



# THE DIRT

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## OUTPACING THE TIDE AT RG HALEY

The RG Haley Cornwall Avenue Landfill Cleanup and Salish Landing Park project in Bellingham, WA is an exciting project for the community. This project will transform a former contaminated industrial site into an incredible waterfront public park. Crews at the RG Haley project site have been working in coordination with the tides to complete the Cornwall intertidal excavation and capping portion of the remediation.

Subcontractor Keller recently completed an In-Situ Soil Solidification (ISS) effort in the most contaminated portion of the site, adjacent to the shoreline. The ISS process stabilizes contaminated soil and reduces groundwater infiltration, preventing contaminants from migrating into Bellingham Bay. Keller established an onsite batch plant to produce a grout mixture of Portland cement, slag, and water, which was mixed into 99 treatment cells to permanently solidify the contaminated soils.

Intertidal excavation and capping work present logistical challenges. Crews must complete each section of the disturbed shoreline before the tide returns. Once excavation begins, work continues uninterrupted until the area is restored above the ordinary high-water mark. It is truly a race against the rising tide, requiring careful planning, coordination, and flawless execution.

Beginning August 1<sup>st</sup>, the project will enter the in-water work window. Crews will place aggregate from a barge using a 450- series excavator and a 600- series loader, while a tugboat transports and positions the aggregate barge. A Flexifloat support barge will accompany the operation, equipped with an office conex, fuel cell, three spuds for anchoring, and a fairlead system used to maneuver and hold the aggregate barge in position throughout construction.

## SLOPE REMEDIATION AT OXBOW DAM IN PREPARATION FOR SPILLWAY WORK

Work started in early May to stabilize the slope above the Oxbow Dam. IMCO's original spillway contract remains on hold until the remediation scope is far enough along for crews to safely execute the spillway work. Drilling began in mid-May, blasting followed, with a test blast on May 19th and the first production blast on May 28th. Completion of the remediation work is scheduled for late September.

The purpose of this project is to provide a safe environment for employees working on the upcoming spillway contract. Everyone is on high alert for the hazards present on this project. The rock mass fault line, which is deemed unsafe to access, is repeatedly laid out for worker safety. The hazards of rock fall and leading edges change each day, as new sections of the rock are exposed and material is removed.

IMCO has partnered with Niel's Controlled Blasting (NCB), out of Newcastle, California, to perform the drill and shooting of the rock because of their experience. The project team, including partners, went through a robust blasting plan, with several revisions, before getting approval to perform the test blasting. The NCB crew has up to four rock drills, each drilling 3.5-inch diameter holes on a 10 by 10-foot patten, at 40 feet deep. The team has been working to shoot twice a week, with up to 22,000 pounds of bulk explosives per shot. These shots take four hours to load, and the entire rock cut must be evacuated and cleared beforehand.

The project has been outperforming the initial schedule and is tracking quantities daily using topographic surveys to compare truck counts from the excavation. This work directly correlates to when the spillway contract can begin, and the entire team is driven to complete this work in an expeditious manner and restart the spillway scope. The two primary subcontractors onsite, NCB and Knife River, have been instrumental in the performance of the rock removal process.

The client has produced a new design for the spillway repair work, incorporating new scopes; permeation grouting and steel piling installation. This new design eliminates the need to dewater the scour hole below the spillway. IMCO provided constructability reviews to help determine a more constructable spillway.

Later this summer, IMCO crews will be performing concrete and rock demolition activities, rock anchor installation, foundation cleaning, drain installation, concrete placement, permeation grouting, steel pile installation, and the installation of a grouted rip rap apron beyond the final spillway. The contract for the spillway has increased, and IMCO will be delivering this project with an expedited schedule.

## STEADY PROGRESS ON PURDAM TRUNK SEWER

The Purdam Project team continues to make great progress, despite the complexity of the work and the challenges that come with utility work in the heart of an active city along a major urban roadway.

The team's steady progress and the unique challenges they overcome continue to make a big impact.

The crew is currently installing manhole five at the busy Franklin intersection, carefully working around critical fiber lines and utilities that serve the City of Nampa and surrounding communities including Star and Emmett. Strong coordination between the field and office teams contributes to safe and efficient operations.

Following IMCO crews, Capital Paving is completing subgrade work and beginning installation of shallow water and pressure irrigation utilities.

Malcolm Drilling has installed 20 additional dewatering wells, each producing approximately 50 gallons per minute, to lower the water table and prepare the site for the next phase of construction.

The team is preparing for the Miller Lateral crossing, which is planned for this winter.

The Purdam Project team is continuing to deliver high-quality work, navigating one of the project's most technically demanding phases!

## PREPARATION FOR CRITICAL SHUTDOWNS

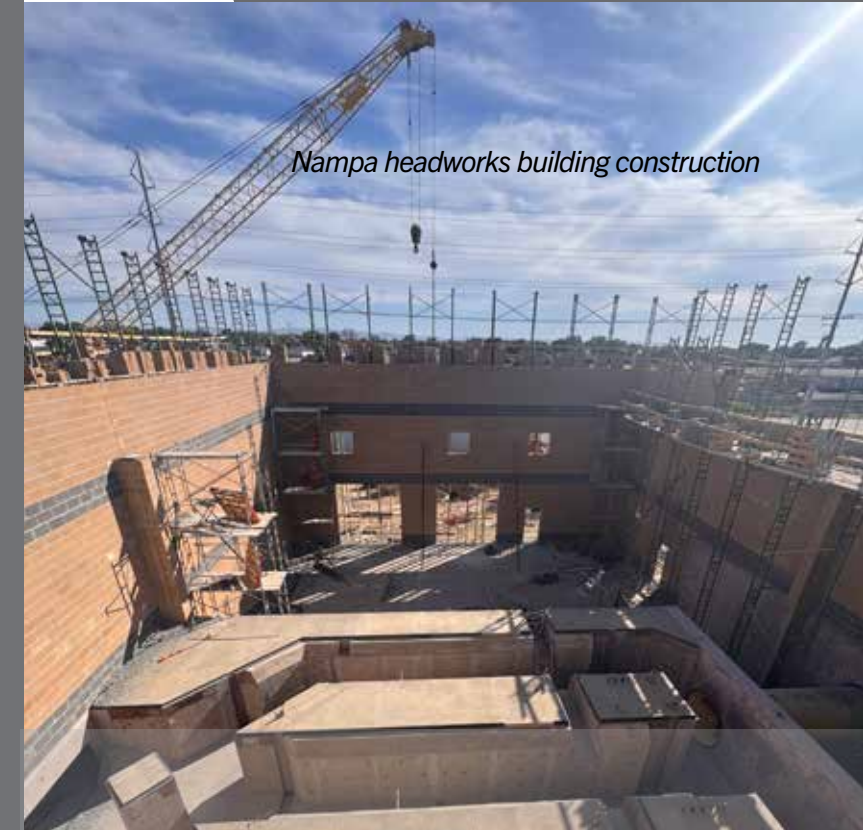
IMCO's operations team is preparing to begin a Washington State Ferries improvement project, upgrading vehicle transfer spans at four ferry terminals dating back to the 1950s. In addition to replacing aging infrastructure, the upgrades will standardize the control systems across Washington State Ferries. This will allow operators trained at one terminal to easily work at other locations.

Construction will include four scheduled shutdowns. The first will take place over five consecutive days at the Anacortes Ferry Terminal. Because Anacortes has multiple ferry slips, work can occur without a complete shutdown, allowing the team additional time to refine their process before moving to terminals with only one slip. Two-day shutdowns will occur at Orcas Island, Lopez Island, and Coupeville.

Across the four terminals, IMCO will perform structural, electrical, and hydraulic upgrades within a total of eleven 24-hour shifts. The success of the project depends on removing the existing systems and bringing the new systems online within tightly scheduled closures.

Concrete work is expected to start at the Orcas Island terminal mid-August. Construction is expected to be complete in March 2027, with final testing and system adjustments continuing into April.

*Nampa headworks building construction*



## NAMPA HEADWORKS FINISHING PHASE ONE

At the Nampa site, IMCO crews are working to complete phase one of all yard piping and begin mechanical pipe work inside the headworks building. Multiple subcontractors are on site completing the last cast-in-place concrete structure, installing the roof structure, and performing various electrical activities including panel wiring, transformer testing, and connecting to equipment.

The upcoming phase two yard piping installation is complex and includes installation of three 96-inch manholes on top of existing critical infrastructure. It will require a robust bypass pumping and shoring operation. The project team is working to commence commissioning in early November.

IMCO will complete the remaining yard piping required to support phase one commissioning through the summer. The remaining long lead-time wastewater treatment equipment is scheduled to be installed within the building over the next three months, positioning the project for the next stage of commissioning activities.

## CONSTRUCTION TO COMMISSIONING AT PORT OF MORROW

Over the last quarter, both Port of Morrow treatment facilities have reached key milestones, with major building systems substantially complete, and crews focused on final electrical work, interior finishes, and preparing the plants for equipment startup.

Multiple interior finish subcontractors are working simultaneously across both facilities. Many subcontractors have crews assigned to both the East Beach and Airport sites, requiring careful scheduling and communication as personnel shift between sites to maintain the overall project schedule.

The project team is preparing for one of the most critical phases of the project: startup and commissioning. In August, Aria Filtra, the supplier of much of the specialized water treatment equipment, will mobilize to begin equipment startup activities. More than a dozen additional manufacturers' representatives are also being coordinated to commission their respective systems and equipment. This effort requires extensive planning, including finalizing submittals, reviewing technical documentation, and ensuring all materials and project requirements are in place before commissioning begins.

## STAR WWTP EARLY WORKS UNDERWAY

The early work package is in full swing at the Star Sewer and Water District Wastewater Treatment Plant. As the CMGC, IMCO solicited bids from contractors and competitively procured two early work bid packages to prepare for the future expansion: lagoon decommissioning and membrane bioreactor (MBR) replacement.

IMCO secured the lagoon decommissioning effort and is preparing the site for the future wastewater treatment plant expansion. Two existing lagoons are being removed to create space for the new facilities that will ultimately support the district's long-term treatment and capacity needs. Golden Environmental is dredging biosolids from the lagoons and processing the material through a belt press, reducing moisture content in a matter of minutes before it is stockpiled and transported to an approved hazardous waste disposal facility. Once biosolids removal is complete, IMCO will remove the existing clay liner layer and any remaining debris. During construction of the future expansion, the former lagoon footprint will be backfilled to become the site for the new plant.

In parallel, work is underway to replace the district's aging MBR system to provide capacity to meet the district's near-term capacity demand across the four existing treatment trains. Lacy Mechanical was awarded this scope and has completed startup of the first treatment train with new MBR units. This early work package will provide critical operational capacity while construction of the permanent MBR facility proceeds.

Completion of the early work package and the expansion project's 90% design submittal are both anticipated in October. Construction of the expansion project is expected to begin in spring 2027 and continue into 2031, advancing the district's long-term vision for greater treatment capacity to meet the demands of one of Idaho's fastest-growing communities.