



THE DIRT

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SKAGIT RIVER RAW WATER

On October 27th, IMCO hit a major milestone at the Skagit Raw Water project, pulling just under 2,000 lineal feet of 42-inch welded steel pipeline under the Skagit River from the treatment plant to the intake. Utilizing three cranes, the pipeline was lifted into the air and a subcontractor used a drill rig to pull the pipeline through the tunnel previously drilled to house the new raw water pipeline. At its deepest, the pipe 50-feet below the riverbed.

Over the last several months, IMCO has been preparing the pipeline for this moment. Laying it down, welding it together, and performing various maintenance measures including coatings and linings, to prepare it for the journey underground.

Next up, IMCO's team will be finishing the site piping that takes water from the pump station to the plant. The new 2.1 million-gallon steel tank is currently being built, with an expected completion around year's end.

Once it is finished, new work will begin to refurbish the existing tank on site. Work is expected to be finished in early Spring 2021.

VANTAGE BAY DEVELOPMENT

The Vantage Bay project team has been preparing 144 future home sites for construction. The 40-acre site near Vantage, WA has been brought to sub-grade, sewer lines and manholes are completely installed, and the waterline is 90 percent complete.

The most recent milestone was completing all major utilities. The remaining work entails installation of the MBR treatment system, placing and grading CSBC, paving, and water tower connections.

The project team has continued to manage ongoing changes during the hot and windy summer months. The weather creates challenging days, but the team has been working efficiently. This project is scheduled to be substantially complete by the end of November.



PSERN SOBIESKI & MALONEY

The PSERN Sobieski and Maloney projects are nearing the finish line! The building at Sobieski is dried in and ready for subcontractors to complete the interior.

At the Maloney site, the crew hauled and placed an 80,000-pound prefabricated shelter up the mountain using a 275-ton crane, while the radio tower was being erected by TKK Communications.

Although the remote location of the project has been a challenge, the crew has kept a positive attitude and great morale regardless of the challenging task and the ever-changing weather.

The crew is working hard to compete the project before the first major snowfall.



MOUNTAINS TO SOUND

GRINDING TO THE FINISH

The Mountains to Sound crew completed all asphalt paving last week, wrapping up the two remaining radius walls! This was a major achievement. The team completed the soldier pile walls last month and met the huge milestone of 27,000 square feet of decorative walls. Crews have been working around the clock to get all of the HMA trails, cable rail, and final grades in place so that subcontractors can wrap up landscaping and flatwork by the end of the year. Preparing areas for asphalt pavement was critical, as the team worked through changing weather, with winter quickly approaching.

SEHOME HILL COMMUNICATION TOWER

The relocation of the communication equipment at the Sehome Hill communication tower in Bellingham is scheduled to be complete this month. Work is underway to remove the existing communication tower, demolish the old communication utility building, and remediate the site to give it a natural look.

This contract is a joint venture between IMCO and TKK Communications, whom IMCO is also partnering with on the PSERN projects in Skykomish.

ROCK ISLAND DAM

Two projects at Rock Island Dam began this fall. One contract involves utility and pump replacements inside the Rock Island Station. IMCO crews are currently procuring all the pipe which will be fabricated and requires a long-lead time.

The second contract includes major concrete structural repairs to the spillway at the dam. It includes select demolition and construction of conduit raceways along the face of the spillway. It also includes technical concrete structural repairs to the dam, including installation of post tensioned anchors and epoxy injection grouting.

In October, electricians began their select demolition work down the spillway via bridge trucks. IMCO continues to develop work plans and generate subcontracts for the post tension anchors (PTAs) and injection grouting.

This winter the team will start installing the PTAs. This work will be done by Jensen Drilling who will work over the side of the spillway to begin this drilling work that helps stabilize the dam. Working over an active spillway is incredibly high risk and requires careful safety planning and coordination with dam operations.

ROCKY REACH CHELAN PUD

Two of IMCO's contracts for Chelan PUD at Rocky Reach Dam wrapped up in October. The first involved improvements to the floating trash boom system that prevents debris from entering into the dam. IMCO used one of our cranes to bring the system to the shore where modifications were made. Our team utilized divers from Crux Diving to assess damage to the floats.

The second project included a new boat dock for PUD and Fish and Wildlife access. This work involved demolition work on the existing pier, a new concrete slab, excavation and resurfacing of the access road, and installation of a new dock system.

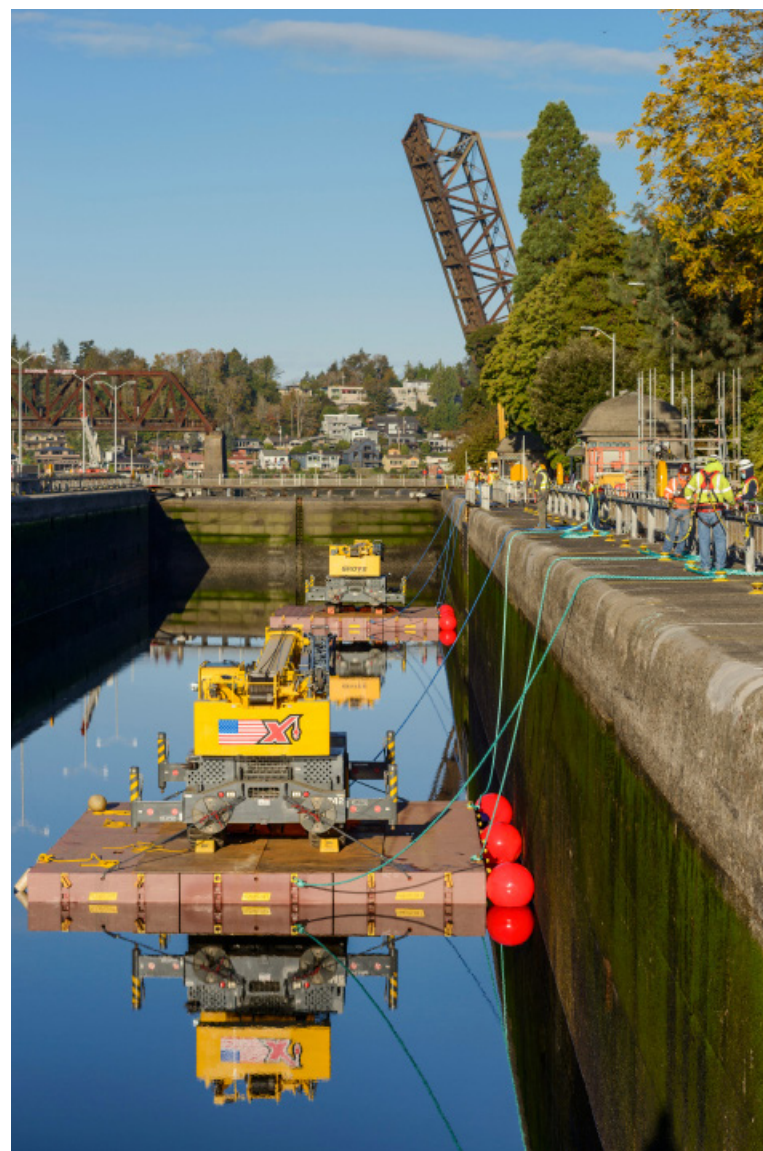


STONEY GATE

We are at the tail end of the last 45-day shutdown at Stoney Gate. A major milestone and feat for our entire project team. In mid-October, all three gates were delivered to the jobsite in preparation for the critical shutdown starting October 18th. With the large gate chambers emptied, timing is critical. Two day-crews and two night-crews will work around the clock to remove and install the three new gates which are roughly 11.5 feet wide and 14 feet tall; all while making modifications to the existing chambers to accept the new equipment.

The gates are being installed inside the middle concrete channel that is surrounded by water. Once the gates are installed, various electrical control testing will need to be performed to ensure the gates are operational before the large lock chambers are filled back up. The technical concrete cutting is being performed by subcontractor Evergreen Concrete Cutting. Electrical work will be done by MD Marine and CSI will oversee controls.

Pictured right: Two cranes sitting on flexi floats inside the lock chamber. The lock chamber was emptied by the Government, lowering the cranes on the flexi-floats to the floor. The cranes were off-loaded by building a ramp with crane mats. These cranes are being used for demolition and new construction for the south gates.



MUKILTEO FERRY TERMINAL

BUILDING A BEAUTIFUL PUBLIC SPACE THROUGH PARTNERING

The Mukilteo Ferry Terminal team has been productive and busy this quarter, compressing final scopes of the building and finish work to meet the adjusted schedule and the end-of-year deadline for the terminal building.

COVID put a huge strain on many subcontractors and the construction supply chain nation-wide. The team has taken careful consideration, working with Tribal artists to install cultural elements that bring a depth of meaning to the interior and exterior spaces.

The biggest safety considerations have to do with a congested site bustling with up to 80 workers at a time moving amongst large heavy equipment traffic.

Commissioning is wrapping up, which includes fine-tuning, where needed, and proving the functionality of the terminal systems to our client, these include HVAC, rainwater management, and energy management systems. The team prepared temporary and permanent systems for the rainy season.

The new terminal vehicle bridge will open to the public on December 29th! IMCO crews will finish the terminal building work this month, with final subcontractor beautification to follow. The evening of December 28th, crews will re-route traffic from the old facility to the new terminal facility in preparation for the December 29th opening.

IMCO will resume demolition and clean-up of the old terminal building after the New Year, that work will be complete in the Spring of 2021. The marine contractor is scheduled to have the pedestrian bridge open in February.

This project team has maintained a strong relationship with the WSDOT team throughout the contract, with a commitment to partnering and consistent, proactive communication and transparency.

IDAHO MILITARY RAILROAD TRACKS ADDITION

ORCHARD COMBAT RAIL ADDITION BEGINS NEAR BOISE

IMCO's contract for the State of Idaho Military Division has been in planning mode since early September. Construction began in mid-October with the mobilization of local subcontractor, Western Construction. Clearing and grubbing was subcontracted to a partner who has comprehensive knowledge of the soils and the sophisticated local fleet to launch a successful project startup. The project includes the construction of seven rail spurs, a new rail siding and extension, and support facilities for loading and unloading military equipment and supplies at the Orchard Combat Training Center. The project is scheduled for completion by Fall 2021.

The scope includes water line installation, and a complete storm water system to be performed by IMCO crews this fall, 25,000 cubic yards of concrete work including intricate concrete design, and a half-million tons of import material to be hauled to the

site beginning early November starting with 200,000 tons of pit run, being supplied and trucked by Premier Aggregates out of their Blacks Creek pit.

The Orchard Combat Training Center is a 143,000-acre training center located 18 miles south of Boise within the boundaries of the Nelson Snake River Birds of Prey National Conservation Area. The site is used for training by the Idaho National Guard and Army Reserve. The construction team must employ careful planning and operations to protect the plant and animal life that supports the sanctuary and to perform work within an active training site.

The project team is planning how to mitigate the risks associated with congested heavy machinery, as this project includes earthwork and import to the site. The team is planning on the trucking operation lasting almost six months with 24-30 trucks dedicated to this project.