

It's been another safe, productive year. As we move into the fall and winter months, it will be cooler, damp with less dust, and with the holidays right around the corner it's something to look forward to.

In the safety realm, we've had another safe year. We slightly exceeded our goal of being less than 50% of SAIF expected losses but it was still an excellent year and we will always strive for better. Nine employees were injured and 5 of these people had time lost this year. In recent years, the October through January timeframe has been prone to injuries. Please be aware and work safely.

Bidding activity slowed over the summer and will continue slow into the fall, but our estimating team has done a fabulous job procuring work for us all to construct well into next year, giving us ample time to find other projects beyond our current ones.

0507: Pioneer Mountain in Eddyville has finally been negotiated, and we are back to work with a small crew for the winter. This project will be in full swing next summer and will continue well into 2011 with a strong workforce.

0604: McKenzie River in Eugene will continue through the winter months, finishing up this spring.

0608: Weaver Bundle in Riddle will continue with subcontract work through the winter. Hamilton's work is mostly complete with some finish work to do this spring.

0701: McCullough Bridge Rehab in Coos Bay will continue with small crew on and off into 2011.

0801: Eagle Mill in Ashland continues until we are forced out by weather this season. Next season we'll return and finish the project.

0802: Victory-Lombard in Portland will continue with a strong workforce for the next 2 years. 160,000 man hours remain to be constructed at this site. This equates to 38 employees for 2 years.

0805: Railroad project continuing into the winter. Working with new owners, developing new relationships, and constructing railroad structures instead of highway structures provides many new opportunities. Working with the railroad is a new challenge and appears to be successful.

0807: Rice Hill is just getting started and will continue through the winter into the spring.

0850: Our new CMGC contract to build the I-5 Bridges over the Willamette River in Eugene is in full design mode. ODOT has selected the type of structure, and we continue to work with OBEC's design team and ODOT to provide constructability reviews and estimates. This new contracting method is working well, and we're excited about it. We anticipate starting work next spring so this team has their work cut out for them over the next several months.

ACC: continues to be on track for one of their biggest years ever.

Portland Division: the new yard and office are mostly complete with occupancy expected in October. The commercial work has slowed considerably in Portland due to the economy, but this new endeavor offers lots of unforeseen opportunities that we expect to uncover.

We are not lacking for things to build. I hope we can all enjoy some time with our families, get some well deserved time off, and continue with our endeavor to be the Northwest's Premier Bridge Builder.

Thanks for another great year. *Brad*

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I-5: Eagle Mill Rd to Neil Creek Rd

Despite many years of successful projects in the area, Hamilton has had a notable absence in Southern Oregon for the last several years. This all changed when we were awarded the I-5: Eagle Mill Rd. – Neil Creek Rd. project in Ashland earlier this year.

Hamilton's portion of the \$17 Million contract involves the replacement of five freeway bridges; two over Eagle Mill Road, two over Bear Creek, and one bridge over Neil Creek Road. All five of the existing bridges had cracks in the decks and girders, and were deemed by ODOT to be inadequate to carry oversize loads. The existing bridges at Bear Creek were starting to show signs of scour on the piers closest to the water.



On the north end of the project I-5 crosses over the top of Eagle Mill Road, a county road that runs parallel between the interstate and Bear Creek. In May of this year, Hamilton began construction of a 230' long detour bridge that was built in the median between the existing northbound and southbound bridges. Our site work subcontractor, Johnny Cat, constructed over a mile of new roadway in the median. With the detour complete, southbound traffic was switched at the end of June and work on the new bridge started. The new structures are over 200 feet long and consist of three spans of box beams topped with a 5 inch deck. The foundation work, which included drilled shafts on the interior bents and driven pile on the ends, proved difficult due to the narrow width of the county road and the requirement that we maintain traffic flow.

Two miles south of Eagle Mill Road the interstate crosses Bear Creek. Work began in May at this site and progressed similar to the construction at the Eagle Mill Rd. site – a 300' long detour bridge and new roadway was constructed in the median. Southbound traffic was switched onto the detour alignment in mid July, and work immediately began on the removing the existing bridge. Concerns over impacts to wetlands and listed species of fish drove the design of the permanent structures, which are 200' long single span steel girder bridges.

On the far south end of the project is the Neil Creek site. Neil Creek Road is a county road that runs from Highway 66 southwest towards the freeway. Due to its location on the approach to Mt. Ashland, we are prohibited from doing any work between November and April with inclement weather and concerns over mobility. Hamilton started work at this site in early June, but were delayed several times due to various design issues. Unlike the other two sites, there is only one bridge that will accommodate the Northbound and Southbound traffic. The 75' single span permanent bridge is being constructed in three stages and incorporates two large MSE walls on each end abutment.

Work on the project is expected to be completed next November, with the majority of the bridge work being finished in October 2009.