

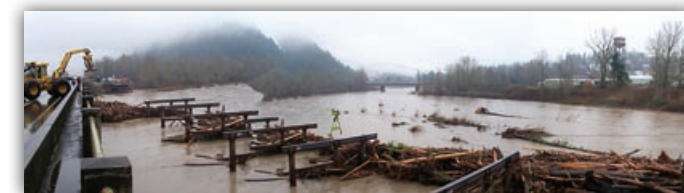


From left: Mike Fisk, Claude White, Bryan Cloe, Bob Orem, Troutdale Mayor Jim Kight, Wendell Snook, Fortunato Flores, and Ken Lange.

## Advanced planning and swift response averts flood disaster and earns high praise from Troutdale's Mayor

On Saturday, John Szymik, Project Engineer at Hamilton's bridge replacement project at the Sandy River Bridge on I-84 at Troutdale, had planned to snow shoe on Mt. Hood. As he approached Timberline Lodge and saw the river of water washing down the mountain roads, he knew where that water was bound and thought to himself, "This isn't good – I better turn around and go back to work."

Later that day John and Hamilton operator Shawn Bunch watched nervously from the Sandy River Bridge as the water rose carrying with it a growing amount of debris. At



"Thanks to the foresight of Hamilton, ODOT, Oregon Bridge Delivery Partners, and Multnomah County we were prepared for the unexpected and because of our precautions, we were able to avert a major flood event for the 93 residents within the flood plain. I would like to give a big shout out and thank you to the Hamilton employees and subcontractors for working so quickly to deal with this situation." --Troutdale Mayor Jim Kight

first, as logs and debris accumulated at the bridge, John and Shawn attempted to push it through, but on Sunday (January 16th) as the waters began to rise at almost a foot an hour they realized they were fighting a losing battle.

Six inches of rain in a 24-hour period combined with an unseasonable warm front and seven feet of snow melt, created a wall of water hurdling down

from the Mt. Hood source of the Sandy that brought with it logs, snags, whole buildings, large propane tanks and more assorted debris. When the high water crested around 8 pm on Sunday, it had risen just under the work bridge stringers, and at 21 feet above normal, the highest any time since 1996 when the last memorable floods had hit the region.

By Monday, January 17,

when the full crew returned to the Sandy River Bridge, a mountain of debris had accumulated. As Hamilton's Sandy River Bridge Project Manager Wendell Snook explained, breaking up the log jam as quickly as possible was critical to prevent flooding for nearly 100 residents along the banks of the Sandy as well as the Columbia Gorge Outlet Mall.

What ensued was a full scale logging operation in the Sandy. Concerned for his constituents, Troutdale Mayor Jim Kight, kept in close communication with Snook, personally visited the site, and helped to manage communication between stakeholders and the Portland-area news media covering the situation. Hamilton subcontractors who assisted included Wayne Stone Logging who set up a yarder on the East Bank of the river, Staton Co., Pok Wan, and Peter Akhtar Trucking Co. Additional personnel were called in from Hamilton's Broadway Bridge and Willamette River Bridge projects.

As Mayor Kight explained, earlier in the year, he had been involved in discussions where ODOT realized the need for flood mitigation and the decision was made to remove a work bridge at the site in anticipation something like this might happen. *Continued on page 3.*



John Szymik

# Jim Sly: Now and Then



Jim and Barbara Sly

In 2009, Hamilton senior partner and 33-year veteran Jim Sly started a new chapter in his life. Hamilton's Dave Weiland recently asked Jim to let us know what he's up to and share a few memories about his career in construction and life at Hamilton.

**Dave Weiland:** *So tell us what you and Barbara have been up to during the past year.*

**Jim Sly:** We started out post retirement with a cruise thru the Panama Canal in the fall of 2009 and a trip to Hawaii in the spring of 2010. We had a series of family social event and reunions thru the summer of 2010 and then Barbara was diagnosed with breast cancer in the fall of 2010. This caused the cancellation of our various big travel plans for the winter.

Barbara has completed her chemo therapy and in the last couple of weeks her spirit and appetite has returned. We just returned from a family wedding in San Francisco. (At press time Barbara was scheduled to undergo surgery on March 17th.)

April 22nd we hit the road again as we are beginning a 10 day vacation to St. Thomas and then ending in Fort Walton, Florida.

Fortunately, I have been able to develop my interests in agriculture and enjoy a different life style. Farming, with a specialty in cattle, has been my side interest for years, and now I have time to develop those interests.

We permitted and built a 65 KW solar power electrical generation system on the farm that started production in September 2010. The system has made it into the media several times and is very visible from the Dale Kuni Road.

I have done a little expert witness work for some attorneys but in general my life has moved away from construction into agriculture and family.

**DW:** *What were your first years like, where were you born, raised and went to school?*

**JS:** I grew up a farm boy on the Creswell farm, 4-H and FFA. Did all the farm boy type things, went to Oregon State University, started in Ag Engineering and then moved to Civil Engineering. I graduated,

was commissioned as an officer in the Navy and married Barbara all in the summer of 1973. We went to Sicily, Italy for two years and then two years in Virginia Beach VA. I was in the Navy Civil Engineer Corps and did facility and contracting type work.

**DW:** *When did you first come to work at HCo?*

**JS:** I applied to Hamilton while in the Navy and home on leave and started work about July 1st, 1977 for Ellis Runk as a JOM on a big Weyerhaeuser job near Longview. What a difference from the Navy! We built nine bridges in 13 weeks and it was 145 miles from one end of the job to another. I knew every pay phone within two counties.

**DW:** *Can you give us a few details of some of your most memorable jobs?*

**JS:** Holgate Blvd, SE Portland Street and bridge that went over the SPRR yard. I engineered and project managed from Springfield. We moved the existing five span bridge sideways 21 ft. and extended it 100 ft. over a three day weekend. The bridge jacking system that we now use, I developed as the engineer of record. Green Springs to Midland was my favorite project. This was the Hwy 97 improvement with a bridge over the Klamath River and SPRR tracks. I estimated the barge costs and then built with barges. It was the first fully partnered job in Oregon and was our first major job with Elting.

**DW:** *The transition from field to yard, how was that experience for you?*

**JS:** It was a great day when I sold my travel trailer and gave away all the stuff in it! For Barbara and me the change was dramatic. For the first time in 20 years we were consistently having breakfast together. Unfortunately my work hours went up rather than down in Springfield. Estimating was a huge task master and endless sump into which you could pour work hours.

**DW:** *What are you most proud of at Hamilton that you set up, started or saw to its completion?*

**JS:** The things I engineered worked; never had a work bridge or cofferdam structural failure. I never had a crane tip over on my job and never had a person killed on my jobs. There were some notable near misses. I am proud of my time in estimating. We cranked out a large number of bids successfully with a high degree of successful jobs. Cleaning up the relationship between the jobs and yard was crucial.

**DW:** *How can we continue for years to come to be the premier bridge builder in Oregon in your view?*

**JS:** HCo needs to continue to do what it does do very well. There is no substitute for doing things right. ■

# Looking SHARP

Hamilton has qualified for SHARP, the Safety and Health Achievement Recognition Program sponsored by Oregon's Department of Consumer and Business Services, Occupational Safety and Health Division (Oregon OSHA).

Hamilton becomes one of only 17 construction companies in the state to receive the designation. As Oregon OSHA safety consultant Dave Wooley pointed out, only 168 of 90,000 Oregon companies have attained Oregon OSHA's stringent safety criteria to qualify for SHARP.

SHARP was developed to provide Oregon employers with coaching and direction so that they can learn to more effectively manage workplace safety and health, and in turn, be recognized for their achievement.

Oregon OSHA's Rocky Shampang, Manager of Consultative Services, Eugene Field Office said, "The SHARP process is an investment in your most important asset – the safety of your people." And as Dave Wooley added during the announcement, "Let your people know that they did a good job and they did a lot of hard work." ■



(From left) Hamilton Construction Co. President Scott Williams, Hamilton Safety Manager Dave Holland and Oregon OSHA's Dave Wooley, Consultant, Mark Hurliman, VPP/SHARP Program Manager, and Rocky Shampang, Consultative Services Manager, Eugene Field Office met recently to honor Hamilton's strong safety record and acceptance into the SHARP program.

# Congratulations Yard and Fab Crew for Working Safe!

How do you celebrate 75,000 injury-free work hours? Well, if you're a member of the yard and fabrication crew at Hamilton Construction Co. -- you pick a cause you care about -- like education -- and you contribute \$5,000 to Agnes Stewart Middle School so your home town middle-schoolers can be just a little safer, too!

The Hamilton yard and fabrication employees have worked for more than two years without an injury. As Hamilton Manager Dave Weiland pointed out "Hamilton employees decided several years ago that when they achieved safety benchmarks, giving back to the community would be the most memorable way to celebrate the achievement."

Hamilton President Scott Williams added that sending home workers safely every night is job one at Hamilton and for the shop crew, this achievement has been a turn-around of which he is especially proud.

Jeff Fuller, Agnes Stewart Middle School Principal, said the money will go toward improving the safety of traffic flow where students are dropped off and picked up at the school. He thanked



Hamilton Construction Co. Yard and Fabrication crew celebrates with Agnes Stewart Middle School Principal: Back row from left Dave Weinhold, Doug Ginter, Joel Matzen, John Benham, Gary Schultz, Bob Walker, Carl Anderson, Mel VanCleve. Front row from left: Kathleen Smith, Miles Wendlandt, Mike Miller, Ron Woods, Pete Todd, Jeff Fuller (Agnes Middle School principal), Bob Walker, Dave Weiland, Jack Bunch, Jeannie Plouse. Missing: Dennis Campbell.

the Hamilton employees for their generosity and pointed out that in these cash-strapped times, the donation was more appreciated than ever by the students and faculty. ■

## March/April/May Anniversaries

Dave Weiland	38
Dave Weddle	20
Bob Orem	18
Bryan Cloe	16
Wendell Snook	16
Eric Hill	15
Frank Alvis	12
Con O'Connor	12
John Benham	10
Brian Allison	10
Bruce Ellingsen	9
Shawn Bunch	9
Mike Fisk	7
Donna Lehne	7
Fort Flores	7
Greg Kent	6
Pete Sundberg	6
Dennis Campbell	6
Rich Carden	4
Terry Jorgensen	4
Steve Vaughn	4
Levi Niemann	4
Steve Luke	2
Traci Mayham	2
Keith Ross	2
Bryan Copley	1
Kody Fritz	1
Kyle Fritz	1
Jeff Putnam	1

## High Water Heroes *(Continued from page 1.)*

### Back to Work at Sandy River Bridge

Now, with water levels back to normal, Wendell and the crew at Sandy River are preparing to do what Hamilton does best and what we intended from the start: replace the bridge. As Wendell explains, the removal of the work bridge deck in anticipation of the winter high water has caused need for some rescheduling. In April, work will start heating up with the rebuilding of work bridges, demolition of the old bridge should begin in June. Snook said HCo fabrication crews are busy preparing materials for the building of the work bridge and the six coffer dams which will allow crews access for drilled shafts and columns. Hamilton will place both east and westbound traffic onto a new eastbound bridge. Double duty use of the new

eastbound bridge will allow the detour bridge to be used as a work bridge during westbound bridge construction eliminating the need to construct a second work bridge, reducing the total number of pile in the river, which has become a project requirement due to environmental limitation on in-water work.

Two big challenges on this job Wendell points out, are the short in-water work windows and the flood mitigation directives that prevent the use of work bridges during the winter months. But where others see problems, Hamilton sees opportunities for innovation, and this is one of those situations: Wendell's team is working with Hamilton Project Manager Steve Brown to adapt a gantry crane/beam launching system originally developed at Hamilton's Eddyville site as a solution for difficult access situ-

**Fun Fact:** About 40 truckloads of logs pulled from the Sandy River Bridge were actually hauled back up to Mt. Hood where the Freshwater Trust is using them to re-establish fish habitat as part of their Salmon River Aquatic Habitat Restoration Project. The overall goal of the project is to increase the abundance and productivity of Sandy River basin salmon and steelhead.

ations. The system will allow 165 ft. long steel girders to be "launched" from shore by a gantry crane, placed on the Hamilton designed launching girders which in effect become their own track for the gantry crane to roll along to place subsequent beams. Not as efficient as a work bridge, but a smart alternative when you can't have one. ■

## PARTNER'S MESSAGE

Is anyone ready for a great Oregon Spring? Winter is always a slow time in construction and while most of you would never know it as we have a number of projects going full tilt, other jobs have taken on a slower pace for the winter months.

The Sandy River Bridge project fits into the slower side of things with its winter shutdown, **but get ready!** With as much work as the crews completed last summer at Sandy we expect to complete nearly twice as much this coming season, building with a whole new and exciting plan! WRB and Sandy River alone, combine for a work load over the next two years that matches our crews and equipment demand during

a typical year for all of our projects collectively.

While winter is typically a slow time for field work it can be a busy time for estimating. This winter has not been an exception, as the estimating team has bid on a number of projects. Our success on bidding this season did not yield the outcome we would have liked, however, historically spring and summer is the key time that Hamilton picks up projects and this year looks to follow history. A few of the many projects we are looking at this month are:

- Clackamas Road
- Del Rio/ Winchester
- Weaver Road

Across Oregon and the nation times are tough. While

some companies have not or will not survive these very difficult times, the ones that emerge will have more vitality and success than ever. Most of the Hamilton family has not had it as hard as many others, however, we have taken the time to review and reflect so we can be better than ever. With the continued help of **all of you** we will continue to get stronger and have a bright "spring like" future at Hamilton.

Please Be Safe! ■

*Best Regards*  
*Bob Sherman*



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