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- **Port of Nome Thornbush Site Develop & Snake River Dredging Phase II**
  - **Q Trucking**
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  - **ROGER HICKEL CONTRACTING**
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### Horseshoe Lake Road Paving
- **NORTHERN ASPHALT CONSTRUCTION**
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### Prv Vault Rehabilitation Project Schedule C
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  - $378,357

### East Elementary School Renovation Phase I
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### Goldenview Middle School Water Service Line Replace
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### Environmental Contracting Solutions
- **SCHEDULE C**
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### Prv Vault Roof Replacement
- **EARTHART ROOFING**
  - $294,000

---

**Note:** Winning Bids and Construction Trends

1. Source from projects advertised in the AGC of Alaska Bulletin
2. Calculations based on date of bid
3. Supply/Service; Non-Construction bid results are not always advertised in the bulletin
4. RFP results are not always advertised in the bulletin
S CANTER PLACE AND S SURREY ROAD
NORTHERN ASPHALT CONSTRUCTION
$283,636
STERLING HWY: MP 157-169
RECONSTRUCT ANCHOR POINT TO BAYCREST HILL DRILLING SERVICES
DENALI DRILLING INC
$214,300
SOLDOTNA LIBRARY BASEMENT REMODEL
TRIPLE V CONTRACTING LLC
$202,700
HARRY J MCDONALD CENTER DEHUMIDIFIER
KLEBS MECHANICAL INC
$202,271

Southeast
SGY: CAPTAIN WILLIAM HENRY MOORE BRIDGE REPLACE
HAMILTON CONSTRUCTION CO
$18,907,425

GLACIER HWY RECONSTRUCTION FRITZ COVE ROAD TO SEAVIEW AVE
SECON
$13,795,046
2016 WASTEWATER PLANT UPGRADE
WOLVERINE SUPPLY INC
$1,933,900
GST: RINK CREEK BRIDGE REPLACEMENT
D & L CONSTRUCTION CO INC
$916,825
2017 PAVEMENT OVERLAYS SURFACE REPAIR
SECON
$727,250
BERTH I AND II REHABILITATION PHASE IV POOL ENGINEERING INC
$579,950
JUNEAU PIONEER HOME HEATING SYSTEM UPGRADES
SCHMOLCK MECHANICAL CONTRACTORS
$475,000
SILVER STREET PAVING PACIFIC COAST PAVING INC
$447,655

AUKE BAY LOADING FACILITY BOAT YARD BUILDINGS
ALASKA COMMERCIAL CONTRACTORS
$373,766
DUNN STREET PAVING
SOUTHEAST EARTHMOVERS INC
$337,506
EAST STREET RECONSTRUCTION
SOUTHEAST EARTHMOVERS INC
$319,315
VALLEY COURT FORCE MAIN REPLACEMENT
ARETE CONSTRUCTION CORP
$291,870
DOUGLAS ISLAND BUILDING OAH TI, VENTILATION UPGRADES
ISLAND CONTRACTORS
$274,960
DOWNTOWN PEDESTRIAN IMPROVEMENTS
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$271,000

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$650,000,000
$600,000,000
$550,000,000
$500,000,000
$450,000,000
$400,000,000
$350,000,000
$300,000,000
$250,000,000
$200,000,000
$150,000,000
$100,000,000
$50,000,000
$0

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

BUILDING

$1,200,000,000
$1,050,000,000
$900,000,000
$750,000,000
$600,000,000
$450,000,000
$300,000,000
$150,000,000
$0

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

ANNUAL

Source: Winning bids for projects advertised in the AGC of Alaska bulletin.
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In the previous issue of The Alaska Contractor, my message was clear:

• Reductions and efficiencies in state government first.
• Use of Permanent Fund earnings to fund state government must be part of the solution.
• Finally, revenue measures should be considered.

Not to oversimplify the situation but a three-leg approach if you will.

I continue that sentiment with a call for action by the members of AGC of Alaska.

You can help shape Alaska’s future with minimal effort. Give input and feedback to your elected officials. Without hearing from our membership, our elected officials don’t know our position.

The staff and board at AGC of Alaska depend on the membership to get involved, to carry the torch and to be active in efforts to build a better Alaska.

AGC of Alaska values your membership, and we implore you to speak up and get involved. Know who your elected officials are. You don’t have to go to Juneau to make contact with them; an email or phone call from a constituent is very powerful.

AGC has a call to action — the time is now to put a fiscal plan in place. So we ask all members to reach out and make your voices heard.

Seventeen AGC members and staff just returned from our annual fly-in. Our teams met with 36 legislators and the governor’s team. We shared our message, but more help is needed. Our message was clear: Please get a fiscal plan in place, and please do it now. This will allow us to move forward with a stable economy.

The future of the construction industry is at risk if we don’t have a solution to the fiscal deficit.

AGC of Alaska members are people who want a good standard of living, family wage jobs, educational and cultural opportunities, healthy communities and economic opportunities.

Achieving our goals requires action by the staff, the board and, most importantly, the membership. I urge you to respond to requests from Executive Director John McKinnon and the legislative committee to ensure that your opinion is voiced when and where it’s needed.

The construction industry doesn’t just support current jobs, it also creates opportunity for future jobs across the state. Infrastructure — a big part of the construction industry — is vital to economic growth in Alaska.

For example, safe and adequate infrastructure is necessary for the state to have a healthy commerce sector and resource development projects and for access to those resources. Alaska must focus on growing and diversifying its economy, and the construction industry can help do that.

AGC of Alaska is the voice of its membership, but nothing is more valuable than the voice of each member, so please take the time to make yourself heard.

For your reference, this year’s policy positions can be found online at tinyurl.com/j89xcv8.
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EXECUTIVE DIRECTOR’S MESSAGE

Amazing year of comebacks — now Alaska needs one too

When I hear the word "comeback," I first think of that perfect response to someone hours after the opportunity has passed and say to myself, “I wish I’d said that.”

Winston Churchill is well-known for his witty and biting retorts. On one occasion, when Lady Astor said to Churchill, “Winston, if you were my husband, I’d put poison in your coffee.” Winston replied, “Nancy, if I were your husband, I’d drink it.”

Comebacks can bring other things to mind, and this past year there were some amazing ones. Starting with sports.

The 2016 NBA championship final marked the conclusion of the 2015-16 season and was played between the Eastern Conference champion Cleveland Cavaliers and the Western Conference champion Golden State Warriors. The Warriors, with the help of incredibly accurate 3-point shooting, went into Game 5 with a 3-1 series lead. The Cavaliers won the next three games to become the first team in finals history to overcome a 3-1 deficit.

The 2016 World Series was between the National League champion Chicago Cubs and the American League champion Cleveland Indians. The Cubs went into Game 5 trailing the Indians in the series 3-1, and the outlook wasn’t good. Only five times in the 112-year history of the World Series has a team come back from a three-games-to-one deficit to win a best-of-seven series. An 8-7 victory in extra innings in Game 7 capped a remarkable three-game comeback, giving the Chicago Cubs their first World Series in 108 years.

Super Bowl 51 (LI in Roman numerals) was played Feb. 5 between the American Football Conference champions New England Patriots and the National Football Conference champs Atlanta Falcons. More than 30 team and individual Super Bowl records were either broken or matched that Sunday. Adding to those records, about 28 million pounds of chips, 1.25 billion chicken wings and 325 million gallons of beer were consumed on Super Bowl Sunday. But I digress. After nearly three quarters of play, the Falcons dominated the Patriots, leading 28-3 with 2 minutes left in the third quarter. The Patriots, in an incredible burst of near-perfect play, scored 31 unanswered points to win 34-28 in overtime — the first Super Bowl to go into overtime.

The 2016 presidential election and stunning victory of Donald Trump was an amazing comeback! It was against all odds, including the pollsters and media predicting even on Election Day a significant Hillary Clinton victory. The race began in 2015 with a packed crowd of 18 Republican wannabees and culminated in Trump’s 304-to-227 electoral victory. Trump is the fifth president to win the Electoral College but lose the popular vote. The Trump presidency strikes fear in the minds of some and optimism in the minds of others. The optimism includes the many investors who have witnessed a 10 percent stock market increase — the Trump Bump — in the first six weeks after the election.

The Alaska Economy needs a comeback. We can’t control the price of oil, but we can control what we do with our oil wealth. Both sides have drawn lines in the sand: “more budget cuts” on one side and “taxes” on the other. Common ground on both sides is the stabilizing power of the Permanent Fund, and that seems to be generating the most public outcry. It will take some bold action by the Legislature to come to a compromise on significant, polarizing issues. The leadership and the ability to work together are there. It’s a matter of putting partisan politics and perhaps the interests of vocal constituents aside and doing what is best for Alaska.

It’s a little more than one-third of the way through the regular session, and I’ve listened to some of the hours of tedious public testimony on a couple of the “Permanent Fund” bills. My sympathy to those legislators who listen to the negative and derogatory repetition, ad nauseam. I’m reminded

“I can explain it to you, I can’t comprehend it for you.”
— Former New York Mayor
Ed Koch

(Continued on page 14)
Yukon Equipment is the oldest Alaskan-owned equipment company in the state, and a proud subsidiary of Calista Corporation.
of another great comeback when a member of Parliament asked, “Mr. Churchill, must you fall asleep while I’m speaking?” To which Churchill replied, “No, it’s purely voluntary.”

We have a fiscal crisis that is trashing our economy. Some think we can cut our way out of it, and others think we can tax our way out of it. After two years of a persuasive information effort by state business and civic leaders and incessant bombardment in all the media, there are still many in denial that we even have a fiscal crisis. The inability to understand the obvious has been around as long as the wheel.

Former New York Mayor Ed Koch, when a reporter kept pressing a question after failing to grasp an obvious point in a statement Koch had made, said, “I can explain it to you; I can’t comprehend it for you.”

(Continued from page 12)

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Do you ever wonder how transportation policy is crafted? Where do specifications come from for pavement, bridges and guardrails? What about the future of transportation, automated vehicles, the use of unmanned aerial systems to assist in road design and construction, or alternative funding for transportation infrastructure?

Many of these ideas, decisions and policies are formulated by a group of people who belong to the American Association of State Highway Transportation Officials (AASHTO). From the AASHTO website: “AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail and water. Its primary goal is to foster the development, operation and maintenance of an integrated national transportation system.”

AASHTO is divided into five regions with member states participating in their respective regional subset. Alaska is part of the Western Association of State Highway and Transportation Officials (WASHTO).

The purpose of WASHTO is to serve its member departments by:

- contributing to national policies on transportation issues that are responsive to members’ needs;
- promoting a closer relationship between its members;
- advocating legislation that supports efficient and effective transportation systems, economic competitiveness and the environmental integrity of member states;
- providing a forum for exchanging ideas, exploring and adapting techniques and promoting quality and best practices for implementation;
- working with the U.S. Department of Transportation and other governmental agencies.

Alaska will host the WASHTO 2017 annual conference June 25-28 in Juneau. The theme is “Extremely Cool Transportation.” We are well into the planning for this event, and it should prove to be an excellent opportunity to meet with vendors and exhibitors from across Alaska and the nation who are dedicated to supporting infrastructure development, design and construction.

If you’d like more detail about this event, you can find the WASHTO 2017 agenda, sponsor, exhibitor, and hotel and transportation information at www.WASHTO2017.com.

We have scheduled four plenary sessions with guest speakers from Alaska — Gov. Bill Walker, Lt. Gov. Byron Mallott and former Lt. Gov. Mead Treadwell — and from across the nation, astronaut and test pilot Hoot Gibson. There are 28 technical breakout sessions with topics ranging from “Shotcrete Slope Repair and Stabilization at 9,000 Feet” to “DOT Teaming with Industry to Streamline Specifications.” I’m sure you’ll find something on our agenda to pique your interest and further your professional knowledge. You can view the full agenda at www.WASHTO2017.com.

This is an excellent opportunity to learn and enjoy the best Juneau has to offer. We hope you’ll consider participating and possibly joining as a sponsor. I hope to see you in Juneau in June for “Extremely Cool Transportation” at WASHTO 2017.
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Jenny Mahlen
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When freight needs to be hauled year-round along Alaska’s major highways, Dave Shooner of Spenard Builders Supply knows that performance and professionalism are the keys to success.

And, in his opinion, performance and professionalism are two words that go hand-in-hand with Sourdough Express, a longtime Alaska-owned company that has been an AGC member since 1998. Shooner has done business with Sourdough for nearly the same amount of time.

“They’re a very professional, cost-effective freight carrier here in Alaska,” said Shooner, who works as an area manager for SBS. “We use them for anything from a truckload to a hundred truckloads for larger projects.”

When it comes to hauling freight, SBS could tinker with who hauls its supplies. But why fix a system that isn’t broken? Sticking with Sourdough Express, Shooner said, has everything to do with performance.

“SBS general managers keep choosing people who perform. You’re not going go with Plan B or C if the Sourdough option is working for you,” he said.

“That consistency is very critical. You know who to call. You know if there’s an issue that they’re going to take care of it. It’s not guesswork on somebody down in the Lower 48.”

Sourdough has been serving companies in all sectors of Alaska industries, including construction, mining, household goods, oil and gas, and commercial freight since 1898. That’s right: Sourdough Express has been around so long that gold was discovered in the Klondike River, sparking the Klondike Gold Rush, just two years before the company started.

In fact, prospector Bob Ellis was the original owner of Sourdough Express. In Dawson City, Ellis got his start by hauling gear to prospectors’ camps. To transport the gear, he used sled dogs in the winter and horse-driven carriages in the summer. Four years later, he moved to Fairbanks and eventually sold the company to Edward and Agnes Hering in 1923.

The company has remained in the family ever since.

“It’s probably one of the oldest companies (in Alaska) that’s under the same ownership structure,” said Josh Norum, Vice President of Household Goods services and the fifth generation to work at Sourdough Express. “There are probably other companies that can claim they’re older, but we have kept it within the family.”

Four generations of expansion

In 1995, three siblings — Jeff Gregory, Debbie Norum and Karen Conover — purchased Sourdough Express and Borealis Moving and Storage from their parents, uncle and grandfather to become the fourth generation to own the family business.

“Sourdough Express prides itself on being a fourth-generation family-owned and operated company that truly cares about our employees and customers,” Norum said. “We pride ourselves on developing our employees to be successful and grow their careers while giving our customers unmatched service.”
Two years after the 1995 purchase, the siblings developed an expansion of Sourdough Express called Sourdough Transfer, which specializes in moving members of the armed services in Alaska. That expansion continued in 1999 when Sourdough purchased Food Transportation Services, dipping its feet in the temperature-controlled freight business and hauling loads of Alaska salmon from a terminal in Cordova.

Eventually, Sourdough Express and Sourdough Transfer split into two separate businesses, with Sourdough Express focusing on only freight services and Sourdough Transfer focusing on just moving and storage.

In 2013, the expansion continued as Sourdough added another 8,000 square feet to its Anchorage warehouse as well as 14 extra dock doors.

All this history — and much, much more regarding the family history — is detailed in a homemade documentary that is posted on Sourdough’s website.

“In the last 20 years, Sourdough has seen controlled growth,” the narrator said. “This is due to the dedication and hard work of each employee. From the road south of Anchorage on the Peninsula to the ice roads north of Prudhoe Bay, Sourdough employees are determined to be the most dependable moving and freight company in the state of Alaska.”

‘A rough draft’

This 8-minute, 14-second video is something Sourdough Express shows to all its new employees, and it’s something their employees are proud of, Norum said.

Considering this is a fourth-generation, family-owned company, it’s no surprise the video was homemade.

“I had one of our drivers do the voice-over, and I wrote the script,” Norum said. “We were planning on making a rough draft, then have a professional media company redo it, but so far we haven’t seen the need.”

Norum had already been saving pictures, general history and facts for about five years. So when Sourdough Express put on a big culture event within the company, he figured making a company documentary would not only be cool to show but it would also last a lifetime. He also thought it was fitting to include a driver named Chappy, who’s been with the company on and off for many years.

“He knew how to talk specifically for a video,” Norum said. “He’s always had a big interest in Sourdough’s history, too.”

Sometime around 1968, according to Sourdough’s video, a buzz circulated regarding potentially large oil deposits north of Fairbanks. This led to Sourdough Express owner Leo Schlotfeldt — the grandfather of Jeff Gregory, Debbie Norum and Karen Conover — and other investors starting Great Northern Transportation Group with the goal of creating a route from Fairbanks to Prudhoe Bay.

That route, which was complete in 1974, is now called the Dalton Highway. To this day Sourdough still delivers freight up and down the 414-mile road that parallels the Trans-Alaska Pipeline System. This past summer, Sourdough drivers hauled loads of foam into the hundreds for a construction project on the Dalton Highway.

“It was one of those things where the foam had to be there from this time to this time,” Norum said. “If we were late, they were at a standstill. We were always on time, making sure to meet our customer’s schedule.

“We were pretty happy with that, considering all the things that can go wrong up there. We kept it together.”

Brian Skinner, Vice President of Freight Services, said Sourdough’s job is simple: It’s here to provide reliable, safe service, a century-old philosophy that will enable the company to serve its customers for another 100 years.

“Big enough to do the job,” he said. “Small enough to care.”

Kevin Klott is a freelance writer who lives in Anchorage.
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Construction spending expected to fall 10 percent this year

DECREASE WILL BE LESS THAN LAST YEAR, AIDED BY INCREASED
FEDERAL DEFENSE, HIGHWAY PROJECTS

Excerpts from “Alaska’s Construction Spending Forecast 2017”
Presented by Scott Goldsmith and AGC of Alaska Executive Director John MacKinnon

By SCOTT GOLDSMITH AND PAMELA CRAVEZ
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The economic decline has resulted from the precipitous drop in the price of oil that began in the second half of 2014 after it had reached a high of $110 per barrel. By early 2015 it had fallen below $50, and after moving higher for a few months it plunged again to nearly $25 in spring 2016. However, the price has again moved up and was fluctuating around $50 as this year began.

The outlook remains unclear as the world oil market struggles to balance slowly growing demand with uncertainty about future supply. Because of the importance of petroleum to the Alaska economy, this uncertainty surrounding world oil and gas markets is a source of concern about the underlying strength of the economy in the future.

The drop in oil prices was first reflected in a decline in employment in the oil patch, and then last year as the decline in the oil patch accelerated, construction and state government employment also started to fall. This year employment is expected to be lower in almost all sectors and regions of the state. But the decline in construction activity will be somewhat less than it was last year for several reasons.

• First, federal spending will be higher because of increased spending for national defense. It is not sensitive to the price of oil and tends to be stable from year to year.

• Second, although state government spending will be lower, particularly for education, there will still be state money on the street. The drop in oil prices has resulted in huge state general fund deficits since fiscal year 2014, and the capital budget — excluding federal grants — has fallen to less than $200 million in the last three years, down from more than $2 billion in 2013. But because it takes time for appropriated funds to become cash on the street, there is still money in the pipeline, although less than last year.

• Third, private spending (excluding oil and gas) will be marginally higher, mostly due to construction related to health care. Strength in that sector will offset declines in residential and commercial construction, both of which will be lower because of the weakness in the overall economy and uncertainty about the state government’s ability to deal with the deficit.

• Fourth, the decline in activity in the oil patch will be less than last year. Reductions in spending last year brought the level close to a “bare minimum” to maintain production from existing fields. A large share of activity for developing new reserves in existing and new fields was postponed. But now, as the oil price is showing signs of recovery, some of those postponed projects could be resumed.

PRIVATELY FINANCED CONSTRUCTION
Oil & Gas: $2.43 million

Construction spending related to oil and gas will be lower for the second year in a row, but the decline will be less than last year.

Oil and gas is always a difficult sector to forecast because plans change and because of factors associated
with weather, logistics, availability of contractors and supplies, evaluation of work completed, regulatory and environmental challenges, tax policy and other operational and strategic concerns.

This year is a particular challenge because of the uncertainty surrounding the price of oil. Consequently, many companies have announced a “wait-and-see” attitude about moving forward with development projects.

The decline last year resulted from completion of a number of massive one-time projects on the North Slope as well as from the low price of oil.

The large projects completed included Exxon’s development of the technically challenging Point Thomson field east of Prudhoe Bay, ConocoPhillips’ development of the CD-5 satellite west of the Colville River and termination of Shell’s exploration program offshore in the Chukchi Sea in northwestern Alaska.

The low oil price has affected the producers’ cash flow as well as the explorers’ ability to attract funds for capital expenditures. The prospect of the lower price continuing had a negative effect on the economics of investments to enhance production.

The state government’s exploration-credit program was an important but only partial offset to the reduced ability of companies to continue their capital expenditure programs.

As the new year began the price of oil had rebounded from its low level of last year, and forecasts for the coming years are moving higher. At the same time, the low price of the last two years has driven costs down in the oil patch. As a result, activity is beginning to stabilize, and companies will begin to consider expanding their exploration and development programs as the year progresses.

On the North Slope, in spite of cutbacks last year and continued operating losses, the major leaseholders — ConocoPhillips, British Petroleum and Exxon — will continue to invest in the largest fields at Prudhoe Bay and Kuparuk to slow their rates of decline. Some developments have been put on hold, and efforts will concentrate on reducing costs.

Among the major petroleum companies, only ConocoPhillips has announced that its 2017 capital budget will be about the same as last year. ConocoPhillips operates both Kuparuk and Alpine, including the new CD-5 satellite within the boundary of the National Petroleum Reserve Alaska (NPRA) west of the Colville River. In addition, it is developing the Greater Mooses Tooth (GMT-1) prospect in NPRA and expanding viscous oil production at Kuparuk with the North East West Sak (NEWS) project. A second Greater Mooses Tooth prospect (GMT-2) is in the permitting stage.

The Italian firm ENI (Ente Nazionale Idrocarburi) had postponed its two-year program of well drilling to bring the Nikaitchuq field into full production but recently announced it will be resuming work there.

Hilcorp will concentrate activity at Northstar, Milne Point and Endicott.

Brooks Range Petroleum is moving forward to develop the Mustang field, west of Kuparuk, with financial assistance from the Alaska Industrial Development and Export Authority.

Caelus Energy has slowed work on the Oooguruk and Nuka fields. It has two more years of drilling for total build-out of Oooguruk and is considering expansion of the offshore island from which the field is accessed.

Three recent announcements of potentially significant new discoveries could bode well for an upswing in capital spending on the North Slope in the coming years, although it is too soon to know. All will require additional work to determine whether they are economically viable. If development were to proceed, any one of them could add 100,000 barrels per day to production.

Caelus Energy is exploring a prospect at Smith Bay, far to the west of the existing infrastructure on the North Slope. Armstrong (Repsol) is investigating a prospect in the Pikka Unit (Nanushuk), adjacent to the Colville River Unit. It faces challenging geology. Most recently, ConocoPhillips announced the discovery of a potentially significant field (Willow) in the Greater Mooses Tooth Unit.

Mining: $187 million

Spending by the mining industry — on exploration and development (excluding exploration and development costs associated with environmental studies, community outreach and engineering) as well as maintaining and upgrading existing mines — will be about the same as last year, thanks partially to a slight uptick in mineral prices.

Spending by the six major mines currently in operation will be a bit higher than last year as producers make new investments to increase
efficiency and to develop new prospects for future production to extend the life of the mines.

Spending for drilling and other site work will be low again this year at the three world-scale mine projects currently under various stages of review for potential future development (Donlin Creek, Pebble and Livengood).

Utilities: $498 million

Utility spending will be about the same as last year. Large cutbacks by the telecom industry will be offset by some growth in renewable electrical energy projects.

A number of large-scale conventional electric generation plants were completed in recent years, and no new plants are under construction or planned. Most electric utility spending will be for facilities maintenance.

Permitting was obtained last year for development of the Sweetwater hydroelectric project outside Juneau. When complete it will also include a district-heating project to provide space heating for that community.

Phase 2 of the Fire Island wind project, offshore from Anchorage, will be underway as well.

Telecommunications spending will be lower this year due to uncertainties about the economy and resolution of the state's fiscal problems. Telecommunications spending in Alaska benefits from funds generated by the Universal Service Funds, which channel revenues collected from services provided in other locations to help pay for needs in Alaska.

Hospitals & Health Care: $336 million

The demand for health care continues to grow as the Alaska population ages, and with that comes growth in hospitals and other facilities. Spending this year will be considerably higher than last year, primarily due to federally funded facilities to provide services to the Alaska Native community.

The largest project is the new Yukon-Kuskokwim Health Corp. hospital and outpatient clinic in Bethel. Southcentral Foundation also has a large expansion underway, including a children’s clinic in Anchorage and renovation of other facilities in Southcentral Alaska. The other regional Native hospitals will also continue to invest in facility upgrades. The Alaska Native Medical Center hospital campus in Anchorage will also likely see a couple of new buildings this year.

Residential: $277 million

The residential market softened considerably last year with new construction falling off throughout the state except in the Matanuska-Susitna Borough, where both employment and population continued to grow.

That statewide trend toward softening will continue because of the continued economic decline and net outmigration of population, with the exception of the Mat-Su Borough.

Projects with public funding will be less sensitive to these economic trends.

The age of the housing stock, and the aging of the population, are also boosting residential spending. Because a large share of the stock was put in place 30 years ago, the demand for renovations is growing. And the senior and millennial populations are growing, increasing the demand for smaller housing units.

PUBLICLY FINANCED CONSTRUCTION

National Defense: $635 million

Defense spending will be up significantly for the second year in a row as large projects get underway at Eielson, Fort Greely and Clear, buoyed by the largest military construction budget in any state.

The Corps of Engineers budget for MILCON (military spending for facilities on bases) at Eielson Air Force Base outside Fairbanks will be driven by large projects to get the base ready for the two F-35 squadrons that will be stationed there in 2020. These include a central heat and power plant and a dormitory.

The first phase of a $1 billion expansion for missile defense at Fort Greely outside Fairbanks and Clear Air Force Station near Nenana will also be underway this year. This program will add 14 interceptor missiles to the defense system at Fort Greely over the next several years and also add Long Range Discrimination Radar at Clear.

New aircraft hangars will be added at Joint Base Elmendorf-Richardson in Anchorage.

Transportation—Highways and Roads: $629 million

Spending on highways and roads tends to be stable and predictable, and 2017 is no exception, with spending expected to be only slightly lower than last year.

A majority of funding for highways, including the Marine Highway

The State Library Archives Museum (SLAM), built by PCL Construction Services, combines the state’s library information services, historical collections and state museum into one 118,000-square-foot building.
System, comes as grants from the federal government under a program known as the Fixing America’s Surface Transportation Act (FAST Act), which became law in 2015. This program requires a state match for receipt of the federal funds. Some federal funds also go directly to Alaska Native tribal organizations for transportation projects.

In addition, the state augments federal funds for highway and road construction with an annual capital appropriation to the Department of Transportation and Public Facilities.

Also, in some years the state Department of Commerce, Community and Economic Development disburses grants to local governments for road construction, but little has been appropriated for grants through DCCED since 2013.

Finally, the state also periodically sells general obligation bonds to support road construction and other infrastructure projects.

State-funded capital appropriations for transportation have been falling as the state budget has contracted. However, it takes time for transportation appropriations to become cash on the street, so state funds from past capital budgets and bond sales are still contributing to current spending. The governor has recently proposed postponing several projects funded by past state appropriations and bonds, but these cutbacks will not significantly reduce the total amount spent this year.

Transportation—Airports, Ports & Harbors: $370 million

Spending on airports also tends to be stable and predictable because federal funds, mainly from the Federal Aviation Administration’s Airport Improvement Program, provide the bulk of funding for airport improvements at the large international airports in Anchorage and Fairbanks and the many smaller state-owned airports across Alaska. That funding is augmented by revenue bonds and other local sources. Spending on airport projects throughout the state in 2017 will be almost the same as last year.

Spending related to ports and harbors will be slightly lower this year. Work on the redevelopment of the Port of Anchorage has not gotten underway, and there will be no money to continue development of the Point MacKenzie rail extension for the port across from Anchorage.

Education: $212 million

Because education capital spending comes mostly from state government, it will be much lower this year than in the past.

Direct state funding of rural schools will be less this year as the new schools mandated by the Kasayulie case head toward completion. A school at Nightmute is under construction, and one at Kwethluk will be finished this year. Only the Kivalina school is still waiting to move forward. Funding for new projects has not been included in the state capital budget.

In 2015 the Legislature imposed a five-year moratorium on the decades-old practice of reimbursing municipalities for a share of the debt they incurred to build and repair schools. That change has more than doubled the price of new schools for urban school districts. This year the local school districts are using only the last of the funds from debt incurred before the moratorium, augmented by local funding to do renovation and repair work.

Quality Asphalt Paving (QAP) performed upgrades to the Parks Highway between Church and Pittman roads, including improving frontage roads and realigning an existing pedestrian pathway.
The school that recently burned in Bethel may be replaced using funds from the insurance policy.

The only new large University of Alaska construction project will be the power/heating plant on the Fairbanks campus, and construction has already begun.

**Other Federal: $255 million**

Although the largest categories of federal construction spending in Alaska are for transportation and national defense projects, there are several other sources of federal spending that contribute to construction spending. The largest of these are a series of grants that support housing and safe-water programs in the state, and because these grants have been stable over the years, other federal spending has tended to be constant from year to year. It will be marginally lower this year.

Most of the funding for the state-administered Village Safe Water program for rural sanitation comes from federal sources, including the Environmental Protection Agency and the Indian Health Service. With the state contribution, that spending is expected to be constant this year.

The federal government also provides construction grants to Alaska tribes, nonprofit organizations and local governments across the state. Alaska Native nonprofit corporations, housing authorities and health care providers receive most of this money. The largest of these programs in Alaska is the Native American Housing Assistance and Self-Determination Act, which provides assistance for housing construction in Alaska Native communities.

**Other State & Local: $322 million**

State and local government capital spending — excluding transportation (roads, ferries, airports and ports), education, health and energy — will be down considerably this year because of less state money. When state capital budgets were large, many projects were funded through grants from the Department of Commerce, Community and Economic Development to local governments and nonprofits throughout the state. But there have been no new appropriations to fund these grants in several years.

**CONSTRUCTION IN THE OVERALL ECONOMY**

Construction spending is one of the important contributors to overall economic activity in Alaska. Annual wage and salary employment in the construction industry in 2016 was about 16,200 workers with average annual pay of $82,000, second only to mining (including petroleum). But that figure doesn’t include the “hidden” construction workers employed in other industries such as oil and gas, mining, utilities and government (force-account workers). In addition, it does not account for the large number of self-employed construction workers, estimated to be about 9,000 in 2011.

Construction spending generates activity in many other industries that supply inputs to the construction process. These “backward linkages” include, for example, sand and gravel purchases (mining), equipment purchases and leasing (wholesale trade), design and administration (business services) and construction finance and management (finance).

The payrolls and profits from this construction activity support businesses in every community in the state. As this income is spent and circulates through local economies, it generates jobs in businesses as diverse as restaurants, dentist’s offices and furniture stores.
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When Gordon and Rachel Carlson started CLI Construction Inc., their decision was founded on a desire to work close to home. Through partnership, and later incorporation, CLI has developed a strong niche in the Denali-Cantwell region that has benefited an entire community.

“We enjoy working in our backyard and with the people we’ve come to form relationships with,” said Rachel Carlson, CLI president.

Part of that is being a strong proponent of local hire. Carlson said that every one of the permanent full-time employees who work for the company live in the area. In addition to building the local economy, the Carlsons’ preference for local hire is also based on the very reason they started CLI Construction.

They also actively look throughout the state for jobs within their scope of work and, like many other companies, send employees to job sites, in addition to hiring locals in any community they travel to. In the past, they have experienced companies that come to the Cantwell area and not hire locally, buy their fuel or food elsewhere, bring their travel trailers and leave nothing behind to benefit the community. The Carlsons appreciate when a larger contractor actively seeks out CLI as it pursues a job in their area.

During peak season, CLI employs on average of seven to 10 workers with at least five people handling operations at any given time. Gordon Carlson, CLI vice president, said that services have changed since the company formed in 2002. At first, CLI started as a snow removal and small excavating company, and later ventured into civil work such as building foundations, driveways and commercial septic systems.

Carlson’s 30-plus years of experience in construction and a lifetime in Alaska have led to company growth. They have expanded local gravel pits in the area for material used for federal, state and local projects.

“Over time, we grew from doing our own little projects as other contractors came along,” Gordon Carlson said. “The lack of equipment is not a problem; if we don’t have it we can get whatever we need to complete a project, so growth continues,” he said.

Their most memorable projects include working on the culvert replacement project near Valdez for the Alaska Department of Transportation & Public Facilities, clearing 160 acres in Anvik for an airport project and an extension project for the power plant at Clear Air Force Station.

“We are always trying to keep a statewide outlook,” Gordon Carlson said. “We look for jobs that highlight our specialties.”

Contractors rely on CLI’s knowledge of the Denali Borough. In addition to unpredictable weather and frequent permafrost areas, working within Denali National Park and Preserve brings its own challenges. High tourist numbers create high traffic areas, though more important are park regulations that protect wildlife within the federal park. For the past decade, several projects have developed along the Parks Highway, and CLI has advised several contractors on the best ways to proceed.

Granite Construction Co. has found CLI’s knowledge of the area invaluable. Matt Hampton, Alaska plants manager for Granite, said Granite’s relationship with CLI goes back nearly a decade. CLI has worked with Granite on several Cantwell-area projects, from loading a train with equipment to providing materials in Denali National Park.

“Their contribution saves us from making a bunch of mistakes,” Hampton said. “They are good
people. When they say they will do something, they do it.”

Hampton added that Granite has plans to continue work in the Denali Borough as part of its regular business and will continue to work with CLI whenever possible.

“If I have a job within 50 miles of the area, they are the first people I call.”

In 2011, Dave Cruz of Cruz Construction Inc. started his working relationship with CLI when an F-22 crashed in the Talkeetna Mountains. Cruz called on CLI’s assistance and has continued to work with the company.

“Gordon has a well-rounded background and is easy to work with,” Cruz said. “Things get done within budget and without a bunch of drama or fanfare.”

CLI has been an AGC member since 2005. Gordon Carlson said networking has been the biggest benefit, along with access to classes and Online Plans. He said that AGC allows his company to keep up on certifications and provides an arena to communicate with larger contractors.

“It allows us to plan, and it gives us an idea of what’s going on in Alaska,” Gordon Carlson said. “It also allows us to put our name out there so contractors can contact us when they’re in the area.”

The Carlsons have recently discussed future growth of the company. Both agree that for now they will continue to refine daily operations — working smarter, not harder. Part of that has been incorporating technology that allows them to identify new opportunities and refine the bidding process. Gordon Carlson said most contractors move to Anchorage or Fairbanks to get close to worksites. However, technological advancements in business and banking have allowed a smaller company like CLI to work closer to home and to compete on a level playing field when looking at projects outside Anchorage or Fairbanks.

“A lot of people take that for granted,” he said. “But these types of changes keep operations where we’re at, closer to home.”

Rachael Kvapil is a freelance writer and photographer who lives in Fairbanks.
Removing snow and ice from runways, taxiways and aircraft in freezing weather is critically important for keeping air travelers safe as they take off and land. That’s particularly true in a regional hub like Juneau International Airport, where pilots already face the challenges of wind, threading between mountains and negotiating abrupt turns as they approach and leave. There’s no room for error, and a plane or airport vehicle braking and sliding on an icy or snow-slick surface could end in disaster.

After a groundbreaking in October, and finding an appropriate weather window, construction is underway for a new $18 million, 41,000-square-foot building that will house Juneau International Airport’s snow-removal equipment. The airport has not had a Snow Removal Equipment Building (known as a SREB), and has struggled to get by in a 55-year-old structure that was not constructed for winter maintenance equipment.

F & W Construction Co. is constructing the $13.4 million building, and Secon Southeast Alaska will construct the $1.3 million geothermal loop field — is scheduled for completion in December.

“Currently we’re in a winter shut-down,” said Robert “Robby” Capps, F & W’s president, in late January. “The structural steel phase of the work will begin in April,” Capps said. Groundwork that will be done by Secon Southeast Alaska in April will prepare the building for its distinctive vertical geothermal loop field feature, and F & W will connect the loop field to the building pumps, according to Catherine Fritz, architect for the Juneau airport. The loop field is scheduled to be complete by September, Fritz said.

“The work will closely interface with other construction projects in the northwest quadrant, so close scheduling will be necessary,” Fritz noted. “(The Juneau airport) will utilize construction management and inspection services by the design team as well as independent consultants to ensure successful installation of the loop field while maintaining safe and efficient airport operations.”
Completion of the building itself is scheduled for December, Capps said.
Right now, most of the airport’s snow-removal equipment is stored outside because only about 10 percent of it will fit into the 1962 storage garage.
Maintenance staff and operators worked in the elements and employees had to create makeshift arrangements to maintain trucks and other equipment that wouldn’t fit inside the building.
The airport’s winter crew of about 16 airfield maintenance workers and equipment operators — the summer crew is 10 — clears an average of 200 inches of snow off the runway each winter.
Once the new snow-removal equipment facility is finished, the aging equipment itself will be replaced.
The equipment storage building project is part of a multiphase airfield maintenance and operations facilities plan that will take several years to complete. Design team leader Sean Carlson of ECI Architects in Anchorage is currently working with the Juneau airport to plan the future phases that will follow the SREB.
Other recent capital projects at the Juneau airport have included runway resurfacing in 2015 and reconstruction of the apparatus bay of the Aircraft Rescue and Fire Fighting (ARFF) Station to house a new ARFF truck.

Tracy Kalytiak is a freelance writer living in Palmer.
Human Resources provides critical role in organizations

Are you one of those individuals in your company who has asked, “Why must we deal with Human Resources? It would be so much easier if they just stayed out of our business and let us run the company. It seems like every time I talk to them, all they tell me is ‘no.’”

Or are you an HR professional, whose first word when asked a question is “no.” If that’s the case, then it is time to rethink your value to the organization.

HR has evolved over the years from Personnel Management to Human Resources. The term implies that employees are human capital or assets to an organization.

The primary role of Human Resources is to be a business partner to the management team, recommending how to best use the human capital in the organization.

The degree of success it achieves in the organization is predicated on the value the management team believes it brings to the table. HR is important to organizations in many ways, ranging from strategic planning to company image. If all it is allowed to become is the “party planners,” then it will add little value.

HR departments, even a department of one, need to add value to organizations in the following areas.

**Strategy**

HR can add to the company’s bottom line with its knowledge of how employees can affect organizational success. If allowed to participate in corporate decision-making, it can aid in staffing assessments and projections for future growth based on economic indicators. It can assist management with staff reductions in strategic areas if the need arises.

**Compensation**

HR should assist management with developing a compensation structure that makes the company competitive in the marketplace. It may conduct wage and salary surveys to ensure the company maintains its compensation costs in line with the company’s financial status and projected revenue.

**Recruitment**

HR may manage the employment process from screening applicants to scheduling interviews, to administering pre-employment processes to the onboarding process.

**Selection**

HR should assist hiring managers with the legality of the interview process, ensuring they provide guidance to those managers new to the process. It should guide and assist hiring managers to select the most appropriate candidates for open positions with the understanding that hiring the right person the first time may save the organization hours of time and dollars down the road.

**Compliance**

HR should assist management with ensuring the organization complies with all local, state and federal employment laws. This includes mandatory documentation of compliance as well as other documentation if the organization has federal or state contracts.

**Training and Development**

HR should provide training and development that support the company’s fair employment practices and employee development to prepare its leaders for supervisory and management positions.

**Benefits**

HR should be sharing with management what is needed in a benefit structure to most likely attract and retain employees. It should assist management with developing a benefit package that brings the greatest value to the company within the company’s budget and consistent with economic conditions.

**Employee Relations**

This is one of the most valuable roles HR provides to any organization. It should assist management with minimizing the organization’s exposure to and liability related to allegations of unfair employment
practices. It may investigate and help resolve workplace issues that can spiral into legal matters that pertain to local, state or federal employment laws. It may conduct employee opinion surveys or focus groups to seek employee input regarding job satisfaction and advise management of the outcome with suggestions to assist management with improving the workplace.

In some organizations, safety is a component of the HR function. Providing a safe work environment is the responsibility of every company. Complying with state and federal safety regulations, record-keeping requirements and developing programs that reduce workplace injuries and fatalities is a must for every organization.

To be successful in HR means the HR professionals must view the management team and the employees of the organization as their internal customers. They must be skilled as business partners and competent in their field of expertise, which should be measured by their internal customers, if they are to be believed by their organization as providing value.

This column provides information about the law designed to help users safely cope with their own legal needs. However, legal information is not the same as legal advice — the application of law to an individual's specific circumstances. Although we go to great lengths to make sure our information is accurate and useful, we recommend you consult a lawyer if you want professional assurance that our information, and your interpretation of it, is appropriate to your particular situation.

Barbara Cruz Stallone, SPHR, is the owner of Stallone & Associates LLC. She is a 35-plus-year human resource professional. She was a partner with the Human Resource Umbrella LLC for 16 years before selling that company, and is a member of AGC. Suggestions for future articles or questions may be emailed to b.stalloneak@gmail.com.

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Anyone familiar with home improvement projects can attest: Sometimes the prep work is the hardest part of the project.

A mountain of prep work has been a fact of life for James Murrell, project manager for Davis Constructors & Engineers, the company building Providence Alaska Medical Center’s new emergency room. But before the emergency room can be updated and expanded, first conference rooms, administrative offices and another emergency department had to be moved. In some cases, that meant gutting the new location and completely rebuilding it.

The main purpose of the $12.9 million project is to expand Providence’s overloaded emergency room, adding a children’s emergency room and boosting the number of emergency room treatment rooms from 37 to 50. Ten of those beds will be dedicated to the pediatric treatment area and two will be trauma rooms, according to information from Providence.

“Having an emergency treatment area for children will help reduce anxiety for children and curtail stress parents feel when having to visit an emergency room,” said Dr. Richard Mandsager, chief executive of Providence Alaska Medical Center. “Additionally, this expansion ensures we have the emergency department capacity to continue providing trauma care to Alaskans across our state.”

Mandsager said the emergency room currently might see more than 225 patients in a busy 24-hour period. Seven of those patients might be treated on beds in the hallway instead of in a typical ER room simply because the demand for services is greater than the space available.

“This should make (using hallway beds) infrequent. I would expect that it would still happen late in flu season, but on a regular night, it shouldn’t happen anymore,” he said.

Adding a pediatric treatment area helps both children and their parents, Mandsager said. Fewer people will be in the waiting area because children can be taken more quickly back to an examination room to wait. The hospital will also have a full-time child life specialist on staff to help children and parents understand and cope with illnesses and injuries.

Adding a second trauma room is also important. Providence is a
nationally recognized trauma center, but, due to overcrowding, one of its two trauma rooms in the emergency department was often in use by nontrauma patients.

“The standards for trauma centers require that we always have a second trauma room available for use,” Mandsager said.

What’s the difference between trauma and ER use? Think severe vehicle accident versus the flu. A typical ER room has a bed, a chair for a family member, some equipment and a workstation. A trauma room is more than double the size of the average ER room, with space around the bed to accommodate five to 10 adults so complex interventions can take place.

A multifaceted project

The ER expansion is the goal of the project, but along the way several other spaces in the hospital are getting upgrades — that’s the mountain of prep work Murrell and the Davis team are facing. Unlike some projects, the hospital can’t shut down operations during the project, so departments must be shifted into other spaces until the new space is ready.

With all the interdepartmental moves taking place, the project is broken into six phases, the last of which is construction of the new emergency room department.

“We started off with the relocation of two conference rooms,” Murrell said. That project began in January 2016.

The Fireweed conference room and the hospital’s backup Emergency Operations Center were moved from Tower E to the basement of Tower A. Making the move required replacing the Tower A air-handling system, while keeping the building operational for patients and staff, and running miles of cables from the basement to the roof of the building.

“Pretty much anything you could use to communicate with the outside world,” along with backup information for the hospital, is available in the EOC, Murrell said.

The conference room and Emergency Operations Center relocation wrapped up in April, Murrell said, bringing Phases 1 and 2 of the project
to a close. Phases 3 and 4 involved relocating the Trauma and Operating Room administrative offices from the first floor to the third floor of Tower E.

“Those were pretty straightforward,” Murrell said. The third-floor space had previously been administrative office space, so the area was repurposed and updated fairly easily.

Murrell said his team is now hard at work on Phase 5, building a new Psychiatric Emergency Room department. The seven-room facility won’t be expanded, just shifted to another side of the building. It will also see significant upgrades, said Providence’s chief operating officer, Robert Honeycutt.

“With the technological changes over the last 15 years, it will be a little more safe in terms of suicide prevention,” he said, and the facility will also be safer for staff if a patient becomes combative.

This phase of the project involved gutting the entire floor plan of the new Psychiatric ER and rebuilding.

“We took out every single wall stud and all the infrastructure,” Murrell said. As a psychiatric department, the area had to be rebuilt to “pretty enduring standards,” Murrell said, meaning all the walls are plywood instead of sheetrock, and components had to be installed in such a way that wires could never be pulled out enough to allow someone to harm themselves.

Construction projects in occupied buildings often require adjustment on the part of both the work crew and those living and working in and near the renovated area. The only difference with this project, Murrell said, is that instead of other businesses or residents, those living nearby are residents of the Intensive Care Unit.

“It makes for a lot of coordination amongst trades,” Murrell said. “You can’t just go in there and start nailing track up on the concrete deck. There are folks right above you that need sleep.”

Murrell said there were several ways his crew worked around the needs of the patients upstairs.

“Sometimes it’s adjusting to a timeframe where patients won’t be in a certain room. Sometimes they relocate a patient or we wait for someone to be discharged. You kind of have to wait until you can jump on it,” he said.

Murrell said he expects his crew to finish the Psychiatric ER project by April. Then the equipment will be moved into that new space and the Davis team will put temporary walls up and get to work on the Emergency Room renovations.

Making sure the construction zone is both safe for passersby and not adding dust or debris to the space outside the project area is important for any project, but perhaps even more so in a hospital setting.
“We have to make sure nothing we do negatively impacts the surrounding areas,” Murrell said.

Generally, that means a lot of coordination between the construction crew and hospital staff. But that frequent collaboration and the scheduling changes that result have become second nature to Murrell and his crew. Davis has completed several projects for Providence in the past decade or more, he said, including building two new operating rooms, renovating eight operating rooms at the hospital and, a few years ago, completing the Generations project, which updated the hospital’s neonatal intensive care unit, labor and delivery unit and mother-baby unit, among other spaces.

If everything goes according to schedule, Murrell and Mandsager say the project should wrap up at the end of this year, with the new ER fully operational by January 2018.

Rindi White is a freelance writer who lives in Palmer.
The construction industry has a new resource for improving job site safety — an AGC Safety Database that provides up-to-date information and guidance on occupational safety, health and compliance.

AGC of Alaska recently launched the new database online as a free benefit to AGC members, populated with safety plans, templates, safety sheets, checklists, inspection sheets and other documents that will help companies improve their safety training programs, recordkeeping and regulatory compliance.

Two members of the AGC Safety Committee — Steve Rowe, owner of Better Safety Record; and Kirk Waggoner, safety coordinator for Davis Constructors & Engineers — said the database grew out of a desire of the Safety Committee to have one place where members can go for safety documents and training information. The Safety Committee realized that contractors and others may need help improving their safety programs, especially subcontractors that might not be able to afford to employ a safety coordinator.

“They often learn through their general contractor,” Waggoner said. “We thought, what if we created a database that was accessible to everybody and that had safety plans and safety sheets in one location?”

“In the safety world, we don’t have a copyright; we share our information,” Waggoner added. “Our goal is to protect people.”

Safety information and regulations are available on the internet, Waggoner said, but the research is time-consuming, and it’s not always obvious where to look.

Rowe and Waggoner have worked for months organizing the database, using Viewpoint construction management software and populating it with information they think contractors and subcontractors need the most.

For example, to be in compliance with OSHA, it is important that everyone knows how to document training and inspections and to keep accurate records, Waggoner said. Such a task can be daunting, especially for smaller companies. “If you are using a forklift on a job, for instance, OSHA requires training and certification for the forklift operator.” The database will provide that information, he said. “I’ve been in business for a long time, and sometimes I still need things,” he said. “If you can go to one place to find it, that makes it easier for people to be compliant and safe.”

Now, with the database, “you can go to the site, pull it up and format it to your company,” Waggoner said.

The database is available through AGC’s website at www.agcak.org/safety-database.html.

At a recent AGC Lunch & Learn training session, Rowe and Waggoner walked participants through the Safety Database, which has a navigation pane on the left side with a drop-down menu. By clicking on the “AGC Alaska” tab, users will see a pull-down menu of construction categories, with tabs for Construction, Oil & Gas, Marine, MSHA, DOT Highway, Hospital, Demolition, Aviation, Corps of Engineers and Safety Professional.

Within a category, “you will find everything you need to run an effective safety program, from being able to download a template and building your own safety program, instructions on how to continue your program, and if you need help, who to call, if you have issues, how to resolve them,” Rowe told participants.

For example, by clicking on the Construction category and then on “Recordkeeping,” users will find Recordkeeping, Reporting and Inspections Plan; Disciplinary Program; Access to Employee Medical and Exposure Records; Contractor Requirements SOP; Written Notice of Safety Violation, Safety Observation Report; and much more.
Many of the documents are in template form, making it easy for users to insert a company name, logo and date.

Rowe said the sample plans and documents will be especially helpful to contractors and subs that can’t afford full-time safety coordinators. “Now they have somewhere to go to build their plans,” he said.

But he and Waggoner cautioned that these documents are just the starting point. It is up to users to customize the forms for their own purposes and to be alert to updates to documents and requirements.

During the training session, Kimberley Gray, AGC events coordinator, told participants to just provide her with their names and emails to start the process. New users will then receive an email with easy sign-on instructions.

It’s as simple as “hitting the button to our (Safety Database) splash page,” Gray said. The page will also show upcoming safety-related meetings and training as well as safety alerts.

The database’s Construction category has been mostly populated, and Rowe and Waggoner are working to fill the other categories. When completed, each tab will contain a wealth of documents such as inspection sheets, checklists, safety sheets and safety plan templates.

“The feedback we’ve gotten is really good,” Rowe said. “Subs are saying this will be awesome to have resources they understand and can afford and the help they need to protect themselves and their employees.”

Waggoner and Rowe said they appreciate AGC’s commitment to improving job site safety in Alaska.

“If we could make a centralized place with backing, especially with someone as good as AGC as a partner, we could promote safety throughout the state and make a safer workforce all together,” Rowe said.

To get log-in information to access the online database, call Kimberley Gray at 907-561-5354 or email her at Kimberley@agcak.org.

Sharon Stockard is managing editor of The Alaska Contractor.
We know Alaska.

To be a great lawyer in Alaska, you first need to understand Alaska. We’re part of this state, and the business and public entities that work for its people. Whether it’s mergers and acquisitions, real estate, government, Native Corporations or finance, business is our business. We have the talent you’re looking for in an attorney, and the experience you need to succeed. Simply put, we know Alaska.

Alaska | Oregon
Kumin has been a longtime supporter and member of AGC, so we were excited to learn that AGC Online Plans is included in our membership. The service provides well-organized one-stop shopping via daily emails that list new RFPs, addenda, updates and project awards. Once you’ve indicated interest in a particular project, you can count on AGC Online Plans to send you up-to-the-moment project update emails with new information clearly identified in red, along with a list of interested bidders and a link to where the source docs can be found. This eliminates the need to continually check for addenda on the RFP posting sites of agencies that don’t notify you automatically.

Reviewing the AGC Online Plans is part of my daily routine. For our team the most valuable features include:

- User-friendly platform that is tablet and smartphone friendly. Formatting adjusts to the screen smoothly, supporting our use of smartphones and tablets in daily business.
- Search capability: Simple, fast and thorough searches help me find what I’m looking for every time.
- The “add to bidders list” option gives us the opportunity to be seen by subs for bids.
- Customer support team always there for us when we have a question and to keep the database current.
- Bidding list is immense. Because AGC is compiling opportunities from over 60 sources, we don’t have to. AGC Online Plans is our new one-stop shop.

I appreciate that the AGC is consistently updating the user interface, making it more efficient and approachable for our entire staff.

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The AGC Online Plans continues to evolve its efficiencies by enhancing features based on member input. It’s important that users have input on the programming — not the programmer — so we may all fully benefit from the time savings as this is crucial in the bidding process. The multiple new locations of the “add to bidders list” link allows contractors and subcontractors to easily add themselves for higher visibility to the owner agencies and industry partners. Not only that, being able to email all the bidders directly from the bidders list makes communicating with each other on any given project much more simple and efficient. If you haven’t taken the AGC Online Plans for a spin, call AGC at 907-561-5354, email agcplans@agcak.org or just give it a try. Thank you for this opportunity to be a voice for AGC and the AGC Online Plans!

Kris Squires
Roger Hickel
Contracting Inc.

Email agcplans@agcak.org for your free trial today!
In January 2015, the U.S. Army Corps of Engineers began its search for a company that could successfully perform years’ worth of challenging marine work on the Chukchi Sea coastline in Northwest Alaska.
Eight months later, the Corps found Orion Marine Contractors Inc.

Headquartered in Houston, Texas, but experienced in marine work in Alaska, Orion Marine Contractors won the bid on a five-year project to reconstruct a deteriorating seawall on Cape Lisburne, a remote, long-range Air Force radar site about 40 miles northeast of Point Hope on the Chukchi Sea.

“There’s the radar site up there and a runway,” said Mark Leick, project manager for Orion Marine. “That’s all there is.”

Well, that’s until this spring, when his crew travels north to fire up the heavy machinery that’s been sitting idle all winter. Orion Marine mobilized on the site in July 2016, then shut down in October because of the region’s early onset of winter.

The $41 million project for the Air Force consists of replacing and reinforcing a 5,200-linear-foot seawall that serves as a buffer between the ocean and the Air Force’s mile-long runway at Cape Lisburne. Each year, violent storms contribute to the erosion of the seawall, which was originally built in 1952.

Due to the region’s extreme climate, the project is expected to last five construction seasons. Orion previously completed a similar seawall project in Unalakleet and a breakwater extension in Seward for the Army Corps of Engineers.

“We are looking forward to working with the Air Force and Corps of Engineers to a successful completion of the Cape Lisburne project,” Leick said.

Bob Glascott shares that sentiment. He’s the project manager for the Army Corps of Engineers. His primary job is to work with the Air Force and to make sure Orion Marine is on track to fulfill requirements in the contract.

“I’m sort of the messenger between those two sides,” Glascott said. “But at the end of the day, we are tasked with the construction of this project and the management of it on behalf of the Air Force.”

Decades ago, during the Cold War with the Soviet Union, Cape Lisburne was one of many radar surveillance sites for the Air Force. It shut down in the 1980s but was redesigned as a long-range radar site that is now operated by the Alaskan NORAD Region. The Alaskan NORAD, which stands for North American Aerospace Defense Command, operates at Joint Base Elmendorf-Richardson.

With no road access, the only way to reach the site is via aircraft or barge. Orion Marine barged its heavy equipment from Homer as well as from Dutch Harbor. Glascott tried twice to reach Cape Lisburne to check out the project he manages for the Army Corps of Engineers. Both of his flights, however, turned back because of inclement weather.

“That speaks to some of the logistics of getting there,” Glascott said. “There tends to be lots of weather and lots of low-ground fog, which limits the visibility. And given the location, being right on the water with a large mountain next to it, the minimums are pretty high in terms of visual landing.”

In other words, it’s no surprise for pilots to land in less-than-ideal conditions. To make matters worse, an errant rock or two from the deteriorating seawall could manage to skip its way onto the runway after a massive storm. Thus the reason why the Army Corps of Engineers and Orion Marine were hired to fix the problem.

“With less ice forming (in the fall), we tend to get bigger storm surges,” Glascott said. “There are some places in the existing wall, I believe, that things have shifted.”

Late fall storms tend to push material onto the runway, Glascott added, and when an aircraft lands, cobble-sized boulders on the runway are dangerous.

“The maintenance became a reoccurring event, so as a result, the hydraulics and hydrology (department of the corps) took a look, figured out a design and talked about it with the Air Force,” Glascott said. “It ultimately arrived at the project we have today.”

Due to water and frost erosion, as well as a significant storm in the summer of 2012, the existing rock reinforcement has been depleted over the past decade, said Anastasia Schmidt, director of public affairs at Alaskan NORAD Region. In 2012, options for repair began to be discussed and planning and programming for the seawall repair was initiated.

To repair the wall, Orion Marine Contractors Inc. was awarded the Cape Lisburne seawall reconstruction project in September 2015. The five-year project consists of replacing a 5,200-linear-foot seawall that protects the runway at Cape Lisburne, a radar site along the coast of Northwest Alaska.
A $41 million project for the Air Force will replace and reinforce the 5,200-linear-foot seawall that buffers the Air Force’s mile-long runway at Cape Lisburne from the ocean. Water and frost erosion, as well as a significant storm in summer 2012, had depleted the existing rock reinforcement over the past decade.

Kevin Klott is a freelance writer who lives in Anchorage.
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Drug testing is a staple for most companies. Throughout Alaska, employers implement some form of drug testing policy. It is not uncommon for companies to have multiple policies their employees must adhere to, but this is largely dictated by the type of employees a company has or the type of work being performed.

In addition to having multiple policies, companies may also implement alternative testing methods such as hair testing or oral fluid testing. While these methods have grown in popularity in the drug-testing industry, urine testing continues to be the industry standard for both federally regulated employees and non-federally regulated employees.

When a company chooses to use urine tests for its drug testing program, regardless of employee type, employers will likely encounter a direct-observation collection. It is important that employers understand what a direct-observation collection is and when this process is used.

Like other aspects of drug testing, the Department of Transportation (DOT) sets the standard for all situations. When it comes to direct-observation collections, the DOT clearly outlines the requirements for this process and when it is required for a collection to be performed under direct observation. While it is possible for employers to deviate from these requirements for their nonregulated staff, most companies will mirror the requirements put in place by the DOT.

What is direct observation?
Direct-observation is the process in which an observer will witness the urine pass from the donor's body into the collection container. Additionally, for a DOT direct observation the donor must raise his or her shirt or blouse to just above the navel, lower the pants and underpants to midthigh and complete a full rotation in view of the observer to ensure a substitution or adulteration device is not being hidden by the donor.

Once a donor completes this rotation, he or she may return clothing to its original state as long as the observer can continue to observe the urine pass from the donor's body into the container. The observer is required to be the same gender as the donor. If a collector is not the same gender as the donor, the collector must instruct the observer on how the observation process is completed.

When is direct observation required?
Direct observation collections occur under specific circumstances. Nonregulated employees may be held to a different standard, likely outlined in company policy. For DOT-covered employees, direct observation can only occur under the following circumstances: if an employee attempts to tamper with his or her specimen at the collection site, the specimen temperature is outside the acceptable range, the specimen shows signs of adulteration, a substitution or adulteration device is discovered by the collector before the initial collection, a medical review officer orders the direct observation, or the reason for the test is follow-up or return-to-duty. Under DOT regulations, direct-observation collections are not authorized for any other reason.

Some may consider a direct-observation collection an invasion of privacy, but it is the goal of the DOT and service agents to protect the integrity of the collection process. Without having a direct-observation policy, it may be easy for an employee to substitute or adulterate his or her specimen.

Companies performing DOT-covered work are subject to direct-observation procedures when required, and it is best practice for companies with nonregulated testing programs to implement a similar policy to ensure that the drug testing program is held to the highest standards.
Alaska’s Premier Freight Provider
Christmas was made a little brighter for 20 underprivileged children after the AGC of Alaska staff lovingly filled colorful backpacks with warm clothes, toys and snacks.

It was the staff’s annual effort to support the Anchorage Home Builders Association’s “Shoebox Program,” which distributes the filled backpacks to Anchorage schoolchildren each holiday season. This past Christmas season, the Home Builders Association received 700 names of disadvantaged children from the Anchorage School District. The previous year, the association received 650 names.

The AGC office sponsored 20 backpacks, meaning each staff member contributed $50 or more and AGC matched the contribution. The staff was provided the names of 10 boys and 10 girls ages 5 through 8 to shop for.

“Every member of our staff participated,” said Margaret Empie,
special projects coordinator. “We went shopping at Target,” she said, and Target joined the effort. When the AGC shoppers told the store manager what they were doing, the manager “gave us 10 percent off what we purchased.”

“The Home Builders provided us with the gender and age of the kids so we could buy appropriate gifts,” Empie said. “We tried to get each child warm pajamas, a warm hat and gloves. If we could, we got them an outer jacket or a pull-over fleece, something to keep them warm.”

The shopping list also included toys. “We worked hard to get them a toy,” Empie said. “For a girl, we bought a Barbie doll.” They were able to buy Barbie dolls for $3 each — a Black Friday bargain.

“For boys, we got matchbox cars and family games so they can bring in their siblings,” she said. “We tried to think of promoting the family as well.”

Snacks were also included, items such as tuna and crackers and peanut butter items to provide some protein, plus juice and fruit cups — “as much food as we could,” Empie said.

Empie credited Mandy Beaulieu, training director for the Construction Education Foundation, for braving the Black Friday crowds to get the deals. “She was incredibly generous with her time,” Empie said. “Mandy was very instrumental because she has two babies, a daughter who’s turning 5 and a boy who is 7 months old. She’s in the know of what these kids play with.”

When the shopping was completed, the entire AGC staff wrapped each toy, snack and clothing item and stuffed the backpacks. Taking part were Tanya Higgins, Lauren Sharrock, Kimberley Gray, Thea Scalise, Samantha Saechow, Beaulieu and Empie.

“We’re a small office, and for us to come up with $1,000 for this project, it’s a pretty cool thing to do,” Empie said.

Sharon Stockard is managing editor of The Alaska Contractor.
WORK ZONE SAFETY

Heads up in highway work zones

At breakup, spring, sunlight, motorists and construction crews seem to return all at once to Alaska’s highways and their ruts and potholes, vanished striping and bowed-out guardrails. New and continuing projects and a hard winter mean contractors and the Alaska Department of Transportation & Public Facilities will be sending out plenty of workers and heavy equipment this season to make repairs and safety upgrades, widen shoulders, add rest areas and passing lanes, rework interchanges, straighten out curves, resurface roughed-up sections and lay down fresh lane stripes.

The few months between breakup and freeze-up are all the time Alaska road crews have to do what elsewhere is a year’s labor, so drivers should know that in some places these workers will be on the job around the clock.

Upgrades, repairs and maintenance are scheduled from Homer to the Matanuska-Susitna valleys, the DOT&PF’s Central Region; and on northward from the Mat-Su to Tanana, Fairbanks and the Dalton Highway to Prudhoe Bay, the Northern Region. In Anchorage, for instance, flaggers will be protecting crews working on the new diverging diamond interchange at the Glenn Highway and Muldoon Road; about 4 miles of the Parks Highway from Church Road to Pittman Road (MP 44.5 to 48.8) will go from two-lane to four-lane with a new bridge at MP 46.5 and continuous lighting and new signals at four locations; and the Richardson Highway will see 11 miles of lane restrictions, flagging, pilot car operations, gravel, and truck crossings during resurfacing from MP 24 to MP 35. Travelers can go to www.dot.alaska.gov/regions-portal.shtml to check their routes in advance for construction and possible delays.

Motorists will share the state’s roads with flaggers, road crews and heavy equipment into October, which means outgoing and incoming traffic will sometimes have to wait to caravan one-way behind a pilot car, or wait for clearance for a single lane, or idle while machinery completes a task. Wise travelers pack snacks and allow extra time to guarantee themselves and others safe passage, starting by paying attention to warning signs and cutting back on speed.

April 3 through April 7 marks this year’s National Work Zone Awareness Week and kicks off the highway construction season under sponsorship by the American Traffic Safety Services Association (“Safer Roads Save Lives”).

Speeding and distracted driving are the biggest causes of work-zone wrecks, with rear-end crashes the most common. The Federal Highway Administration’s most recent “Work Zone Safety for Drivers” brochure (2014) noted:

- Of the 4,400 people who died in work-zone crashes over five years, 85 percent of them were drivers or passengers, and 200,000 more people were injured.
- Summer and fall are the most dangerous because these busiest construction months coincide with the busiest travel months.
- In 2014, 669 people were killed in work zones nationwide.
- Speed is lethal: Most of the fatal work-zone wrecks took place on roads where the speed limit was over 50 mph.
- Vehicles can’t stop instantly. At 50 mph, it takes:
  - Dry road, 300 feet
  - Wet road, 400 feet
  - A loaded 80,000-pound tractor-trailer rig takes almost 50 percent more distance to stop.
  - Higher speeds don’t save much time; it takes just 25 seconds more to travel a mile at 45 mph than at 65 mph.

New driving patterns

Drivers accustomed to old routes may suddenly encounter something unexpected in a work zone: different traffic patterns, narrow or closed lanes, traffic slowdowns, and construction equipment and workers. Caution and vigilance are the keys to safety. Slow down and pay attention to signs, cones and flaggers to avoid damage to vehicles and expensive construction equipment, prevent injuries and save lives. Remember: Traffic fines double in work zones.

In 2016, 39 percent of highway contractors nationwide reported that motor vehicles had crashed in their construction work zones during the previous 12 months, the Associated General Contractors of America said. These crashes were far more likely to injure drivers or passengers.
Motorists hold the key to safety

When it comes to what’s important for highway safety, drivers are No. 1. Those behind the wheel should be cautious, keep an eye on the speedometer and watch for sudden stops or changes in traffic.

The list of causes contributing to road construction-zone wrecks includes speeding; distractions like texting, cell phone use or twiddling with the radio or some other gadget; weariness; inattention; and aggressive driving. Don’t tailgate! Keep healthy space between you and the next vehicle to avoid rear-end collisions. An alert driver who’s watching for signs, not exceeding the posted speed limit and paying attention to changing traffic patterns keeps everyone safer. As the ATSSA puts it, “Don’t Be THAT Driver. Work on Safety. Get Home Safely. Every Day.”

Work-zone accidents also can force temporary construction shutdowns, seriously affecting road completion schedules and costs. In May 2016, 77 percent of the 870 contractors responding to the Associated General Contractors’ survey believed motor vehicle crashes in construction zones were a greater risk than they were a decade ago; 82 percent thought stricter enforcement of existing laws would reduce the number of these crashes, injuries and deaths.

Plan, don’t fume

Drivers should plan ahead and leave a little earlier than usual when they know they’ll be traveling through a work zone. Work-zone delays can be frustrating, but being patient during those few extra minutes will get you where you’re going safely.

Keep up with Alaska roadway conditions with these resources:
• ADOT&PF posts weekly updates of construction areas and how drivers will be affected at www.alaskanavigator.org.
• The Alaska 511 system provides information on statewide road conditions including road closures, emergency and weather alerts. Call 511 or go to 511.alaska.gov, @alaska511 on Twitter, or www.facebook.com/Alaska511.

The Associated General Contractors of Alaska urge all motorists to stay vigilant, slow down and exercise caution when driving through work zones, and obey signs and flaggers’ instructions. Everyone on the road shares responsibility for keeping work zones safe — motorists, bicyclists, pedestrians and construction workers alike.

TIPS FOR DRIVING IN WORK ZONES

By driving safely in work zones, motorists can help make sure everyone gets home safely.

• Expect the unexpected: Things may change overnight. Normal speed limits may be reduced, traffic lanes may be closed, narrowed or shifted, and people may be working on or near the road.

• Don’t speed: Speeding is one of the major causes of work zone crashes; obey posted speed limits.

• Don’t tailgate: Keep a safe distance between you and the car ahead of you and the construction workers and their equipment. Rear-end collisions account for almost 40 percent of work zone crashes.

• Obey road crew flaggers and signs: Flaggers and warning signs are there to help traffic move safely through the work zone.

• Stay alert and minimize distractions: Dedicate your full attention to the roadway and avoid changing radio stations or using cellphones and other electronic devices while approaching and driving in a work zone. It is illegal in Alaska to text while driving.

• Keep up with the traffic flow: Do not slow down to “gawk” at road work.

• Know before you go. Check radio, TV and websites for traffic information and schedule enough time to drive safely. Expect delays and leave early so you can reach your destination on time.

• Be patient and stay calm: Work zones aren’t there to inconvenience you. Remember, the work zone crew members are there to improve the road and make your future drive better.

• Wear your seatbelt: It is your best defense in a crash. In Alaska, drivers and passengers alike must be buckled up, and children must wear seat belts or, if younger, be strapped into car seats or booster seats.

REMEmBER — Dads, sons, brothers, moms, sisters and daughters work here!
Eleven Alaskans committed to a career in the construction industry were honored with scholarships from the Stan Smith Memorial Foundation this past winter. They were presented with scholarship checks at a reception in November at the AGC of Alaska office in Anchorage.

Kathleen Castle, executive director with Alaska Construction Academies, was pleased with the large number of applications this year: 25.

Six scholarship recipients were in the University of Alaska Anchorage Construction Management program, including one in the master’s program; four were in the Alaska Laborers apprenticeship program; and one was in IBEW’s apprenticeship program.

All recipients expressed gratitude for the scholarships, which will help them buy tools and pay for tuition.

The scholarship winners were:
- Brandon Dexter, Alaska Laborers
- Denise Lingerfelt, IBEW
- Melody Miller, University of Alaska Anchorage Construction Management
- Willman Barahona, UAA Construction Management
- David Freswick II, UAA Construction Management
- Drew Hatter, UAA Master’s Project Management
- Tyler R. Stockinger, Alaska Laborers
- Anton Maxwell, Alaska Laborers
- Jesse Wolfe, UAA Construction Management
- Brandon N. Olinger, Alaska Laborers
- Kong Yang, UAA Construction Management

Dexter, who is in the Alaska Laborers Training School’s apprenticeship program, said he spent three weeks at the Pipeline Training Center in Fairbanks last fall. He also obtained certification in hazardous paint and Mine Safety and Health Administration (MSHA). Dexter joined the apprenticeship program last May. “I’m a newbie,” he said.

The training school’s program provides on-the-job experience along with classroom instruction and requires a commitment of four to five years. When completed, the apprentice achieves journey worker status on the A-list at the hiring hall.

Over the summer, Dexter worked for Roger Hickel Contracting on the Mountain View Elementary remodel project. He mostly did demo work and was later dispatched to Alaska Abatement removing roofs.

Dexter, who was expecting his first child this spring, said the scholarship check will help him buy the tools for his next job.

Barahona, a student in the UAA Construction Management program, said he has been in construction all his life. “I worked for a civil contractor after high school working on storm drains and helping repair roads,” he said. But he didn’t start in construction management in college. “My major was finance, and I worked at a bank in bookkeeping,” he said. “I decided that was not for me. It was not fulfilling or satisfying. I went back to what I had done before and what I was good at.”

“I am now a junior in CM and plugging along.”

Freswick will graduate from the UAA Construction Management program in May and has a project manager job already lined up with Cats Eye Excavating. “I worked with him in a previous job (Fernum Equipment) in sales and rentals,” Freswick said. He was joined at the reception by his wife, Allison, and their 20-month-old daughter, Solana.

Freswick said the scholarship money will go toward tuition and school loans.
“The wonderful thing is everything that Stan Smith and AGC do,” he said. “I wouldn’t be here if not for their support. You won’t find another industry that is this supportive.”

Scholarship checks were presented by Bec Smith, Ron Smith, Shannon Bridwell, Galena Fechik and Mike Harne on behalf of the Stan Smith Memorial Foundation, which funds the scholarships primarily through its annual fishing tournament. The foundation was created to honor the legacy of Stan Smith, Bec’s late husband and Ron’s brother. Stan Smith, who died in 2008, was a longtime supporter of the construction industry and the community and devoted his time to helping others pursue their dreams.

As a past director of the AGC of Alaska, Stan Smith worked with AGC to promote and improve the construction industry in Alaska. Through generous donations and support, the foundation is able to help young people entering the construction industry through scholarships and by providing training opportunities.

Ron Smith expressed appreciation for the support from scholarship sponsors, the industry and individuals who have given generously to the charitable foundation.

“My brother Stan gave selflessly to support young people in the construction industry, people getting into the apprenticeship program and the construction management program at UAA,” Ron Smith said.

Bec Smith said the funds raised by the auction on the Kenai, “where Ron opens up his place for the big fishing tournament,” make these scholarships possible. “We try to pay it forward to individuals entering the field so we can keep Alaska strong.”

Suzanne McCarthy, director of the Alaska Laborers Training School, said she was grateful for the foundation’s support of an emerging workforce.

“The Alaska Laborers Training School would like to specifically thank the Smith Foundation Scholarship committee for their support of those young people entering the construction industry. It is critical that they are supported, trained and mentored to a level of excellence.

“The support that this scholarship provides helps to remove barriers as skills are being developed,” McCarthy added. “This direct support helps the apprentice make it through those early, sometimes challenging, experiences and indirectly helps the contractors by assisting the apprentices with tools necessary for success.”

Sharon Stockard is managing editor of The Alaska Contractor.
Some things seem simple at first but end up creating more havoc than you expected,” reflected Grant Hendrickson, president of Axys LLC, formerly Wirtanen Commercial LLC. He was referring to their recent name change: In 2013, when Wirtanen Inc. split its commercial and residential divisions into two separate companies, the similarity of the company names “triggered some confusion” among suppliers and clients.

So in January 2016, the commercial company rebranded itself as Axys LLC. “We’re a year into the name change, and while the name is different, the project owners we continue to work with know we still bring the same experience, the same equipment and the same reputation,” Hendrickson said.

Axys’ seasoned crews specialize in turnkey project management; wood and steel framing; exterior finishes; concrete foundations, slabs and piers; structural steel erection; metal siding and roofing; and tenant improvements. With Hendrickson as the majority owner and his brother, Larry, and Steven Wirtanen as minority partners, Axys launched itself onto the scene in spring of 2010 with its first large commercial project — a Snow Removal Building (SREB) for the Alaska Department of Transportation & Public Facilities located in Fort Yukon.

First impressions

Constructed under a subcontract to Cruz Construction Inc. as a part of an airport upgrade project, the Fort Yukon SREB cemented Axys as a company that performs beyond expectations when Hendrickson's crew completed work nearly four weeks ahead of schedule.

“We were thoroughly impressed with their planning and execution,” said Jeff D. Miller, general manager at Cruz Construction. “Critical to all remote Alaskan work is a sound understanding of the phases and tasks at hand to complete a project. Wirtanen possesses all of these quintessential skills, and they top it all off with excellent owner and prime contractor relations.”

Because Axys self-performed most aspects of the project (while subcontracting the specialty trades), Hendrickson was able to handpick the team that worked on the SREB and was himself on site for the construction — details he believes contributed to the efficient completion of the project.

Hendrickson said some of the challenges he faced at the remote location included “procuring the materials and making sure they were ready for loading onto the barge by the right date, otherwise they’re not getting to Fort Yukon or you’re making other arrangements that come with a significant cost impact.

“This was the first time I experienced the added logistics created by the project location, thus requiring procuring and storing building materials four to six months prior to the actual construction phase,” he said.

All that planning allowed Hendrickson to visualize the project multiple times.

“Double- and triple-checking from the very first step to the last, before I ever got to the site, allowed me to spend very little time wondering what was the next step when we were actually out there working. That was a big part of why we were able to perform so efficiently.”

Fire station upgrade

Success with remote projects such as the Fort Yukon SREB have led to other significant projects, most recently, Axys’ largest project to date: a $4.1 million renovation and addition to the Girdwood Fire Department Station 41, due for completion in May.

Complicating the project was the fire station’s need to remain operational while work was being done.
“That’s been the biggest challenge,” Will Day, Girdwood fire chief, said, “but Axys has been nothing short of spectacular helping us with that.”

The addition of more office space; a dedicated classroom; a larger, updated kitchen; an exercise area; and more bunk rooms will provide much-needed living and learning spaces for the firefighters while increased storage space will allow staff to keep equipment indoors, Day said.

“Unlike in Anchorage, where they can keep the boats at one station, one truck here and one truck there, in Girdwood, we have to keep everything in one spot, and it’s a lot of equipment to store,” Day explained. “Before, we couldn’t keep all our trucks inside; we had to park them outside, exposed to the weather.”

Keeping firetrucks outdoors isn’t a problem during the summer, when Axys was performing work on the station’s existing garages, but as winter approached, Day explained, “We told them, ‘Look, we have to get these trucks inside so their pumps don’t freeze.’ And they were on top of it. They did all the work they needed to do so we could get our trucks back inside by mid-September. They adjusted their schedule to accommodate us, and it’s been just great working with them.”

Building toward the future

Axys quickly built a solid reputation with its turnkey project management style, working with clients such as the state of Alaska, the Kenai Peninsula Borough and the Mat-Su Borough, for which Axys is currently upgrading eight elementary schools.

“We’re strong in project management; we’re strong in design-build,” Hendrickson said. “We’re able to have a lot of input with our design team because they’re in-house, and our expertise in project management means there are very few bumps in the project schedule, the budget and the owner’s happiness with the project.”

An AGC member since 2014, Axys relies upon the AGC seal of approval when selecting subs. “It’s recognition of a level of professionalism that we can trust,” Hendrickson explained. “The ability to reach out through that network is a definite benefit worth the cost of being a member.”

Axys is making a name for itself in that network. The young company — the majority of its employees are 31 or younger — already boasts the experience you’d expect from a much older crew. “We feel like we’re just getting started,” Hendrickson shared. “We have a solid resume, and we intend to be around, building in Alaska, for many years.”

Jamey Bradbury is a freelance writer who lives in Anchorage. Her first novel is forthcoming from William Morrow in early 2018.
Steps contractors can take to ensure indoor air quality

Part two

In part one, which was published in the Winter 2017 issue, we covered planning and hazard assessment. In this column, we cover testing and monitoring, engineering and work-practice controls, and reporting and responding.

Testing and monitoring

Once all the potential hazard sources are identified, a plan of routine monitoring and testing should be developed. This testing is usually accomplished by a highly trained, skilled and qualified person, such as a certified industrial hygienist (CIH), a chemical engineer or a certified hazardous materials manager (CHMM), but some testing and monitoring can be done by site safety staff.

Depending on the hazards identified, testing and monitoring may include:

- Inspecting all interior areas for mold and moisture and ensuring that proper measures are being employed to protect absorbent materials — such as drywall, insulation materials, ceiling tiles and wood structures — from exposure to moisture.
- Duct inspections of the HVAC system to confirm they are clean and dry.
- Thermal imaging photography supplemented by surface moisture meter readings to ensure the properties are dry and free of invisible moisture.
- Screening for airborne mold.
- Surface qualitative and quantitative testing for mold.
- Surface or airborne dust characterization.
- Combustion by-product screening and oxygen level testing.
- Testing for indoor air quality-related volatile organic compounds (TVOC).

Testing and monitoring can be a bit tricky since there are few appropriate standards for indoor air quality (IAQ) in environments. There are industrial standards for permissible exposure limits for certain chemicals used in manufacturing and other workplace settings, but there are no standards for indoor levels of molds. This is partly because of great variability in people’s reactions to mold and also because there is no scientific support for designating a particular mold measurement as “safe” or “unhealthy.”

However, where there are known contaminants or hazards present (such as the use of a direct-fired heater that can cause a decrease in oxygen and an increase in carbon monoxide) testing should be routine. These types of hazards may even lead to the use of air monitors and alarms rather than sampling.

Engineering and work-practice controls

Contractors should use a variety of methods to control hazards. Implementing a hazard control program takes a great deal of communication and planning among all affected stakeholders: owners, designers, project managers, site superintendents and safety staff.

Source removal: Identify a source of contamination and relocate it so that it will not affect the IAQ. For example, do not locate a diesel generator or a roofing kettle near a building air intake.

Source substitution: Identify a material likely to impact the IAQ and select a similar but less toxic substitute. Review the manufacturer specifications and consult with safety professionals. For example, choose latex over oil-based paint, hardwood over pressed wood, water-based over solvent-based adhesives, low formaldehyde-emitting fabrics and continuous-filament carpet.

Source encapsulation: Create a barrier around the source and isolate it from other areas of the building so that there is no recirculation of air from the work area into occupied spaces. This may include physically isolating a section of the building with polyethylene sheeting or other barriers as well as isolating the space from the general ventilation system by blocking return air grilles. Keep doors closed and seal stairwells so they do not act as conduits for contaminants.

Ventilation: Use either dilution ventilation or local exhaust ventilation in conjunction with isolation.
techniques to reduce contaminant levels. Dilution ventilation increases the amount of outside air passing through an area to dilute and flush out low levels of contaminants. If the building ventilation system will be in contact with the work area, consider installing additional filters to keep particulates out of the ductwork.

When strong odors and higher contaminant levels are expected, the area should be encapsulated and placed under negative pressure. This technique isolates the work area from the building ventilation system and uses exhaust fans to directly remove contaminants to the outside. Explosion-proof fans must be used when there are flammable chemicals in the work area. Positively pressurizing nonwork areas and running ventilation systems overnight will minimize contaminant migration into occupied spaces.

**Scheduling:** It may be possible to minimize worker or occupant exposure to those contaminants by carefully scheduling the work during periods of low occupancy such as holidays, evenings and weekends. In addition, allow for a “flush out” period of ventilation before reoccupying the work area. It is recommended that the area be flushed out with maximum outside air at normal temperatures for 72 hours before re-occupancy. Increased ventilation may also be warranted for two weeks to two months post-occupancy to remove low level off-gassing.

Good housekeeping practices will go a long way toward containing dusts and construction debris and allowing building occupants to feel confident that the project is well-managed. Consider using a HEPA-filtered vacuum cleaner to minimize recirculation of contaminants. Suppress dust with wet methods. Quickly clean up spilled materials. Protect porous materials such as insulation from exposure to moisture and contaminants.

For all construction and renovation dusts, a plan to minimize exposure should be implemented. Appropriate containment should be in place to prevent disbursement into occupied areas.

ASHRAE Standard 62.1 provides guidance for construction in occupied buildings where the work entails sanding, cutting, grinding or generating significant amounts of airborne particles or procedures that can generate significant amounts of gaseous contaminants. Work practices may include mitigating the introduction of contaminants to occupied areas, including sealing the work area with temporary walls or sheathing, air-exhausting or pressurization.

**Reporting and responding to complaints**

If workers suspect their health problems are caused by construction and renovation exposures in their work areas, they should report concerns immediately to supervisors or the people responsible for building maintenance.

Owners and managers should have a plan in place for responding to IAQ complaints.

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This plan should include:

- Develop a plan describing anticipated work activities and their location, associated source contaminants and areas potentially affected.
- Immediate and appropriately respond to worker complaints.
- Establish clear procedures for recording and responding to IAQ complaints to ensure an adequate and timely response.
- Identify appropriate resources for response.
- Provide feedback to owners, workers and other stakeholders on response actions.
- Follow up to ensure that remedial action has been effective.
- Identify all key personnel who are responsible for addressing construction or renovation-related activities and airborne contaminant control.
- Assure that construction and renovation workers are equipped with necessary personal protection equipment such as N95 (or contaminant-specific) respirators, gloves and eyewear.
- Schedule construction or renovation work during periods of low building occupancy or when occupants are not in the building.
- Isolate construction work areas from occupied areas using appropriate containment barriers.

**Resources**


Centers for Disease Control and Prevention — Construction Safety and Health Indoor Air Quality (www.cdc.gov/niosh/topics/indoorenv/constructionieq.html), and Indoor Air Quality (www.cdc.gov/niosh/topics/indoorenv/chemicalsodors.html)

The Engagement Effect, a division of Ross Performance Group LLC, offers solutions in organizational results, safety and health, leadership, talent management and culture change. Learn more at www.theengagementeffect.com or email the author at chris@theengagementeffect.com.
WHAT TO DO IN CASE OF A
PIPELINE-RELATED EMERGENCY

The Trans Alaska Pipeline System (TAPS) was designed and constructed to the highest standards to safely transport crude oil from the North Slope to Valdez; however, emergencies may still occur. TAPS consists of an 804-mile 40" of pipeline, 24-mile 20" 10" fuel gas pipeline from Pump Station 1 to Pump Station 4, the Valdez Marine Terminal and other related facilities.

RECOGNIZING A LEAK
If you are near one of the pipelines during an emergency, you may detect an oil or natural gas leak by:

SMELL: Odors similar to fuel or gasoline. Natural gas leaks may be detected by a pungent, rotten egg or sulfur odor.

VISION: A cloud of dark liquid or gaseous vapors near the pipeline may indicate a possible leak. A dense white cloud or fog and flames may indicate a natural gas leak.

SOUND: An unusual noise, hissing or rumbling sound may be a sign of a leak.

IF A LEAK OCCURS

• Do not approach the spill, flare or vapor cloud.
• Stop the flow immediately.
• Do not touch leaking liquids or immerse leaking gases.
• Do not exert any kind of light, smoke an engine, switch on or use a camera flash or cellular telephone. These actions may ignite the leaked or spilled substances.
• Warn others nearby of the possibility of a pipeline violation.
• Provide your name, location, description of the leak or source leak and information on how you can be contacted.

From a safe location, call Alyeska Pipeline Service Company 911 or 907-346-4000. You may also contact 911 or other local emergency response services.

EXCAVATING & INSTALLATIONS NEAR THE PIPELINE
CALL 811 BEFORE YOU DIG. Some portions of the Trans-Alaska pipeline and the local gas line are buried. Excavation and installation-related activities are prohibited along all portions of the pipeline right-of-way, unless prior authorization from Alaska Pipeline Service Company has been received. Alyeska’s Damage Prevention Program was designed to reduce and eliminate excavation and installation related incidents.

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alaskanecao.org
When staff or volunteers from the American Red Cross of Alaska need to get somewhere fast, Ravn Alaska comes to their rescue.

The Alaska owned-and-operated transportation company has, for nearly a decade, provided transportation services to the Red Cross of Alaska. That could mean flying staff and volunteers to a remote community to respond to an emergency, or it could mean delivering pallets of bottled water and ready-to-eat meals to a village hit by a disaster.

The partnership is about more than transportation, however. Ravn Alaska employees regularly volunteer time with the Alaska chapter of the American Red Cross. That could mean flying staff and volunteers to a remote community to respond to an emergency, or it could mean delivering pallets of bottled water and ready-to-eat meals to a village hit by a disaster.

The partnership is about more than transportation, however. Ravn Alaska employees regularly volunteer time with the Alaska chapter of the American Red Cross. In January, several Ravn Alaska employees volunteered during the Martin Luther King Jr. Day of Service, going door to door in an Anchorage neighborhood, checking that smoke alarms were working and installing new ones where needed. Ravn Connect President Jim Hickerson also serves on the Red Cross board of directors.

Ravn Connect is a division of the Ravn Alaska family that serves the scheduled passenger, cargo and charter needs of many smaller communities throughout Alaska, connecting them with mainline routes that serve larger hubs within the state such as Fairbanks and Anchorage.

"With Ravn, you just know that they will show up with their sleeves rolled up, hearts open and ready to help those in need," said Lisa Miller, Red Cross of Alaska regional communications director.

**Responsible for a truly statewide reach**

American Red Cross of Alaska chief executive officer Tanguy Libbrecht said the partnership with Ravn Alaska is key to his organization’s ability to respond to disasters statewide.

The Red Cross office in Kodiak, he said, is thriving today — despite being run solely by volunteers — thanks largely to Ravn Alaska’s help.

"The way for me to grow that base is by having staff here go down once a month to work with volunteers," Libbrecht said.

An employee from the Anchorage office takes a Ravn Alaska flight monthly to check in with volunteers in Kodiak to help provide training and any other support. Thanks to the monthly check-ins, the volunteer base has grown to nearly a dozen volunteers, Libbrecht said.

Last year, when a fire consumed a home and killed a resident in Kwethluk, Libbrecht said that the Red Cross contacted leaders in the village and asked if it could come install fire alarms in homes there, as well as...
teach schoolchildren about fire safety. A team from Red Cross flew to the village and had an install day. Another install day was held in nearby Bethel, he said, and elsewhere throughout the state.

Volunteers even responded to remote Savoonga to help after hurricane-force winds damaged about 30 homes near the end of 2016. They helped the community with disaster-preparedness, installed smoke alarms and spoke to schoolchildren about having a disaster-preparedness kit in their homes.

“We are often the first ones on the scene because of our ability to go through Ravn,” Libbrecht said. “They are really valuable.

“Because of our association with Ravn Alaska, we are able to have a statewide impact.”

Through donated transportation and volunteer help, Ravn Alaska helped American Red Cross of Alaska install more than 1,400 smoke alarms across the state in 2016. This year, Libbrecht said, the organization hopes to install 2,400.

**Partnering means safer communities**

Michael Wien, Ravn Alaska’s vice president of marketing, sales and public relations, said that Ravn Alaska sees the partnership as beneficial to both the communities it serves and the airline.

“A healthy airline needs a healthy community,” Wien said. “We encourage safety as an airline, and we want to give back. We can’t always commit to (helping) everyone, but it is a part of our business model, and we take it very seriously.”

Wien said the breadth of services Red Cross provides makes it an ideal partner for Ravn Alaska.

“Whether it be counseling, emergency services or preventative planning and safety, we walk hand in hand in so many ways,” he said.

Ravn Alaska helps a number of other organizations as well — charitable giving is evaluated both on a corporate level at the Anchorage headquarters and at the local level by station managers in the more than 100 communities across the state that Ravn Alaska serves. The company assists where it makes sense and if it falls within its budget for giving.

Ravn Alaska has nearly 900 employees, from mechanics, flight crew, baggage handlers and administrators to customer service agents, flight attendants and pilots, Wien said. Everyone who works at the company is encouraged to volunteer in the communities in which they live.

“We’re very supportive of numerous charitable organizations around the state,” he said.

“It’s important to the state, and we give back as much as we can,” Wien said.

Rindi White is a freelance writer who lives in Palmer.
The AGC Spring Train Ride Returns... April 22, 2017

And we’re going South! Come enjoy the view and network before the busy summer season starts.

Join the AGC Associates Council on Saturday, April 22, 2017, for a 4-hour train ride south toward Girdwood. The train leaves Anchorage promptly at noon. (Boarding starts at 11:30 a.m.) We will have activities onboard including casino and networking games.

Bring a guest and enjoy the view, network with your fellow AGC members and bid on silent auction gift baskets before the busy summer season starts.

Tickets are only $75 per person (includes food, beverages, beer and wine).

Must be 21 to attend - Photo I.D. required

The Associates Council encourages you to put together a Gift Basket for the Silent Auction.

Sponsorship Opportunities

[ ] Full Train Car Sponsor $1,000 (includes 4 tickets)  [ ] 1/2 Car Sponsor $500 (includes 2 tickets)

[ ] $250 Food & Beverage Sponsor  [ ] Donate A Basket

Registration

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Phone #: ___________________________ Invoice me (members only) _______ VISA _____ M/C _______

Card Number: ___________________________ Expiration Date: ________ 3-Digit Security Code _______

Card Holder’s Signature: ___________________________ Email: ___________________________

Number of tickets: ____________ $75 per attendee. (Please plan to send us the names of your attendees by April 20 as we are required to provide the AKRR a full list of attendees prior to the event. Substitutions are allowed.) Visit the AGC of Alaska website to register online.

Make check payable to: AGC of Alaska - Mail to: AGC, 8005 Schoon Street, Anchorage, Alaska 99518

Or use credit card and Fax to: 907-562-6118. Email Kimberley@agcak.org for more information.

Please plan to have your gift baskets to AGC by April 20 or call the AGC office at 907-561-5354 to have your basket picked up by an Associates Council member.
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In a hurry to start excavating but don’t want to stop to call for utility line locates? Wait!

With construction season around the corner, utility companies and agencies are working to get the word out to excavators to call the 8-1-1 Alaska Digline before starting to dig.

Alaska has one of the highest rates of damage to underground utility lines from excavation, in fact, three times the national average for damage to natural gas lines, according to Lindsay Hobson, communications manager for Enstar Natural Gas Co.

Enstar Natural Gas Co., which serves more than 141,000 customers in Southcentral Alaska, wants to reduce that rate by raising awareness of the dangers of not requesting locates before digging and showing excavators how to dig safely around gas lines.

“Calling for locates before digging is not only a safety issue, it’s the law,” said Alicia Martinez, Enstar’s safety supervisor.

The Alaska Underground Utility Facilities Damage Prevention Act of 1998 requires that contractors and homeowners request a locate before starting to dig. In Alaska, it’s as simple as dialing 8-1-1, also known as Alaska Digline.

“Alaska Digline is the communication hub between excavators and buried facility owners,” said Louise Frost, president of Alaska Digline Inc.

Excavators need to call Alaska Digline two days before digging to allow each underground utility company time to schedule and complete the locates. That includes electric, water, sewer and communications as well as natural gas and hazardous liquids such as crude oil, gasoline and diesel. Once a location has been marked for underground facilities, those marks are valid for two weeks. After that time, excavators must request a re-locate for the area.

“Alaska Digline received 33,037 notices of excavation (tickets) last year resulting in 163,000 possible utility conflict notices sent to member utilities,” Frost said. That means that for every ticket taken, about five utility companies could be notified to mark their buried facilities.

“They provide this service free to the general public to help protect the general public,” Frost said.

So why is Alaska’s hit rate so high? Rusty Allen, compliance engineer for Enstar, speculates that one reason might be miscommunication.

“It appears everyone always thinks the project manager called, and the project manager thinks it’s the guy in the field,” he said.

In 2016, contractors were responsible for 81 percent of damages to underground gas lines, Allen said. To reduce those numbers, Enstar is focusing this year on getting pre-dig information to the person handling the excavator.

“That’s who, in the end, is the one who makes that decision to dig or not to dig, checks that there is yellow paint, and if not, he or she can stop the work and say, ‘We can’t do this.’ So with that in mind, we are working with the IBEW apprenticeship program, we’re looking at the Local 302 and are targeting the different training centers and the different organizations that can get the word to the person who is actually on the ground performing the excavation,” Martinez said.

Excavators are the solution, not the problem

In addition to the cost and disruption of services when lines are severed, there is also a public safety issue.

“And that’s what we’re trying to focus on,” Allen said. “We don’t want to go out and charge these guys an absurd amount of money to repair these lines because then they just won’t call us at all.

“We’re trying to have a good working relationship with everybody, and over the last year we really pushed to go out and speak to some of these contractors, talk to them about using 8-1-1 call system, how to excavate around our lines, what happens when
you do touch our lines and in a worse case of a ruptured line, what do you do? Those guys are the solution, not the problem.”

Ens star has a goal of reducing the incidence of damaged lines by 10 percent per year, Martinez said. “Of course we want zero, but we also recognize that it might take some time, so we set our own goals,” she said.

Each year, Enstar is required to report its damaged line statistics to the U.S. Department of Transportation’s Pipeline and Hazardous Materials Safety Administration (PHMSA).

“We have pretty exact data each year, and that gives us measurement to track our success each year in terms of reducing that number,” Hobson said.

Enforcing the one-call requirement
Repairing damaged lines is expensive. By law, utility companies can charge the company doing the excavation three times the cost of repairs.

“That’s a balance we have to strike,” Hobson said. “We want to not be necessarily punitive to the point it’s an inhibitor for people to call, but we do want to provide a disincentive for people who dig without locates.”

Enstar rarely charges triple damages, choosing instead to charge the company’s cost of repairs, Hobson said. “But that is an option at our disposal should something rise to that level,” she said.

Because the federal government finds Alaska one of seven states without an adequate one-call enforcement program, PHMSA assumed that role effective January 2016, according to Dave Mulligan, DOT community liaison.

Excavators who fail to comply with the one-call requirement may be subject to civil penalties of up to $205,638 for each violation for each day the violation continues, with a maximum civil penalty of about $2 million.

Enstar uses a proactive safety approach by issuing 8-1-1 commercials, gas meter stickers, banners and direct mailings emphasizing safe excavation requirements to contractors. Enstar is also co-sponsoring a Safe Digging Conference from 7:30 to 10 a.m. April 12 at the Embassy Suites in Anchorage. Admission is free and includes a buffet breakfast.

Martinez said the support of AGC of Alaska has been phenomenal. “We’ve done Lunch and Learns with them,” she said. “They have asked us, and we are honored, to be part of their safety committee. So there are lots of opportunities, and they have certainly opened the doors for us to collaborate with them.”

Nancy Erickson is a freelance writer who lives in Moose Pass.
Change is eminent:

Recent ruling represents major shift in Alaska condemnation law

A recent decision by the Alaska Supreme Court on the subject of eminent domain could have important implications for Alaska businesses. In “State of Alaska, Department of Transportation and Public Facilities v. Alaska Laser Wash, Inc.," the court ruled that a business owner whose business had been condemned by the state government would not be compensated for many of the resulting damages (including lost profits) because the business could feasibly have relocated. The ruling represents a significant shift in Alaska condemnation law.

Like the federal government, the Alaska state government has the power of eminent domain, meaning it can appropriate private property when necessary to serve the public interest. However, Article 1, Section 18 of the Alaska constitution (the “Takings Clause”) specifically provides that such private property “shall not be taken or damaged for public use without just compensation.” While federal law also entitles the owners of seized property to “just compensation,” Alaska courts have historically interpreted the Alaska Takings Clause more liberally, finding that the inclusion of the term “damage” affords broader protections to property owners.

If the owner of seized property feels the state government has failed to follow the proper eminent domain procedures, or failed to fully compensate for lost property, the owner may file a so-called “inverse condemnation” lawsuit. Where the property owner is a business, such a lawsuit may allow the business to recover certain “special damages.” Special damages are losses beyond the value of the property itself, such as profits the condemned property was reasonably certain to generate. To recover these special damages, a business owner must show with reasonable certainty that a specific amount of loss resulted directly from a specific government appropriation. How a property owner should demonstrate this connection was the central issue of the “Alaska Laser Wash” case.

The case involved a successful car wash business located on a busy road in Anchorage. The site was particularly well suited for a car wash, as the property was highly visible and accessible to heavy commuter traffic traveling in both directions. The location was also close to several businesses, military bases and car dealerships. The Alaska state government (the “State”) chose to acquire the property as part of the Glenn Highway improvement project. The car wash’s owner claimed this announcement had a “profound and dramatic effect” on the business, causing the car wash to abandon its expansion plans, eliminate its marketing director and lose sales, market share and profitability. The State later acquired the property for $5.36 million.

During the acquisition process, the owner participated in a state relocation assistance program for the owners of condemned properties. The owner found several available sites that were correctly zoned for a new car wash, including a site on the same road as the condemned property. While he expressed confidence that a car wash would prosper at these locations, the owner ultimately chose not to relocate. He argued there was no single location as favorable as the condemned property, and that it would be too expensive to build multiple replacement locations. Instead, the owner sold the car wash business altogether. The new owners built a car wash at the available site on the same road as the condemned property, as well as on three other sites that the former owner had considered.

After the sale of the car wash business, the former owner brought an inverse condemnation action against the State for “business interruption and uncompensated losses and damages, including, but not limited to, temporary lost profits, lost business profits, lost business opportunities and value, lost goodwill, lost going concern value and other consequential and incidental damages.” The thrust of this argument was that, in addition to the value of the car wash property itself, the owner deserved compensation for losing the reputation and customer base associated with that specific location.

While both parties agreed that the former owner’s claims constituted “special damages” only recoverable if they resulted directly from the State’s taking, the parties disagreed on how this should be demonstrated. The State argued that the former owner could only recover special damages if he proved that relocating the car...
wash was not feasible. According to the State, if a business owner could possibly have relocated the business, then the state’s condemnation of the property did not directly cause the special damages. The fact that the owner could have relocated and retained these intangible assets but chose not to meant that the loss of those assets resulted from the business owner’s choice, not the original condemnation.

In response, the former owner argued that the question was not whether it was “feasible” to relocate, but whether it would have been “reasonable” to do so. Alaska law requires parties to minimize (or “mitigate”) any damages they experience, or risk losing the right to recover those damages from others. The former owner claimed that it was not reasonable under the circumstances for him to relocate the car wash, even if it would have been possible, and thus he was still entitled to damages.

The court agreed with the State that feasibility, rather than reasonableness, was the correct standard. Accordingly, it is now Alaska law that a business owner may recover special business damages when the State condemns his or her business only if it is not feasible for the business to relocate.

This represents a new and potentially damaging development for Alaska business owners. More than any other asset, a physical location is often what a business is fiscally built around. Whether or not a business owns the real property it occupies, the business may develop intangible assets intimately tied to a particular location. Now the special damages that would capture this loss will be unavailable if relocation was at all possible, even if doing so would be a poor business decision. This could potentially put a profitable business in the unenviable position of both losing its real property and being forced to reopen at a worse location or else risk losing access to any special damages whosoever.

If the state government follows the proper procedures, business or property owners are unlikely to
prevent condemnation proceedings once they begin. Thus, owners must always be aware that the possibility of condemnation exists and must understand the factors that could prevent full recovery for the resulting damages.

This column provides information about the law designed to help users safely cope with their own legal needs. But legal information is not the same as legal advice — the application of law to an individual’s specific circumstances.

Although we go to great lengths to make sure our information is accurate and useful, we recommend you consult a lawyer if you want professional assurance that our information, and your interpretation of it, is appropriate to your particular situation.

J. Craig Rusk is a partner and co-managing partner at Oles Morrison, where he understands and skillfully navigates the legal and business challenges owners, general contractors, specialty subcontractors and international engineering firms face when involved in complex commercial enterprises. Working with private and government general contractors along the West Coast from Alaska to Mexico, Craig assists clients with structuring contracts and proactively identifying risks on the front end of projects, managing issues that arise throughout and ensuring that his client’s contracts are promptly enforced at the conclusion of a project.

Daniel Radthorne is an attorney in Oles Morrison Rinker Baker’s Seattle office. Daniel’s practice focuses on construction law, commercial litigation and government procurement. Prior to joining Oles Morrison as a summer associate, Daniel served as a criminal enforcement intern for the Transportation Security Administration’s Office of the Chief Counsel, where he investigated cutting-edge issues in privacy law and criminal procedure. His projects included a primer on jurisdictional variation in weapons classification which was disseminated to every TSA Field Counsel attorney in the United States.
AGC of Alaska celebrates the success of its second annual AGC Dinner & Casino Night in February, when it headed to Hollywood for high-rolling action and a star-studded evening. The event featured a scrumptious dinner; casino games; top-notch dealers; special guest entertainer Joseph Princiotta, a body language expert; and a dirty martini bar. The room was packed to capacity, and at the end of the night, a cheer went up, “Best party ever!” A sure sign of a successful evening.

Highlights:

• 16 officers and directors attended as dealers, entertainers or bartenders.
• New item was the popular “Dirty Martini Bar.”
• Brisket and pork and all the sides were served.
• Fun was had by all, something for everyone of all ages (if you were over 21).
• Mark your calendars for the 2018 Dinner & Casino Night, Friday, Feb. 16.

Special thanks to the 16 AGC officers and directors who attended and helped make the event a great evening. They are Chris Reilly, Rod Rodriguez, Jim St. George, Aaron Bartel, Derek Betts, Kirk Currey, Jason Davis, Jenith Flynn, Robby Capps, Saigen Harris, Michelle Holland, Eryn Jones, Gary Klebs, Brian Midyett, Roxanna Horschel and George Tuckness.
CONGRATULATIONS TO OUR WINNERS:

1st Place: First National Bank Alaska
Pam Wentz, John Wentz, Tom Pluma, Michael Lee and Don Koerner

2nd Place: Chevrolet Buick Gmc of Fairbanks
Henry Ching Jr., Jim Foster, Alvin Favor, Al Bell and Henry Ching III

3rd Place: American Fast Freight
Jean Pluma, Jose Pluma, Adam McGee, Marcus Newell and Joe Hall

This AGC FUNdraiser helps provide scholarships and supports education advancement programs for the next generation of the Construction Industry for all of Alaska!
**2017 TEAMS**

American Fast Freight
Brice Inc.
Chevrolet Buick GMC of Fairbanks
Construction Machinery Industrial LLC
Denali Mechanical Inc.
Equipment Source Inc.
Everts Air Cargo
Exclusive Paving/University RediMix
Fairbanks Block & Building Materials
First National Bank Alaska
Frontier Supply Co.
GHEMM Company Inc.
Great Northwest Inc.
Insurance Brokers of Alaska
Interior Alaska Roofing Inc.
Keller Supply Co.
Kenneth A. Murray Insurance Inc.
Knik Construction Mechanical Contractors of Fairbanks
PDC Engineers Inc.
Rain Proof Roofing
Samson True Value Hardware
Sourdough Express
Spenard Builders Supply

**GRAND PRIZE WINNERS & DONORS:**

$300 gift certificate for Keystone Legacy Stone or Garden Wall
*Donated by Fairbanks Block & Building Materials Inc.*
*Winner: Sara Sbragia, Exclusive Paving*

$300 gift certificate to Spenard Builders Supply
*Donated by Denali Mechanical*
*Winner: Adam McGee, American Fast Freight*

$300 Dewalt Cordless Drill Kit
*Donated by Alaska Industrial Hardware Inc.*
*Winner: Sade Debbaut, Sourdough Express*

**50/50 Raffle**: $450!
*Winner: Robyn Raker, Frontier Supply Co.*

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Everts Air Cargo
Chevrolet Buick GMC of Fairbanks
Wedgewood Resort
Lynden Transport Inc.

**VOLUNTEERS**

Kelly Lawson, American Health & Safety LLC
Stephanie and Rachel Clymer, Alaska Digital Printing Inc.
Catherine Estus, Knik Construction
Elliot Anderson, AGC Student Chapter
Danny Smith, AGC Student Chapter
Myra Cedeno, AGC Student Chapter
Nick Marcello, AGC Student Chapter
Isaac Ladines, AGC Student Chapter

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**Best Dressed, Kenneth A. Murray Insurance Inc. and Umialik Insurance Co.:**
*Back row: Ben Plumley, Ken Murray and John Binkley*
*Front row: Connie Plumley, Leslie Binkley and Susan Bohart*

**Best Baby:** Owen Trivette, Brice Inc.

Special thanks to Kelly Lawson of American Health & Safety LLC, an amazing volunteer who sold $900 in 50/50 raffle tickets. (Pictured: Kelly Lawson, American Health & Safety LLC, with Thea Scalise of AGC of Alaska)

Many thanks to all the sponsors, bowlers, volunteers, students and friends who came out to offer their support of this important AGC fundraiser!
30th Annual AGC Anchorage Invitational Golf Scramble

THURSDAY: Pre-tournament reception, June 15, 5 p.m., AGC Anchorage Office  FRIDAY: Moose Run Golf Course, June 16 - 7 a.m. Check-in and 8 a.m. Shotgun Start

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_____ CC Zip: _______  SIGNATURE: __________________________

ENTRY: Please complete the form and return to AGC of Alaska. The $175 entry fee includes golf cart, greens fees, prizes (including an opportunity to win a complete set (3 through PW) of custom-fitted irons) and refreshments. All entries are on a first-come basis.

MAIL TO: AGC of Alaska – 8005 Schoon Street Anchorage, AK 99518 or FAX to (907) 562-6118. Find a registration form online at http://www.ageak.org
Seventeen AGC of Alaska members and staff traveled to Juneau for the annual Legislative Fly-In Jan. 31-Feb. 1. Members met with 36 legislators and Gov. Bill Walker’s team to share AGC’s message of the need for the Alaska Legislature to develop a sustainable fiscal plan to move the state forward.

AGC’s priorities call for a fiscal plan that is fair and does not bring an undue burden to any one group — calling on all Alaskans to share in the solution.

AGC believes that it will take a combination of spending cuts, revenue measures and use of Permanent Fund earnings to provide the basis of a sustainable fiscal plan for Alaska. The Legislature must make measured cuts in government spending and implement a responsible revenue strategy in this legislative session to maintain the optimistic, pioneering spirit that has developed the state and that will provide economic opportunity for future generations.

These actions, combined with a phased implementation strategy and the use of Permanent Fund earnings, will provide the basis for a sustainable fiscal plan for Alaska. AGC is committed to future development and prosperity for all Alaskans.

The construction industry — Alaska’s third largest industry — is vital to the success and stability of the state’s economy. Construction pays the second highest wages in the state and employs nearly 16,000 workers with a payroll of over $1 billion. The construction industry contributes nearly $7 billion to Alaska’s economy annually. The entire AGC membership has a vested interest in the economic strength of our state.
Cornerstone General Contractors Inc. successfully performed pre-construction services and completed follow-on construction for renovations/additions of Career and Technical Education spaces at West High School and Romig Middle School. Work included demolition, renovation and new construction. At West, the existing “Cove” structure was demolished to construct a 28,000-square-foot, two-story addition with 12 classrooms for digital media, health sciences and process technologies. At Romig, an existing corridor used to access the West/Romig library was repurposed, with an 8,000-square-foot, one-story addition of three classrooms for shop, business management and consumer sciences. Both schools remained operational throughout the construction period.
AGC of Alaska congratulates all nine winners of the 2016 Excellence in Construction Awards. Five of the winning projects were featured in the Winter 2017 issue and are listed below. The celebration continues as the remaining four projects are featured in this issue.

**Award:** Meeting the Challenge of a Job, Over $15 million Vertical Construction  
**Contractor:** UNIT COMPANY  
**Project:** Koligane K-12 School

**Award:** Meeting the Challenge of a Job, Over $15 million Transportation, Marine, Heavy, Earthmoving  
**Contractor:** Turnagain Marine Construction  
**Project:** Hoonah Berthing Facility

**Award:** Meeting the Challenge of a Job, Under $5 million Transportation, Marine, Heavy, Earthmoving  
**Contractor:** QAP  
**Project:** Arctic Boulevard Improvements Phase III

**Award:** Excellence in Construction for a Specialty Contractor: Vertical Construction  
**Contractor:** Rain Proof Roofing  
**Project:** Shemya Hangar 6

**Award:** Sustainability in Construction  
**Contractor:** Davis Constructors & Engineers Inc.  
**Project:** Kings Landing at Ship Creek Phase 2

Do you or your company have professional photos to share on recent AGC member construction projects in Alaska? Send us your TAKING PRIDE photos, along with a brief description of the project and photo credits. Mail all photo submissions or drop them off at:

AGC of Alaska  
8005 Schoon Street  
Anchorage, AK 99518-3045

If you prefer email:  
Contractor@agcak.org
Excellence in Construction for a Specialty Contractor: 
Transportation, Marine, Heavy, Earthmoving
Contractor: DAMA Industrial LLC
Project: Village of Wainwright Emergency Tank Foundation Repair

DAMA Industrial completed repairs to the undermined tank foundation. This is the raw water storage tank for the village of Wainwright. It is designed to hold 1 million gallons of water for storage, allowing village residents to have sufficient water to make it through the long, brutal arctic winter. This project had an exceptionally short working period and was equally technically challenging and critical. DAMA provided an innovative solution in product recommendation, logistics and installation methods to complete all work on time and within budget.
Meeting the Challenge of a Job, Under $5 million
Vertical Construction
Contractor: Ahtna Environmental Inc.
Project: Cordova Housing Siding and Interior Renovations

The 5-year-old U.S. Coast Guard family housing units in Cordova experienced significant water leaks that ruined floors and walls. Ahtna Environmental Inc. performed work to restore and improve all 13 family housing duplex units. Phase one of the project revealed that over 25 percent of the duplex superstructure was rotted through to the sheetrock with significant impact to structural components. In collaboration with the Coast Guard, design improvements were made to the siding system to protect housing in an area that experiences on average 206 days of precipitation a year against future water intrusion.
Meeting the Challenge of a Job, Between $5 million and $15 million Transportation, Marine, Heavy, Earthmoving

Contractor: Granite Construction Co.
Project: Seward Highway: MP 99-100 Improvements

The Seward Highway MP 99-100 improvements project was a technical, high-risk job that demonstrates Granite’s commitment to delivering quality projects. From start to finish, Granite’s crews met the challenge of a difficult job. Lane shifts were used to keep traffic flowing through the project. Sound drilling and blasting techniques produced a safe and stable 90-foot-high wall. Twelve culvert crossings were replaced during the night shift to reduce impacts to traffic. The project paving achieved the maximum gradation, joint density and smoothness bonus.
Delta Leasing acquires North Slope assets of MagTec Alaska

Delta Leasing LLC, an Anchorage-based oil and gas support services company, has purchased substantial North Slope assets of MagTec Alaska. MagTec is a Kenai-based equipment and vehicle leasing firm that has been a major supplier to North Slope operators.

As part of the MagTec asset acquisition, Delta Leasing takes ownership of 350 equipment assets of MagTec, an 8,000-square-foot Prudhoe Bay shop facility and the current MagTec customer leases on the equipment.

“This acquisition enables Delta Leasing to expand our product lines of construction and oilfield support equipment to better serve companies operating on the North Slope” said Rudi von Imhof, president of Delta Leasing.

A 100 percent Alaska-owned business, Delta Leasing has operations in Anchorage and Prudhoe Bay.

Landye Bennett Blumstein adds associate attorney

The law firm of Landye Bennett Blumstein LLP announces that Andrew B. Erickson has joined the firm’s Anchorage office as an associate attorney.

Erickson will focus his practice on Alaska Native law, litigation and bankruptcy. He received a Bachelor of Arts from the University of Montana, a Master of Science in environmental policy from the University of Oxford and a Juris Doctor from Lewis & Clark Law School.

He is a 2007 Harry S. Truman Scholar. Erickson has been an active participant in Alaska and environmental affairs. He recently served as the state’s representative for Defenders of Wildlife and was an independent consultant for organizations such as the Center for Biological Diversity, Cook Inletkeeper and Greater Southeast Alaska Conservation Community. Erickson is a former Law Clerk for the Alaska Supreme Court and worked as Miles Conservation Fellow in the office of U.S. Senator Max Baucus.

Landye Bennett Blumstein LLP provides legal services to clients throughout the Pacific Northwest, including Alaska Native corporations, public and private corporations, real estate developers, homeowner associations, municipalities, nonprofit groups and individuals.

UAA Construction Management team takes first place

University of Alaska Anchorage construction management students took first place honors in the heavy civil category at the Associated Schools of Construction competition in February in Sparks, Nevada.

“Despite the small size of our program and minimal direct-school funding, we have bested many of the largest and most successful construction management programs in the country,” said heavy civil team captain Chase Swalling. “We credit our success, in large part, to the local support of AGC and the construction Industry.”

UAA’s commercial team placed fourth in the competition — the most prestigious event for construction management students in the country. Each February, ASC hosts the grueling three-day competition in which student teams of six must respond to a request for proposal in categories such as heavy civil, commercial, mixed use and design build. Proposals are real multimillion-dollar projects that have recently been built.

UAA beat 12 other teams in the heavy civil category. UAA assistant professor of construction management and faculty coach Don Tipton emphasized that the competition is fierce and often very close. “Last year, Colorado State squeezed us out for first place in heavy civil by just an eighth of a point,” he said.


All UAA team members, back row, from left: Kyle DeHart, David Freswick, Lander Simmers, Randy Adams, Josh Plumb, Ryan Honea, Daniel Hansen and Greg D-Atri. Front row from left: Conor Nicoll, Erin Dickson, Gjergj Lena, Tim Sorrenson, Chase Swalling, David Arculeta, Melody Miller and faculty coach Don Tipton.
No need to pay high fees for government contracting registration – free help is available!

The first step in pursuing government contracts is registering in the System for Award Management (SAM), the federal government’s vendor database. Some agencies, such as FEMA, have their own databases as well. Small business contractors may also seek special certifications, such as 8(a), Woman-owned, Veteran-owned and/or HUBZone.

For-profit providers can obtain contact information almost as soon as it is entered and send automated emails with messages like “Your registration is not complete. Contact us immediately,” which can be mistaken for a government notice – and usually at a cost of hundreds of dollars. For those who’d like help with registrations or any other government contracting issue, the Alaska Procurement Technical Assistance Center (PTAC) is here to assist. Contact PTAC before you pay for a service you may not need!

PTAC is a partner program of UAA’s Business Enterprise Institute

www.ptacalaska.org  email: info@ptacalaska.org
Anchorage: (907) 786-7258 Fairbanks: (907) 456-7232

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Bruce Hellenga
bhellenga@beringstraits.com
WHY AGC?


These and many other benefits of AGC membership can be yours whether you are a general contractor, a specialty contractor or you do related work for the construction industry.

Here is what our members say about the reasons to join one of Alaska’s leading associations.

Gary Klebs
Klebs Mechanical Inc.
I believe anyone who is in construction, or is associated with construction, has a responsibility to advocate for the industry — whether it is politics, apprenticeship training, technical training or educating the population. AGC offers a way for individuals through their member companies to become involved and advance its member-driven agenda. AGC also provides a great way to expand individual knowledge through networking with others during the numerous AGC-sponsored events. Why AGC? ... Maybe it’s as simple as this: Being a member will bring a smile to your face.

Jenith Flynn
Davis Constructors & Engineers Inc.
Joining committees and working with the AGC staff allow me to push forward on industry trends and topics that are important to Davis Constructors. AGC of Alaska is our local voice to solve common industry challenges and to bring upcoming issues to the forefront. It allows contractors, subcontractors and vendors to work in collaboration to steer local AGC programming. From local and national legislative issues, to training, research and safety — AGC allows me to have a voice.

Scott Vierra
North Star Equipment Services
We greatly appreciate AGC advocating for our industry, offering apprenticeship programs and educational classes regularly. The annual conference along with their Online Plans truly bring exceptional value to its membership. Monthly networking functions, the membership roster and the AGC app are phenomenal for our industry.

Kiel Beloy
Kiewit Building Group Inc.
As an employee of one of the only remaining founding AGC of Alaska charter members still working in the state, I am proud of our company’s rich history with AGC. The training programs and networking opportunities provide as much value today as they did when AGC of Alaska was formed in 1948. It’s a great way to stay connected to the local industry.
2017 Calendar of Events

Spring Board Meeting
April 13-14 in Fairbanks

Spring Train Ride
April 22 in Anchorage

30th Anniversary Annual Golf Tournament
June 16 in Anchorage

Executive Board Meeting
July 13 in Fairbanks

Golf Tournament
July 14 in Fairbanks

Sporting Clays Shoot
Aug. 25

Executive Board Meeting
Oct. 11 in Anchorage

Chili Cook-off
Oct. 11 in Anchorage

Annual Conference
Nov. 8-11 at Hotel Captain Cook in Anchorage

Executive Board Meeting
Dec. 6 in Anchorage

Christmas Open House
Dec. 6 in Anchorage
Dec. 7 in Fairbanks

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