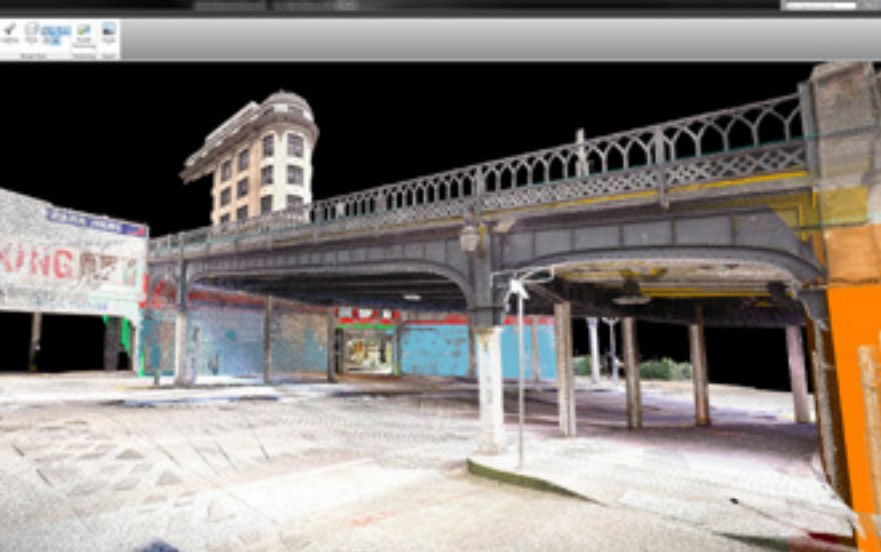




DIRT

July 28, 2016
Summer 2016 vol. 25



Above, the Yesler bridge pictured with IMCO crew. 3D laser scan data merged with design aspects. This data is viewable in Navis Works by the field and management staff on site.

UNDER WAY AT YESLER WAY

On May 23, 2016 IMCO began work for the Seattle Department of Transportation on the Yesler Way Bridge over 4th Avenue South to demolish and replace an existing 106-year-old bridge. As one of the oldest steel bridges in the city, historic preservation is an important part of the bridge's rehabilitation. The existing roadways were built out of brick over 100 years ago. IMCO crews will be salvaging approximately 2,000 Square Yards of these bricks, by hand, to be given back to the City of Seattle. Early work on the project includes the relocation of several utility crossings on the existing bridge and the removal of the existing roadways. The existing bridge superstructure is scheduled to be demolished this summer during permitted weekend full roadway closures. Major hurdles in the project include the close proximity to the general public including a large local transient population, along with impacts to traffic during construction and regulated road closure schedules. The demolition of the existing bridge will be a very challenging task. Parts of the existing bridge are considered historical items such as the handrail, fascia restored and reinstalled as part of the new structure. IMCO's team is currently working on the planning of this work with the City's architectural historians. This project is scheduled to be completed in the summer of 2017.

PROJECT UPDATES



IMCO's project site at Yesler Way.



A view of the surrounding area from The Nature Conservancy blog. Photo credit © Marlin Greene/One Earth Images.

HOLDEN MINE WTP OPERATIONS & NEW WORK FOR IMCO

Working for Rio Tinto

IMCO's Construction team (below left) has done a phenomenal job completing our initial project at the Holden Mine Water Treatment Plant. The plant is fully operational and producing treated water. IMCO's Operations Team has taken over full operation of the mine's water treatment plant. Over the last few months, IMCO has been performing upgrades to the existing treatment plant and other miscellaneous scopes of work for Rio Tinto. The IMCO Holden team already completed the build of a pedestrian bridge (below) over Railroad Creek at Holden Village this summer as one of the upgrades to the site. The construction went smoothly and the team finished ahead of schedule. A big focus for the team at Holden is shifting towards a design build agreement for another pedestrian bridge

over Railroad Creek and the addition of multiple buildings at Holden Village. The buildings will include a lumber house, storage facility, and fueling station. Crews will be growing to additional 20-25 people to handle this task which will require a lot of work in the coming months and could lead to crews working double (24-hour) shifts in mid-August. We are expediting the design process on this project due to an approaching November deadline. The next line of work will include upgrades to the hydroelectric building, demolition of an existing storage building, and the addition of basketball courts in the village for Rio Tinto. Rio Tinto continues to increase IMCO's scope of work, a testament to the excellent work that the Holden crew has done and continues to do in the remote conditions.



FIR ISLAND

Next to the river on Fir Island, farmers work some of the world's most fertile agricultural land. The site is surrounded by views of Mt. Baker to the east and the islands of Puget Sound to the west.

The Fir Island Farm project is playing a major role in restoring tidal estuaries to help revive Chinook salmon populations in the Skagit watershed. The Washington Department of Fish and Wildlife (WDFW) is managing the project and "aims to do just what science tells us is needed for salmon, but in a collaborative way that also pays homage to the current agricultural productivity of the area. Preserving and enhancing farm productivity means preserving our ability to have local, sustainable fruits and vegetables now and in the future," according to The Nature Conservancy.

There is a balancing act at play in this project between nature, community, farmers, and recreation. There is hope that this project will aid in balancing estuaries for juvenile salmon with improved protection for farmland.

This summer, IMCO is removing the old dike so tides can flood in, and create 131 acres of new tidal marsh.

Our team is quickly approaching a big milestone on this project we head into the final stages of construction. Great progress has been made in

the last few months including the completion of the pump station and finishing the setback dike. The next major challenge of the project will be breaching and demolition of the existing dike. July 18th was the official In-Water Fish Window end date which allowed IMCO to start excavating 30,000 cubic yards of material. And with unexpected tidal behaviors, many challenges await. The Washington Department of Fish and Wildlife will host a media event for the actual dike breach on August 1st, which will include a time lapse video and online streaming of the event. The rest of the major work will include installing an additional 48-inch tidegate and HDPE piping to Dry Slough with a sheet pile cofferdam, removing an existing culvert and tidegate at No Name Slough, and restoring the site to original conditions. Final completion will occur before the Snow Goose Reserve Closure window opens on October 7th.

"Thank you for all of the hard work, Buck Varney, Rob Glance, Ed Ottmar, Mark Mahan, Dennis Knutson, Wesley Brown, Adam Martin, and Pandora Wilder! And thank you to the IMCO shop, for all of their support on this project."

- Rick Knowles, IMCO Superintendent



I-90 PROGRESS

In the past three months, IMCO's I-90 team has made progress on multiple scopes of critical work. Completing these tasks are keeping us on schedule and will enable us to begin commissioning the tunnels in November. The team started the modification work on the supply and exhaust fans, completed the major structural work in the Mount Baker Ridge Tunnel, including the structural ventilation upgrades and new egress passage way, and our crews are working on the structural ventilation modifications at the Mercer Island Tunnel which is scheduled for completion at the end of August. Our civil team, led by Lonnie Dotson, has completed installation of all the drainage and water piping systems on the project and is now working to complete the barrier, grading, and paving work for the new HOV Island Crest Way On-Ramp. Since April, we have had crews working at night upgrading the tunnel lights, constructing new barriers and pavement, and working on the dowel bar retrofits.

Ryan Mitchell and Luke Bergford have done an excellent job coordinating the traffic control needs for the night operations these past few months. Night work is scheduled to run through August.

Working in an operating facility, upgrading a new fire/life safety system, and keeping the system fully functional at all times is a challenge that our team has coordinated and will continue to coordinate with the Client on until the project is complete. The work performed on this project leaves room for high risk that something could go wrong and close the interstate. Our crews and team have done an exceptional job managing this risk while performing the work on this high profile project.

Crews installed the West Bound Saccardo Nozzle during the full weekend closure on May 22nd. The West Bound Nozzle is 30 feet longer with many more pieces to be assembled in comparison to the East Bound Nozzle that was installed in February. Our team had a "lessons learned" meeting from the East Bound

Continued on page five.

PORT OF BELLINGHAM C STREET TERMINAL PHASE 1

IMCO was also awarded the C Street Terminal Phase 1 project for the Port of Bellingham. The project value is \$2 million with a four month duration. Work on this project is intended to start in August. This project includes reconstruction of C Street adjacent to the Whatcom Waterway and includes all new utilities and storm drainage. The construction site is located within the Central Waterfront Site Proposed MTCA Cleanup Action Area, which means contaminated soils and groundwater will be present throughout the work. The project will be constructed within operational facilities at the Port of Bellingham. Brett Himes and Kelly Brown will work on this project for the Port.

BNSF SLOPE STABILIZATION

Slope stabilization work is underway at the Lehigh cement plant for BNSF in Bellingham. This is a client that IMCO feels is a great fit for partnership and has been working to get a contract with them for over three years. BNSF has work that we can self-perform, high environmental and safety standards, and always needs to keep their facilities operational during the work. One of IMCO's goals for this year was to get a contract working for BNSF – mission accomplished! The goal now is to show them what a driven contractor we are, build a strong relationship, and get more work. Brett Himes, Kelly Brown, and Buck Varney will be in charge of running this project.

A COMMITMENT TO SAFETY. EVERY DAY.

"Over the last two years, we have been very purposeful about improving our safety culture and increasing every employee's commitment to safety. Safety is the first thing people talk about when I go out to a jobsite. We are talking about risk constantly and thinking critically about ways to protect our people and any person who may potentially be impacted. Thank you to our people for embracing this challenge and changing our culture."

- Tyler Kimberley, IMCO President

ALBENI FALLS DAM SPILLWAY MODIFICATIONS

IMCO won the bid for the Albeni Falls Dam Spillway Modifications project, located about an hour northeast of Spokane. This project will require the crew to replace rubber seals on the spillway gates, install a compressed air bubbler, and a hot water de-icing system to prevent freezing during the winter seasons. This hydroelectric project is a great fit for IMCO and is likely to start construction next spring.

PORT OF BELLINGHAM GENERAL AVIATION AREA 2 & 3

IMCO was awarded an aviation apron project at the Bellingham airport, with a bid price of \$1.6 million. Major scopes of the project include: pavement removal, storm drain piping and structures, trench drains, paving, and striping. Brett Himes and Kelly Brown will be managing the work on this project which will begin in August. Contracts are being processed and IMCO intends to start this work in August.

I-90 Progress continued from page four.

installation and we took that information, and with a few modifications to our plan. James Janda and his team executed the installation efficiently and safely. Our BIM team helped tremendously with coordination, planning, and fabrication of the nozzle.

Crews are now working on the fan replacements as well as supporting our subcontractors with the installation of the new emergency power system and fire suppression system.

We wouldn't be where we are without the commitment from our craftspeople in the field. Our safety has been excellent. The management team is very appreciative of the staff in the office coordinating with subcontractors, ordering materials, and coordinating daily closures with the owner. This project has been a huge team effort.

