



Left: US 101 McCullough Bridge (North Bend) – Hamilton has a tremendous amount of experience with cathodic protection systems on the Oregon coast. Here, the work bridge provides a safe work environment and contains dust during cathodic protection work. **Above:** Siuslaw River Bridge – Art deco on the outside – high tech on the inside.

Historic Meets High Tech at Hamilton’s Coast Jobs

Hamilton Project Manager Evan Stuart recently shared a fact you may not know: For more than 16 years, Hamilton Construction crews have worked continuously on the Oregon Coast. And with five coastal bridges in the works during the past year, the Hamilton team has added to its wealth of first-hand experience by bringing the latest bridge building techniques to historic structures and showing we know a few things about the ‘ABC’s ‘of bridge building.

Two of Hamilton’s coastal projects – the McCullough Bridge in North Bend and the Siuslaw River Bridge at Florence, Oregon -- are especially noteworthy as they combined the opportunity to take bridges listed on the National Historic Register of Historic Places (designed by Oregon’s renowned bridge designer Conde McCullough in

the 1930’s) – maintained their historic beauty – and provided repairs and state-of-the art technology upgrades that will preserve them, make them safer, and keep them functional by 21st Century standards! Conde McCullough would be proud!

Historic Meets High Tech

Hamilton’s major work items on the McCullough Bridge involved cathodic protection work and repair of decorative concrete rail. (Cathodic protection is a technique used to control saltwater induced corrosion of bridge surfaces by running an electric current through anodes attached to the bridge.) Building the work bridge was a major element of the work scope in order to provide safe work access and full containment of dust generated by the cathodic protection process. The

3,300 ft. of pre-cast concrete decorative architectural rail Hamilton is replacing closely resembles the original railing built in the 1930’s but brings it much closer to current pedestrian safety standards.

Addressing Community Impact

At the Siuslaw River Bridge, an Art Deco style bascule bridge located outside of Florence, our crews replaced the bridge’s antiquated manual operating and

control systems with new, state-of-the art computer and video technology. Bridge operator buildings, columns, tied arches, piers and lift spans were repaired and received new protective coatings. This was the first major upgrade of electrical and mechanical systems on the bridge since it was completed in 1936. The Siuslaw River Bridge held potentially large community impact: bridge closures cut off the southern route to Florence for emergency vehicles and would have forced a 40-mile detour on a logging road. Clearly a more suitable alternative was required. Hamilton worked closely with ODOT, Lane County, the City of Florence and Peace Harbor Hospital on closure strategies to assure emergency services could continue to operate in an agreeable timeframe throughout the entire project.

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Congrats to the Hamilton Project Managers at the Coast



Mike Phillips



Evan Stuart



Chris Vanderploeg

In the next couple issues of the Herald, we're going to focus on several of the crafts, highlight a few of the people who have helped Hamilton achieve success, and get the down-low from them about why Hamilton is just so darn good at what we do! And since the pile bucks are so shy — we'll start by chatting with a few of them!

The Pile Bucks' World

One part welder, one part steelworker, rough physical work, big cranes and rigging, pile drivers hammering away like giant pistons, cofferdam and false work construction: pile bucks take on the jobs that one day have them high up on big steel and the next day commuting down to the bottom of a cofferdam. As Con O'Connor, construction manager at Willamette River Bridge points out, "The biggest risk you have when you are building a bridge is when you are coming up out of the ground — that's the pile bucks' world and that's why they are so important to us here at Hamilton."

Here's a few that set the pace:

Frank Martin's Inventions

"This guy is the smartest person I've ever met — an out and out genius," says Bryan Cloe, a Hamilton project supervisor who started as a pile buck himself. "Frank Martin has come up with one invention after another that helps us work faster and better. He sees a problem — he goes to his shop (usually over the weekend on his own time) — and he builds something to solve the problem," Cloe explains.

Asked why he has such a knack for invention, Frank says that growing up in Coquille, Oregon he was always building things in his Dad's mechanic shop and then owned a machine shop of his own for about six years before coming to Hamilton... just comes second nature. This summer Frank will see his inventions put to good use where he is working as a pile buck at the Sandy River Bridge project. ...all this and he finds time to fish as well!



Bryan Cloe

Among Frank's time-saving inventions:

- A "barrier pinner" that runs on a track and allows us to pin down barriers faster.
- A simple but effective leveling system used on "circle burners"; so if a piling isn't completely plumb, you can easily see to adjust the circle burner so it's level to make the cut and speed up the capping process. He also refined the original design so now it can also work on bridges with slope to the road. ■

Many of the pile bucks at Hamilton will tell proudly they are graduates (and survivors!) of the "Jack Young School of Pile Bucks". Says Con O'Connor, "Jack has the ability to pick out who will be good. As a pile buck himself, he and Bryan Cloe broke all the records. Now they teach others the tricks." Says Jack about his eye for talent, "I just look for someone who is teachable — someone who wants to be good at what they do. We just help them be good!"



Jack Young



Frank Alvis removing falsework at WRB.



Frank Martin and his time-saving inventions

Josh Rodriguez

Hometown: Prince of Wales, Alaska

Personal: Father of two — a daughter, 15 and son, 12

Hamilton History:

Joined Hamilton in 2006. Started out as a carpenter, then a pile buck, now a foreman at WRB.

Why he became a pile buck: "My first year on the job, Jack Young told me — 'You're no carpenter! You're way too rough on things — you're breaking everything — maybe you should be a pile buck.'"

Know he was hooked when: "I worked with Con O'Connor at Gold Beach — that was a great job."

What makes a good pile buck? "When you're a pile buck you're constantly put into spots where you have to pay attention to everything around you. A good pile buck is one who is willing to work hard, and likes to keep his head up ... a lot of it is just heart."

What he likes best about the job: "I like that you always have to be on your toes — that you're always challenged — always learning new talents. One day you'll be building a cofferdam, next day you'll be learning about bubblers — I like that."

Jason Stone

Home Town: Grants Pass, Oregon

Personal: Wife, Morning, also works at Hamilton as a laborer and runs a forklift at WRB — son Rowdy, 7.

Hamilton History: 17 years in June



When he was a boy he thought he would ... "go into construction ... my family are welders. I grew up in construction."

Favorite job: The bridge at Cave Junction on the East Fork — "That was neat work, big and deep cofferdams where we had to drive sheet pile through rock, a detour road. It was an interesting job."

Why does Hamilton attract the best pile bucks? "You can't find a pile buck — you have to make 'em! They're just not that many of them out there. Every one of us here has been 'Made by Hamilton' and that's why we're good at what we do — we've been trained right!"

Frank Alvis

Home town: Malin, Oregon (located just east of Merrill)

Personal: Now lives in Grants Pass with wife of 32 years, Linda — (During this interview Frank asked, "Can you mention that Linda just graduated from nursing school?? I am really proud of her!" You bet we can! Congrats Linda!)

Hamilton History: Started work at Hamilton in 1998 as a laborer then promoted to pile buck.

Before doing bridge work: Worked in the woods. Says Frank, "Logging is a good background for doing what we do — loggers are used to rough work around big equipment."

Frank's other request: "I want you to be sure and recognize the work of Con O'Connor, Josh Rodriguez and Jack Young. Those three have been a great help to me — they are top of the line!"



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Gentlemen, Start Your BUMP GRINDER!

We're not sure if American Concrete Cutting's new bump grinder will qualify for the 100 MPH Club – but it was out on the track at the Woodburn Dragstrip recently and operator Rick Garrick

said that for a bump grinder it moved fast! If you're a drag racing fan and your summer plans include a visit to Woodburn you might be interested to know that American Concrete Cutting (ACC)

did the surface prep at the award winning track. With racing speeds over 200 MPH, the quality of the surface is critical, points out Eric Hill, ACC general manager.



Rick Garrick

Hamilton Builds for Habitat:

Hamilton is sponsoring a Habitat for Humanity house in Springfield and the Hamilton team has put in three workdays. This team framed out the second floor



and hauled a lot of dirt on Work Day #1: From left -Bob and Teresa Sherman, Jack and Janet Young, Jack Bunch, Pete Flockoi, Juan Cervantes, Ronnie McAllister, Josh Rodriquez, Kate Brownell and Linda Sronce-Johnson.

The new bump grinder gives ACC the capacity to provide a whole new line of profile grinding services.

American Concrete Cutting, a Hamilton subsidiary, offers a full line of asphalt and concrete surface prep services as well as wire cutting and core drilling. ■

Historic Meets High Tech *(Continued from page 1.)*

Isthmus Slough: “Accelerated Bridge Construction on a Budget”

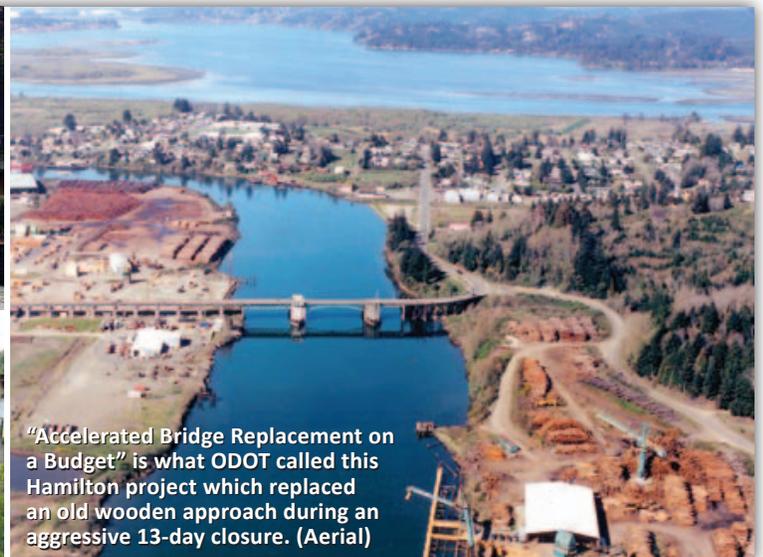
Hamilton’s work on the deteriorating timbers of the OR241 Isthmus Slough Bridge East Approach in Coos Bay, accomplished what ODOT called “Accelerated Bridge Construction (ABC) on a Budget”. With the guidance of Hamilton veteran Project Manager Mike Phillips, crews built the new substructure without impacting traffic, and followed that up with bridge demolition and superstructure construction accomplished during an aggressive closure schedule. The public was told to expect a closure that could last as long as 21 days but Hamilton crews had the bridge opened to traffic within 13 – easing the daily commute for commercial traffic and residents alike between the City of Coos Bay and the east side a week earlier than expected. ■



(Before)



(After)



“Accelerated Bridge Replacement on a Budget” is what ODOT called this Hamilton project which replaced an old wooden approach during an aggressive 13-day closure. (Aerial)

PARTNER'S MESSAGE

WOW - what a spring! Lack of sunshine and wet weather has taken its toll. I know I'm ready for sunshine and summer weather, I'm sure all of you are too. The last five days of sun has reminded me of why we live here and work in construction. Walking around Broadway Bridge and Sandy River the last few days showed smiles on faces of all and attitudes that would not waiver, all because of the change in the weather. We live in a great place where even just the weather can change your perspective.

Summer is right around the corner and it will be full of activity both at work and play. We need to constantly remind ourselves to work and play safely. As long as safety is in the forefront of our thoughts we will keep ourselves and all that we care about safe.

I had the pleasure of leading

our field leaders training session this year. It was a challenging subject with many new rules and requirements for our leaders to comprehend and enact starting this construction season. I was amazed by the professionalism and willingness of our leaders to take on this huge task, implement it in the field, and work together to make our company the leader in making this new requirement work.

Our group of leaders is the best in the industry and they could not be the best without their entire team all working for the same goal: To make Hamilton the best place to work along with the knowledge that we are the "Premier Bridge Builders of the Northwest" and we "Build What Makes America Work".

The construction climate has changed the last few years due to economic conditions. Many

companies are bidding and are successful picking up work that is very cheap which will ultimately have an effect on their future. Thanks to our estimating team, prior to this downturn we were successful on many projects, and that has helped us weather this downturn. Two large projects -- Willamette River Bridge in Eugene and Sandy River Bridges in Troutdale -- will keep the largest portion of our crews busy through the summer and for years to come. Other projects that are nearing completion are keeping some busy also. We have been successful bidding on a couple of smaller projects lately that will help fill in and we are constantly looking for and bidding new work. We will get our fair share as our estimators are the best in the business. They are carefully selecting the right projects along



with analyzing which projects will benefit the future of the company -- because the future is what we are all about.

I hope you all have a great summer full of family, friends, vacation, and work. Please keep safety at the forefront of all your activities and help us continue our endeavor to make Hamilton the best place to work. ■

*Hope to see you all soon,
Brad Sullivan*



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