

Summer's finally arrived and with good weather and longer days comes long hours. With crews working from Ashland to Portland, we urge everyone to work safely and look out for those working with and around you. Safety Managers, Rich Carden and Dave Holland, are working hard to assist you in making Hamilton a safe and healthy place. Do your part and we can obtain our goal-no accidents this season.

Some of the current work we have going includes:

- Job 0801** – Eagle Mill – Neil Creek/near Ashland, a 2 year project to replace structures on I-5 that Neal Spoon and his crews have just begun.
- Job 0802** – I-5: Victory to Lombard/Portland, a 3 year, \$50 million project to widen approximately 1.5 miles of freeway and structures. Brad Sullivan, Jeff Firth, and Bryan Cloe are heading up our efforts.
- Job 0604** – McKenzie River to Goshen Interchange/Eugene. We're in our 2nd season. Jim Sly, Con O'Connor, Brandon Young, Jack Young and crews are busy building the 2<sup>nd</sup> structure over the McKenzie River.
- Job 0608** – Weaver/south of Roseburg – where we've completed the majority of our work. We'll have subs working through next summer.
- Job 0701** – McCullough Bridge Rehab/Coos Bay, where Wendell Snook and his crews are really just beginning a 4 year project to rehabilitate the historic McCullough Bridge over the bay.
- Job 0807** – Rice Hill to Comstock – a rehabilitation job south of Cottage Grove on I-5 we'll be doing this fall.
- Job 0507** – Eddyville, fall of 2008 restart currently anticipated.

Bob Hirte's been finding and landing railroad work for the us. We currently have 1 project starting soon for the UPRR in Harrisburg, replacing 2 structures, along with a 2<sup>nd</sup> project for the P&W RR replacing an existing trestle in Albany. We see a lot of work coming from this market in the next several years, with energy prices going through the roof; shipping by rail will become increasingly important.

In Portland, Randy Burg's been busy getting our new yard up and running. In early July we'll start site work, with our new office up and operational by September 1<sup>st</sup>. In addition, he's picked up several small jobs in the Portland area we would not have otherwise pursued. We look for this to be a busy market as well in the future.

At ACC, Eric Hill, Ethel Seaman, Jake White and crews are busy with another summer of sawing, drilling, and demolition. They too have been very successful in adding work, with this summer being their busiest season ever.

Lastly, we have just landed the largest contract in both Hamilton's and ODOT's history: the replacement of the Willamette River Bridge on I-5 in Eugene. Kevin Parrish will be heading up our efforts for the first year as we work with the engineer and ODOT to come up with a signature project for ODOT and the citizens of Eugene and Springfield. Actual construction on this \$150 million project won't start until next spring and is expected to complete fall 2012.

As you can see, we have a lot of work, with many jobs running through 2010 and beyond. Your efforts have made us successful in getting these projects. The partners and managers of Hamilton think this is a good place to work. We're always striving to improve with our goal to not only be the premier bridge builder in Oregon, but the premier construction employer.

Thanks to all of you! We truly appreciate your efforts.

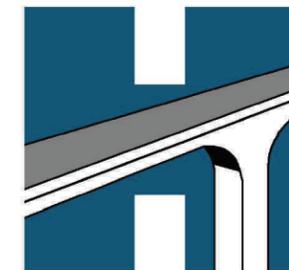
# HAMILTON CONSTRUCTION COMPANY

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Inside This Issue:

0802 I-5: Victory to Lombard	1
People	2
Punch List	3
Partner's Message	4

# The HAMILTON Herald



July 2008

## I-5: Victory Blvd. to Lombard St.

We are off to a sprinting start here at the Victory jobsite. There are many things going on at a few different locations throughout this part of Delta Park. Onsite we have K&E Excavating who is doing an excellent job at moving all the earth around. We have H&H Electric also working on temporary/permanent lighting. We have a pile driving crew, a carpenter crew and a team of welders driving pile on the west side of I- 5.

For those of you who haven't received any details on the size and location of this job, here are the basics. 0802 Victory is located in the Delta Park area of Portland. The job consists of widening I-5 structures over the Columbia Slough, Columbia Boulevard/UPRR rail line, and construction of a new on-ramp structure over the Columbia Boulevard/UPRR rail line. Along with bridge widening and new structures being built we also have some seismic retrofit, soundwalls, and retaining walls to build.



There are also five sign bridge structures fabricated by Hamilton to install. Construction is scheduled to be completed on or before September 23, 2010. This project should help relieve some traffic congestion throughout one of the most congested areas of Oregon. Our team here at the Victory jobsite is proud to represent Hamilton Construction during improvements in this part of the state.



As of today we have 13 spread footings installed that range from roughly 14-1/2 foot square to 14-1/2 ft by 21-1/2 feet. Each spread footing has 9-12 pile each driven most of the way if not all of the way to the Troutdale formation. This formation is what most of Portland is built upon. There are four 3'6" diameter columns stood with two currently in cure. All of this work is occurring on the west side of I-5 over the Columbia Slough and Schmeer Slough, working our way down station from bent 18.



It's been quite a race getting geared up for this season's in water work period which started on the 16<sup>th</sup> of June. We have a total of 7 cofferdams to install around in-water spread footings, 5 built this season and two to build next season. These cofferdams are not completely enclosed by sheet pile either, they attach to existing pier walls and seals. We will have a team of divers here assisting us in the job of sealing the cofferdams up. Along with in-water work coming up we also have some fairly HUGE drilled shafts that Becho Incorporated are installing. The largest of the bunch includes two 8 foot diameter shafts over 100 feet deep. This will require special treatment of soils coming out of these shafts. To assist us in containment and testing, we have enlisted the services of PBS Environmental. Containment will be accomplished by the use of Baker Tanks. With all this work it should prove to be an interesting summer up north for Hamilton Construction.

**WENDELL SNOOK** came to Hamilton in 1995 through a simple walk-in interview. He had been working in Portland for a company that had been asking him to move back east off and on for sometime. Not wanting to leave Oregon, having driven by several Hamilton jobs, rented equipment from Hamilton for his company, and then hearing good things about us, he thought he would give HCo a try. It turned out to be a good move for both him and Hamilton.



Wendell started out working with Brad Sullivan and Dave Place Sr. on the old Tri-Met project in Portland; at that time a \$20 million project was considered huge. Now Hamilton considers that number to be on the smaller end of things. Since Tri-Met, he has been in and worked close to all four corners of the state, Baker City to Astoria and then down to Gold Beach, so who knows what may be next, something over in La Grande? He hopes not, as he and the family have found a home on the coast and wish to stay there if possible. Wendell describes his moving for the company as “travel heavy” meaning if he was sent some where it included his need to move his family along too. He figures that “Any job not on I-5 is a good job!” which helps him to pick one of his favorite jobs; Frankport. It was a simple straight forward bridge building project, close to home and, wow, what a view!

Since coming to Hamilton, he has found this to be a good, close group of people who it turns out have some work experiences in common. At one time in their past, he and Kevin Parrish were working on opposite ends of the same bridge for different companies in Maryland. In his past he confesses to having worked for Ross Bros, which he says most of us have but not all admit to. OK, so it was only six months but a place to start after graduating from Chico State, and it got him to Oregon.

In his spare time Wendell is very much into building or “fixing” things. What started out as a playhouse for his daughter, Sydney, turned into a guest cottage complete with running water and a possible hot tub in the future. He has recently remodeled one of his bathrooms and seems to always be involved in some fix up project or another.

Along with his daughter Sydney, 15, he and his wife Tammy have two sons, Leland who graduated this year, and Justis who is 12. A closer knit family is hard to find.



**TINO GUTIERREZ** grew up in a farming family in Jalisco, Mexico. He moved to the United States at the age of 15 and worked on several farms. Around 1973, he moved to Oakridge and took up logging the Cascade region as his profession for the next 20 years. In 1993, about the time of the spotted owl and other constraints, he decided to make another career switch and moved into the home construction market as a carpenter.

In 2000, Hamilton had a little project just outside of Oakridge. As usual, we were looking for some good people to put to work on a project that was a little out of the way. Dave Place Jr. and Jeff Firth must have had an easy decision to make in hiring Tino, as his qualities are evident.

From there he traveled where Hamilton had work. Jobs such as Astoria, Albina, Olympia, and then onto the Willamette Detour bridge. It was at the detour project that Hamilton moved Tino into a foreman position. Currently, he’s at work on the McKenzie River Bridge.

As many of us already know, Tino is a pusher. He brings a dogged perseverance and attention to detail to the platform of bridge construction. However, the trait that I personally appreciate and admire in Tino is his willingness and ability to train the next generation of bridge builders. I’ve often come upon Tino, and he’ll be showing guys like apprentice Joe Foskey “the ropes”. It is neat to see someone pass on the information that they’ve learned in their lifetime to others.

As such, it is a pleasure to have him on a project.

July/August/September Anniversaries:

Jim Sly	31	Jean Ross	8	Tony Strain	2
Debbie Cortez	21	Dave Kirkpatrick	7	Nick Randall	2
John Kurz	17	Ken Maddox	6	LT Tavares	2
Sheldon Gilliam	17	Kevin Parrish	6	Russ Felsing	2
Larry Martin	15	Jeff Phillips	6	Troy Milburn	2
Jason Stone	14	Bob Vaughn	5	Brandon Winsbury	2
Joel Matzen	13	Pete Todd	5	Richard Jacobson	1
Ethel Seaman	13	Brian Lange	4	Kevin Carr	1
Evan Stuart	11	Ellis Mire	4	Dave Holland	1
Rick Garrick	11	Mel VanCleve	4	Jack Bunch	1
Jeff Gates	11	Danny Doyle	3	Eric Gutierrez	1
Chris Kirkpatrick	9	Joe Foskey	3	Jake White	1
Bryan Fischer	9	Dan Losey	3	Rich Bumcrot	1
Tino Gutierrez	8	Jason Huff	3		

Welcome/Welcome Back:

Joseph Allen, Lois Counts, Jake Eichler, Lee Hurlbutt, Brandon Reiter, John Szymik, Mike Ulery, Claude White

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 interested in applications from qualified candidates.



This Summer Keep an Eye on UV Safety

July is UV (ultraviolet light) Safety Month, and the American Academy of Ophthalmology reminds Americans of the importance of protecting their eyes from the sun’s harmful rays by wearing sunglasses and wide-brimmed hats.

One of the greatest threats to your eyes is invisible. Studies show that exposure to bright sunlight may increase the risk of developing cataracts, age-related macular degeneration and growths on the eye, including cancer.

The longer the exposure to bright light, the greater the risk. Excessive exposure to UV light reflected off sand, snow, water, or pavement can damage the eyes' front surface. Like your skin, your eyes never recover from UV exposure.

The American Academy of Ophthalmology offers these tips to protect your eyes from the sun:

**Don't focus on color or darkness of sunglass lenses:** Select sunglasses that block UV rays. Don't be deceived by color or cost. The ability to block UV light is not dependent on the price tag.

**Check for 97-100% UV protection:** Make sure your sunglasses block 97 to 100 percent of UV rays and UV-B rays.

**Choose wrap-around styles:** Ideally, your sunglasses should wrap all the way around to your temples, so the sun's rays can't enter from the side.

**Wear a hat:** In addition to your sunglasses, wear a broad-brimmed hat to protect your eyes.

**Don't rely on contact lenses:** Even if you wear contact lenses with UV protection, remember your sunglasses.

**Don't be fooled by clouds:** The sun's rays can pass through haze and thin clouds. Sun damage to eyes can occur anytime during the year, not just in the summertime.

**Protect your eyes during peak sun times:** Sunglasses should be worn whenever outside and it's especially important to wear sunglasses in the early afternoon and at higher altitudes, where UV light is more intense.

**Don't forget the kids:** Everyone is at risk, including children. Protect their eyes with hats and sunglasses. In addition, try to keep children out of the sun between 10 a.m. and 2 p.m., when the sun's UV rays are the strongest.

