

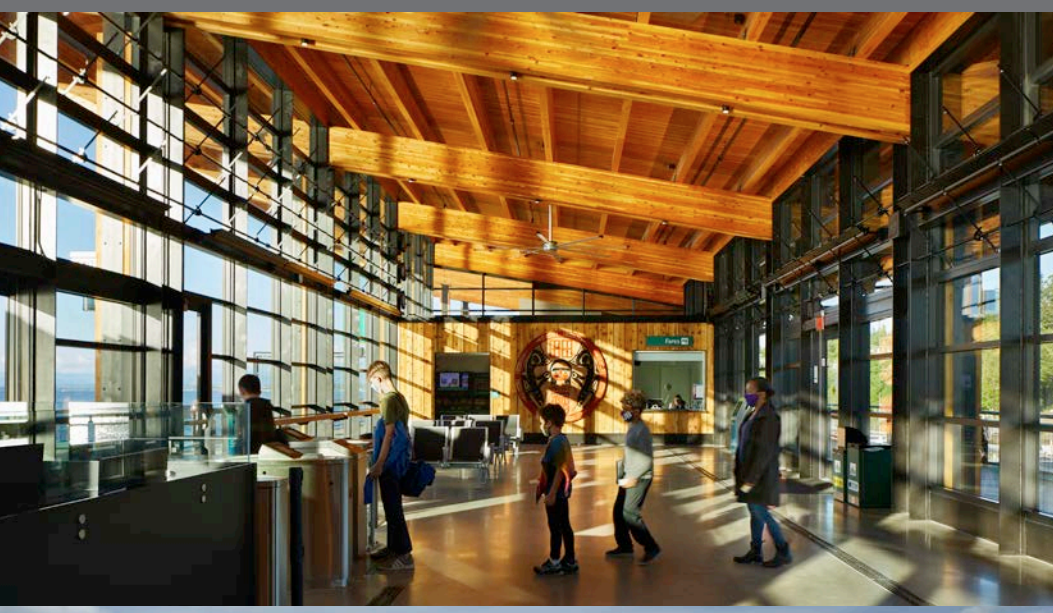


# THE DIRT

August 3, 2021  
Summer, vol. 45

## BEAUTIFUL MUKILTEO FERRY TERMINAL COMPLETION

The Mukilteo Ferry Terminal project, Washington State’s first new ferry terminal in 40 years, incorporates the cultural influence of the Pacific Northwest’s native people. The sustainable and conscientious design protects the bay and honors the cultural and historical significance of the site.



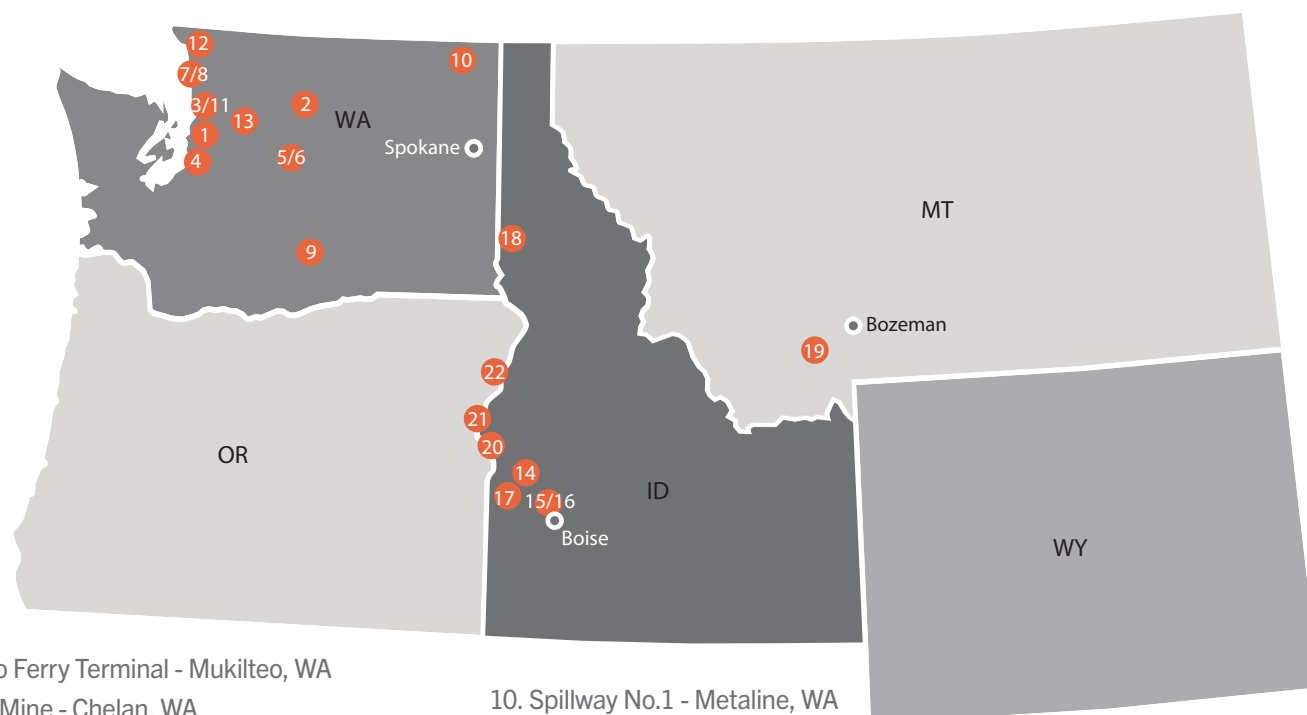
The building combines advanced energy and water conservation, and the longhouse-style shed roof accommodates photo-voltaic panels, which supply 40% of the terminal’s electrical demand.

The facility achieved lofty design goals, improving safety and equitability of access, reducing congestion, promoting pedestrian ridership, and enhancing the waterfront to provide space for the community to enjoy. The terminal building was submitted for LEED Gold Certification.





## IMCO PROJECT LOCATIONS



1. Mukilteo Ferry Terminal - Mukilteo, WA
2. Holden Mine - Chelan, WA
3. Boeing Stormwater - Everett, WA
4. PSERN Renton City Hall - Renton, WA
5. Rock Island Station Drainage - Rock Island, WA
6. Rock Island Dam Spillway - Rock Island, WA
7. Guemes Ferry Terminal - Anacortes, WA
8. Anacortes N Tiedown Apron - Anacortes, WA
9. Priest Rapids Right Embankment - Mattawa, WA
10. Spillway No.1 - Metaline, WA
11. Paine Field Taxilane - Snohomish, WA
12. BP Refinery - Ferndale, WA
13. Darrington Wood - Darrington, WA
14. Eagle WWTP - Eagle, WA
15. Orchard Combat Rail Addition - Boise, ID
16. Vale West Cargo Apron - Boise, ID
17. Darigold Caldwell - Caldwell, OR
18. Lewiston WTP - Lewiston, ID
19. Madison Turbine - Ennis MT
20. City of Ontario Sewer - Ontario, OR
21. Farewell Bend - Huntington, OR
22. Oxbow Hatchery - Oxbow, OR

## PRIEST RAPIDS RIGHT EMBANKMENT

A start date is finally in sight for this \$39 million-dollar embankment dam replacement project located on the Columbia River near Desert Aire, Washington!

Grant Co. PUD awarded IMCO this project in January 2020, it has seen a 19-month delay from the originally expected notice to proceed (NTP). Due to owner permitting issues, the contract was suspended early April 2020. The owner secured the required permits in the second quarter of 2021. IMCO's management team is providing a summary of cost and time impacts to be considered by the owner. If they approve the request, IMCO will begin work as soon as the change order is executed. Benefits from the changes include an additional 12 months to improve planning and approach to the project.

The owner has established an estimated NTP for October 2021, which may change depending on the timeline for impact cost approval.

This project will replace an earthen dam, add reinforcement to the right bank of the river to address the stability of the embankment and improve earthquake safety. The site will be excavated down to the bedrock, and a roller compacted concrete dam will be built to reinforce the existing embankment.

## MADISON CIVIL TURBINE GENERATORS

### TURNING A CORNER

Ennis, Montana is a world-renowned tourist destination during the summer months, specifically for fly fishing. People travel from all over the country for its beauty and recreational activities. The shoulder of the road to Madison Dam is currently crammed with cars who are seeking the Madison River for fishing, kayaking, and white river rafting. Minimizing impacts to the public has been critical for this project.

The final phase of work has started at the Madison Dam project. After months of waiting, the turbine generator units are now ready to be installed by the third-party contractor. IMCO crews will be back onsite in early August to perform concrete work as each of the four units are set.

Coordinating the final phase of work has been a challenge for the team to overcome. Voith is the manufacturer of the units, they hired an outside contractor to install them. Northwestern Energy has their own team in charge of wiring, commissioning, and start-up, and IMCO is placing 135 cubic yards of concrete per unit as each one is installed. There are multiple parties working within a tight space.

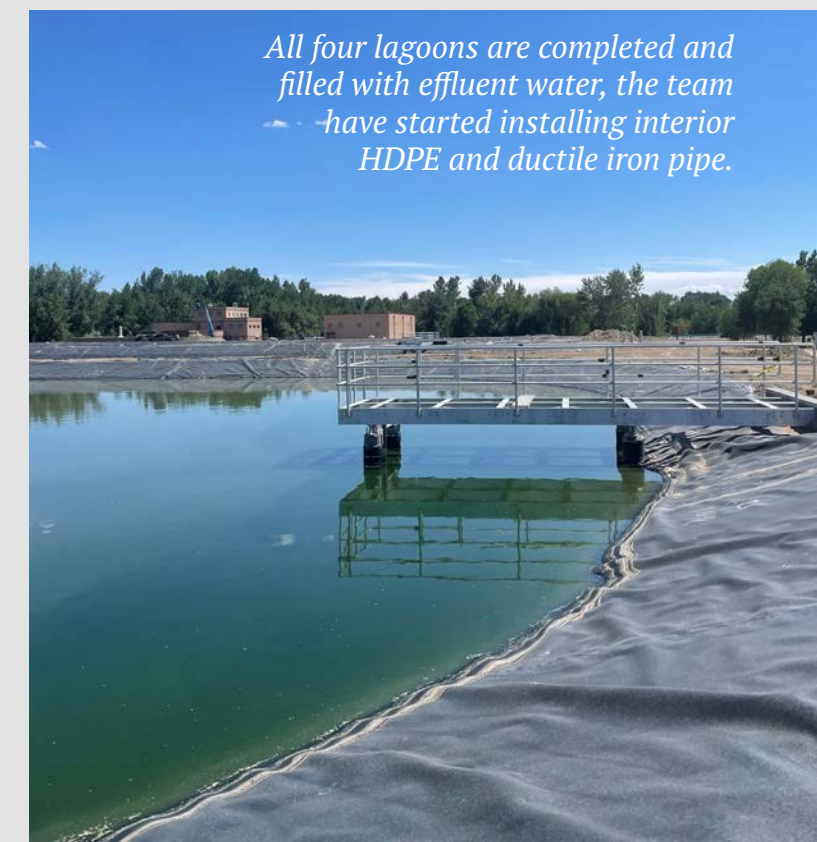
## EAGLE WWTP LAGOON EXPANSION

### LAGOONS FULL AND TESTED EAGLE TEAM IN THE FINAL STRETCH

This month is all about installing pipe. With all four lagoons completed and filled with effluent water the team is excited to start installing interior HDPE and ductile iron pipe with valves. The piping scope for this project is about a sixth of the contract amount and will aerate the lagoons with assistance from the high-speed turbo air blowers, sourced from Finland.

Seepage testing was complete mid-July and passed with flying colors. This major milestone allowed for the lining subcontractor to leave the site, leaving our crew to complete the miscellaneous flat concrete work. Testing and commissioning will start Mid-September and will be the final phase of this project. The challenge our team currently faces is the Idaho heat. The Eagle team is battling the 100-degree heat daily with frequent breaks and keeping heat safety in the forefront to avoid heat-related incidences. In mid-April, the project had 9,536 labor-hours worked without a recordable injury! The site hosted a safety BBQ in July with the owner and engineer, and was a testament to the team's strong, positive relationships with a great client.

*All four lagoons are completed and filled with effluent water, the team have started installing interior HDPE and ductile iron pipe.*

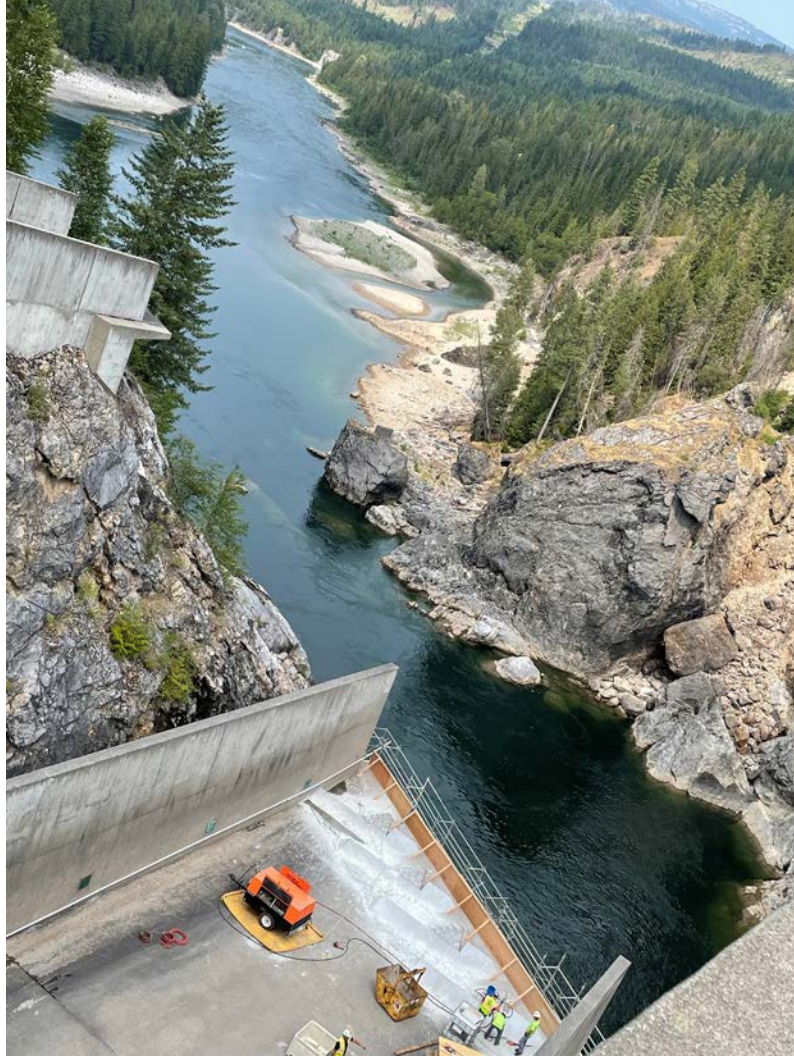




## BOUNDARY DAM TDG MODIFICATIONS REMOVAL SPILLWAY NO. 1

The project team mobilized to the remote location of Metaline, Washington on July 6th to begin working on the historical Boundary Dam. The goal for this project is to remove modifications made to the spillway in 2016 and infill and restore the spillway to the original condition. This project is going to be a feat, as large equipment will not be used. The six craft workers on this project will be the real champions. This team is dedicated to a safety-centered project for the City of Seattle.

The team has completed the scaffolding and installation of fall protection. In mid-July the saw cutters cut away the face of the flip bucket, which is used to angle the spilled water to intersect in midair with the other spilled water to help prevent erosion. Cutting the face of the flip bucket also allows our team to install a 42-inch containment barrier to be used as additional fall protection. (see picture of the fall protection) The next phase of work includes jackhammering around the perimeter of the four roughness elements to allow the crew to cut out the embedded 3/4 inch stainless steel plates.



*Pictured above: The team sawcut the face of the flip bucket which angles the spilled water and intersects with the other spilled water in midair to help prevent erosion. This also allows our team to install a 42-inch containment barrier to be used as additional fall protection.*

## GUEMES FERRY TERMINAL



The new Guemes Ferry Terminal project for Skagit County Public Works is located in Anacortes, Washington. This project will be led by Project Manager Casey Russell and Superintendent Russell Isam. All work will be completed within 40 days and is slated to begin in late 2021.

The project will replace three concrete girders that Skagit County was not able to replace during the dock reconstruction in 2011. These girders are located under the northeast corner of the dock, well outside of the area where vehicular traffic drives. The three girders were the main factor in the lower sufficiency rating given to the Anacortes terminal. In addition to the removal of the existing deck girders, the team will remove and reinstall the bridge railing, provide hot mix asphalt paving, waterproofing membrane, and a new flagpole.

*The Orchard crew pouring concrete in smoky conditions from nearby wildfires in Boise, Idaho.*



## ORCHARD COMBAT RAIL ADDITION

**26,000 CUBIC YARDS IS THE MOST CONCRETE TO BE POURED ON AN IMCO JOB**



IMCO's Orchard Combat Rail Addition is an impressive scope and one of the company's most unique projects! The Orchard team is particularly tough and resilient, starting massive concrete placement with no stopping until late fall. 26,000 cubic yards is the magic number to complete this massive scope of work. In the beginning of August, the team worked with their rail subcontractor to turn over a portion of the existing track to the military for troop movement onsite six weeks earlier than anticipated.

The rail subcontractor is still onsite laying the remainder of track. The concrete batch plant also

## ANACORTES AIRPORT TIEDOWN APRON IMPROVEMENTS

The Anacortes Airport North Tiedown project is located in Anacortes, Washington. The primary goal of the project is to improve existing drainage issues. Crews will grade an existing drainage channel, along with new underdrains and catch basins, and will remove approximately 3,600 square yards, or 3/4 of an acre, of existing asphalt pavement. They will modify the existing ground with cement treated subgrade, repave the same work area, and install 27 new concrete tiedown anchors used to secure airplanes.

This project will be completed within 25 working days. Construction started in late July and will be completed by the end of August.

remains onsite creating the right mix that works best for the intended use of the facility. Heat is a major concern and challenge for this project location. Two weeks of 100-degree weather has the potential to impose serious setbacks and dangers. The crews are adjusting their schedules to pour concrete at 4:30am to beat the heat and avoid any project setbacks. The team also checks in on one another to ensure everyone is hydrated and safe. The Safety BBQ was a success and involved many key staff members from all IMCO regions, which made the comradery on site feel even deeper. Keep up the great work team!