



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.

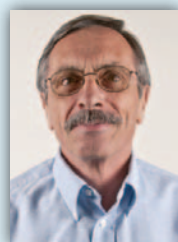
Addressing Community Impact

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

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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. ■

