, and we believe we do. Thank you for all of your efforts. ■

*Sincerely,
Scott Williams*



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