



THE DIRT

August 1, 2018
Summer vol. 33

COMPANY UPDATE FROM TYLER KIMBERLEY

No one says that this business is easy. I see the great level of effort going in to all the different work we have going on. Our projects are running at full capacity, taking advantage of the summer weather, keeping our project teams and accounting staff busy. The Marketing and Estimating teams have submitted eight proposals and over \$150 million in bids over the last two months. Results are pending on most of this work, and the wait feels long! It seems that every few years we go through seasons where we work relentlessly, and nothing comes easy. It can be exhausting and discouraging. I am grateful for a strong and motivating team.

We have great opportunities coming up at Boeing, Alcoa, and BP. Our Alcoa team just knocked it out of the park with emergency repairs at the Center 7 facility, further proving to them that we should be their contractor of choice. Casey Dougherty is racking up his air miles, leading four AOG contracts this year on the east coast, and we are submitting pricing on two more, including one in Santiago, Chile. We are also looking at additional opportunity on Wake Island. The \$40 million Fairview Bridge project in Seattle and \$15 million Boundary Dam Fish Hatchery project in Eastern Washington are both expected to come out by early Fall. These two opportunities are a great fit for IMCO.

Our summer job site BBQ tour is in full swing. It has been fun to get out to our projects to celebrate with our crews and acknowledge their hard work and commitment to safety this year.

This summer has been a grind, and we've been going full throttle, performing work, pursuing work, and celebrating our 40th year in business. Our IMCO team is the best in the business, and you don't give up or let up when the going gets tough. Thank you for your integrity and for working hard!

YOU'RE INVITED TO CELEBRATE

IMCO SUMMER BBQ & 40th Anniversary

Saturday, September 8th,
12 - 4 pm
Remlinger Farms
Carnation, WA

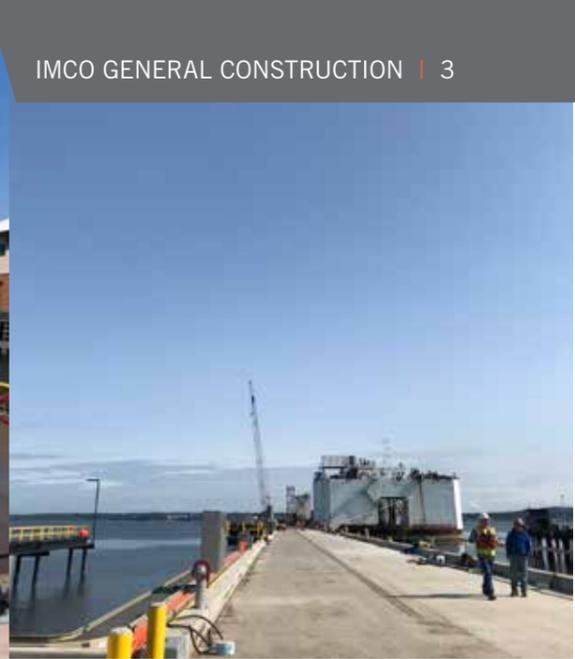
Prizes and giveaways!
Must be present to win

Mail or email your RSVP!

SUMMERTIME CHAOS, BLISS, AND EVERYTHING IN BETWEEN

This summer has been full beyond measure, bringing more activity than we can keep up with. This quarter, the Marketing Department has been slammed. We know we aren't the only ones! Some of us have been traveling. Others have been populating the earth (see page 8!) and building the world around us. We've worked on water, worked at heights, under bridges, in the mountains, and we've worked underground (stay tuned for some awesome Culmbach Dam tunnel photos next quarter). In this slightly abbreviated volume of the DIRT, we get a glimpse of some awkward (pictured top right) and totally darling (pictured right) moments from some of our managers this quarter.

This summer has brought celebrations, anniversaries, exploration, vacations, grief, and new adventures. Frank turned 70. IMCO turned 40. We've completed many proposals; at least 8 (we lost count) since June. Faced rejection repeatedly. We've been across the country and part way around the globe. You know there's been fishing trips, combat crabbing, partying, graduations, reunions, promotions, fireworks, goodbyes, and camping trips. Polarizing politics. Kids home from school (yikes!) and kids away at camp (bittersweet). We helped turn our IMCO shop into the most glamorous ballroom (lower right) from Burnaby to Bothell. Seriously, this quarter has been jam-packed.



Welding under the pier (upper left), working on the pier deck (above), the shipyard pier on May 15th (middle) and progress on June 6th (far right).

FAIRHAVEN SHIPYARD WRAPPING UP

Fender pile driving began this week at Harris Avenue. The pier has been handed off to the Shipyard for full-use and a pre-punch-list walk has taken place. Two contractual scopes of work remain, and the project is 95% complete.

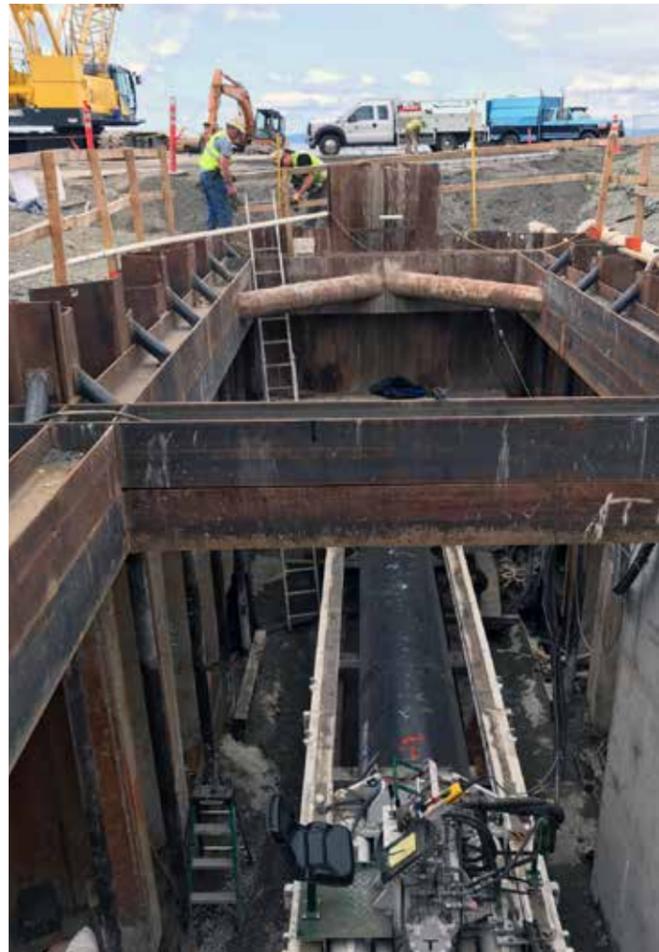
Throughout the project, we have had a good relationship with the owner, engineer, and our subcontractors. We recently received a note of thanks when we handed over the pier to the shipyard for full-access.

MUKILTEO FERRY DEEP STORM UTILITY

As is often the case on tunneling projects, the Mukilteo project team is facing their share of challenges. Our crews are currently installing a rescue shaft for our tunneling subcontractor, Trenchless Construction, who has encountered an obstruction while tunneling the second of two tunnels. Since we are working within a sensitive archaeological site, must work with Washington State Department of Transportation, and Native American tribal requirements in order to sensitively remove the obstruction. Multiple obstructions have been encountered resulting in the projects slow progress.

Once casing installation is complete, the next phase of work will be inserting the 24-inch HDPE storm line inside of the casing. The HDPE pipe will be installed using casing spacers to maintain the slope of the storm drain. Pacific International Grout, a Bellingham based subcontractor, will then fill the spacing between the HDPE and steel pipe with grout to prevent potential movement in the future.

Lonnie Dotson shows strong leadership by managing the owner relationship, subcontractors, and emergency jobs for WSDOT, all while making sure his crew is as productive as possible.



40 FOR 40 WELLNESS CHALLENGE

On July 30th, IMCO kicked-off the "40 for 40" Wellness Challenge to celebrate IMCO's 40th Anniversary. Each employee who signed up, will be entered into a raffle every 10 days. The grand prizes will be given out at the upcoming Summer BBQ on September 8th. Winners must be present to win.

Employees are committing to 40 minutes of exercise for 40 days (at least 5 days per week). This can include walking, running, biking, hiking, yoga, swimming, yard work, or any activity that gets your body moving!



40TH ANNIVERSARY OPEN HOUSE

On June 21st, IMCO hosted an open house for nearly 80 community members, partners, and clients. The celebration included live music, delicious food and drinks, a tribute from Tyler Kimberley, and words of reflection and gratitude from Founders, Frank and Patti Imhof. The Imhof's started IMCO in 1978 with a small landscaping contract.



On June 14th, crews poured 350 yards of concrete on East Maple Road (left).

Pile driving using the Robovibe at the intersection of Maple Road and Ash Way (middle).

Our team at their project BBQ in July (lower left).

The IMCO team proposed a design change to the culvert lids, which were originally going to be pre-cast which would require additional engineering to connect the lids to the walls. Mitchell Sorestad proposed casting the lids in-place using permanently installed pan decking in lieu of temporary form-work. This change resulted in large savings, providing the owner with a quality product, while expediting the schedule.

The fast pace of this project will continue through the fall as all work must be complete by early November and the roadway re-opened in time for the holiday season. Thanks to our crews for high quality, safe and productive work on this project.



MAPLE ROAD & ASH WAY



The Maple Road and Ash Way project began in May, with the installation of 800 micro piles. Production quickly slowed due to a substantial amount of pile splicing required. The project team tested and then switched to compression couplers instead of welding each splice. This saved many man-hours and put us back on schedule.

The team is currently installing four culverts, two of which are fish bearing. The streams running through them will be temporarily rerouted or bypassed during culvert construction. The Watershed Company was on site at the end of July to perform fish exclusion, removing fish by nets and electro-fishing.

This is Richie Jordan's first job as Superintendent. Richie fosters a great culture among his team with a strong focus on safety, honesty, and hard work.

NORTH BEND SEASON TWO

The North Bend crew is overseeing the hydro-demolition subcontractor and cleaning the scarified bridge deck behind them. The hydro-demolition activity creates roughly 75,000 gallons of dirty water per day. IMCO is containing that water and treating it at the bottom of the bridge.

Our first deck pour was on July 9th which completed the Lower West Bound Bridge. Our second bridge deck pour was on July 12th keeping the team on track to finish the project on time.

The team continues to hydro-blast and pour the bridge decks on a weekly basis. Hydro-blasters are working faster than expected, keeping the project on schedule. Panel work will involve replacing roughly 50 panels per week.

Season One work will be complete next week. The crew and office are communicating well and all problems that arise are typically resolved by the end of the day. Due to the change conditions from Season One, Season Three has been added. All roadway work and drainage improvements will now be completed in a third season.

The amount of water from the hydro activities was a huge problem last year. The team has preemptively prepared, and they are doing a great job containing and treating the water this year.

MEYDENBAUER BAY PARK COMPLETING IN-WATER WORK



IMCO is currently placing granite rock along the main hillside and pathways, adding finishes to the beach house, building retaining walls, pouring pathways, stairs, and sections of the promenade.

Completion of remaining in-water work and the floating concrete dock installation started on July 16th. The dock was floated in and staged to prepare for our marine subcontractor to mobilize on site once the fish window begins. Bellingham Marine delivered the concrete floating dock to the job site. The float sections were built in Bellingham, and trucked to a staging yard on Lake Washington where they were splashed, joined together, and post tensioned.

The Meydenbauer Bay Park project has a very strong focus on aesthetics. Our team is committed to all of the finishes, to ensure the project meets the client's vision.

Bellingham Marine delivering the concrete floating dock to the job site, preparing to pass under the East Approach of the SR-520 Floating Bridge (pictured top).

IMCO and Bellingham Marine moving the floating dock into position within Meydenbauer Bay (pictured right).

