

IMCO crew pouring concrete slabs for the maintenance building at the new Mukilteo ferry terminal.



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THE DIRT

MUKILTEO FERRY TERMINAL PROJECT

Our Mukilteo team is in full swing with this \$47 million ferry terminal project for WSDOT. This large project is building a new ferry terminal, including construction of a passenger terminal building, maintenance building, toll plaza, toll booths, holding lanes, transit center for connections to public transportation, signalized intersection, expanded vehicle holding area, and waterfront promenade.

Currently the upland civil activities include installation of water, sewer and storm drainage. Civil crews are in the middle of constructing a large retaining wall along the shoreline and will continue on major retaining walls throughout the summer. The civil crew alone is made up of 12 – 15 people with extensive work to finish during the dry season.

The carpenters who are working on the buildings have started placing concrete

topping slabs on the structural steel deck of the terminal building. Crews have completed about 85% of the structural concrete for the buildings. The team is pushing to get structural components of the building frame and roof complete in preparation for installing roofing systems in September.

The team is also spending time analyzing how to improve existing processes. Coming up with standards to minimize waste is a constant priority and a stewardship effort the team is proud of. Joel Higgins is leading the team's Quality Control (QC) plan for the remaining work. This is a pro-active step that will increase efficiency and productivity in the next phases of the project. The entire team is focused on looking ahead and working with subcontractors to keep materials, and resources in front of the crews to stay efficient.

The team has prepared an aggressive three-month schedule, continuously updating and addressing changes to meet the goal of getting final grading complete by the end of October.

The Mukilteo ferry terminal project has a large and dynamic team. Management and craft teams have fostered and implemented cohesive, high functioning crews, resulting in early success.

EVERETT WATER POLLUTION CONTROL FACILITY FEN CHLORINATION BUILDING

This \$7 million project for the City of Everett involves the demolition of the Water Pollution Control Facility (WPCF) Final Effluent North (FEN) sodium hypochlorite storage and feed facility and the construction of a new facility. Work includes modifications to the lagoon dike wall and roadway as well as a new concrete culvert channel for flow of the wastewater to the chlorine contact channel. IMCO is also modifying the outfall diffusers in the Snohomish River, constructing a new outfall hydraulic vault structure, and installing a new standby generator system. The outfall work is located near the WPCF on the west side of Interstate 5.

Pictured below, from top down: Everett project site with cranes working along the water; IMCO team removing the sheet pile cofferdam.

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The sheet pile surrounding the newly constructed concrete culvert was removed earlier this summer. The cast-in-place culvert is now fully functional and in use. Adjacent to the culvert, IMCO is building a pile-supported chlorination building. The Slab on Grade was completed last week, and the CMU wall construction and structural steel erection are under way. Outfall excavation, manhole installation, and steel roof erection will happen later this summer.

IMCO's team is proud of a strong relationship with the City of Everett and continue to partner for a successful close to this project. The project leaders and crews are working to set high safety standards early in the summer as they prepare for multiple new subcontractors to begin work later this summer.

STONEY GATE START UP

This \$10 million, three-year project located at the Ballard Locks in Seattle, is about to get started! After almost a year of planning, we officially mobilized to the site on July 15th.

This project includes demolition, removal, and replacement of the existing Stoney Gate valves. The Stoney Gate valve system consists of six gate valves that control the filling and emptying of the Lake Washington Ship Canal Large Lock chambers.

The first phase of this project will begin August 15th. This phase will be demolition within a 60-day window. The demo phase will be followed by a 45-day work window during which the large lock chambers are de-watered to remove and install the new culvert gate valves and hydraulic systems. There will then be three more similar windows to remove and replace the other five culvert gate valves. This project will have a significant impact to local maritime commerce that use the large lock chambers to transport materials. A total of four 45-day closures are scheduled, resulting in a more reliable lock system.

The challenges will be working within the machinery recesses and existing culverts in a small, confined space. Proper ventilation and constant monitoring will be essential. The tight work windows will also be a challenge and require long days for our hardworking and dedicated crew.



Pictured above, IMCO begins the construction of the new ferry terminals at Lake Roosevelt with structural steel installation on top of the new pontoons.

KELLER FERRY TERMINAL

This contract provides for the improvement of the Keller ferry north and south terminals with replacement of pontoons, decking, railing, anchors and mooring components, and relocation of electrical and mechanical systems.

The project team will be working long days in hot summer weather and will need to be especially vigilant in avoiding fatigue and staying hydrated. We are putting together a fatigue management plan to review for the two-week shutdown.

The work area is extremely tight and next to Keller Ferry State Campground, which is popular during the summer. Public relations will be critical to success.

TAWES CREEK FISH BARRIER EMERGENCY DIG

This project is part of a large federal injunction requiring WSDOT to correct fish passage barriers state-wide. IMCO was awarded this \$2.5 million project in March and started work in July. The Tawes team will be installing a new bridge and three culverts, realigning the streams, and restoring the fish habitat. This project will improve access and greatly benefit local steelhead, chum, coho and sockeye salmon.

Before the project started, utilities needed to be relocated to allow us to work in the area. The utility contractor found remnants of a gas station that burned down in the 1970's. The burnt building was bulldozed down and used as fill years ago, and the buried fuel tanks were left underground. WSDOT requested that IMCO start cleanup of the contamination. Contaminated material consisted of petroleum-soaked soil, two 500-gallon underground fuel storage tanks and asbestos and lead contaminated materials. Over 4,000 tons of contaminated soil and materials were hauled away for appropriate disposal.

This dig was not only hazardous to the public and environment, it had the potential to significantly delay the project schedule, which revolves around a short fish window. To avoid schedule impacts, the team worked diligently and quickly for three weeks to get this site cleaned up. The quick response allowed the utility contractor to move the utilities in time for IMCO crews to start work on the fish passage. Tanner McCoy's leadership and experience working with and disposing of contaminated material was key during this hazardous clean up. This demonstrated our team's flexibility, expertise, and ability to immediately respond to our client's needs.



IMCO'S COMMITMENT TO THE CONSTRUCTION INDUSTRY TRAINING COUNCIL

For more than 10 years, IMCO has participated as a training agent and sponsor for the Construction Industry Training Council (CITC). This program is an important part of bringing workers into the industry, which is in extreme need of skilled trades professionals.

The CITC program is a career pathway that doesn't involve the high cost of college tuition. Apprentices work and earn a living in a growing career while they learn professional skills. The combination of on-the-job training and classroom instruction gives apprentices the skills and confidence to excel in the construction industry.

IMCO participates in the construction laborer, carpenter, and heavy equipment operator apprenticeship programs with CITC.

IMCO's management team is committed to make training an essential element of our culture. We want to provide opportunity for people to learn, develop skills, and earn a family wage with a rewarding career.

IMCO Projects Recognized at AGC Build Washington Awards

Two IMCO projects were recognized on May 16, 2019 at the AGC Build Washington Awards ceremony. The event took place at The Museum of Flight in Seattle.

The Maple Road and Ash Way Intersection and Drainage Improvements Project won the AGC of Washington Build WA award in the Highway Transportation \$5M - \$15 M category.

The Culmback Dam Water Temperature Conditioning Tunnel, Phase 2 Project won the AGC of Washington Build WA award in the Heavy Industrial \$5M - \$20 M category.

IMCO's team was joined by subcontractor and client representatives, and the group was recognized on stage and in a special edition of the Daily Journal of Commerce.

NORTH BEND I-90 468TH AVENUE SE TO WEST SUMMIT ROAD

SEASON THREE

This three-season, \$30 million WSDOT contract provides improvements to Eastbound I-90 between North Bend and Snoqualmie Pass. Improvements include replacing select cement concrete panels and shoulders, cement concrete pavement grinding, bridge deck overlays, bituminous pavement grinding, and paving with HMA. Three westbound bridge decks were completed in the previous seasons, with one eastbound bridge deck currently undergoing rehabilitation by scarifying, hydro-milling, and modified concrete overlay.

A point of emphasis this year has been to ensure cross-training of crew members, which has been helpful in providing coverage and gives the ability to mix crew assignments during times of need.

Upcoming drainage work contains highly critical activities, including the placement of rock over a steep embankment for culvert splash pads. Additional drainage work includes PVC culvert lining, stream diversion, and inlet replacements off the roadway. These activities, requiring intensive planning and careful execution, are in the planning stages with performance scheduled for mid-August.

Panel replacement is the critical path for this project. Maintaining production and completing this work timely is important for the subsequent work activities. Season three production started strong and has improved through the hard work and dedication of the project team and their participation in a proactive Continuous Improvement process. Since introducing Continuous Improvement to the project team, the team has recorded production increases by over 30%!

This project is widely spread out, with multiple scopes of work along an 18 mile stretch of highway. Working adjacent to live traffic presents the biggest safety concern for this project team. IMCO has been continuously working with WSDOT to improve project safety and mitigate risks, including reducing the work zone speed and improving traffic control configurations. Our crews have remained committed to relentless safety on this project and display constant awareness of the risks at hand.