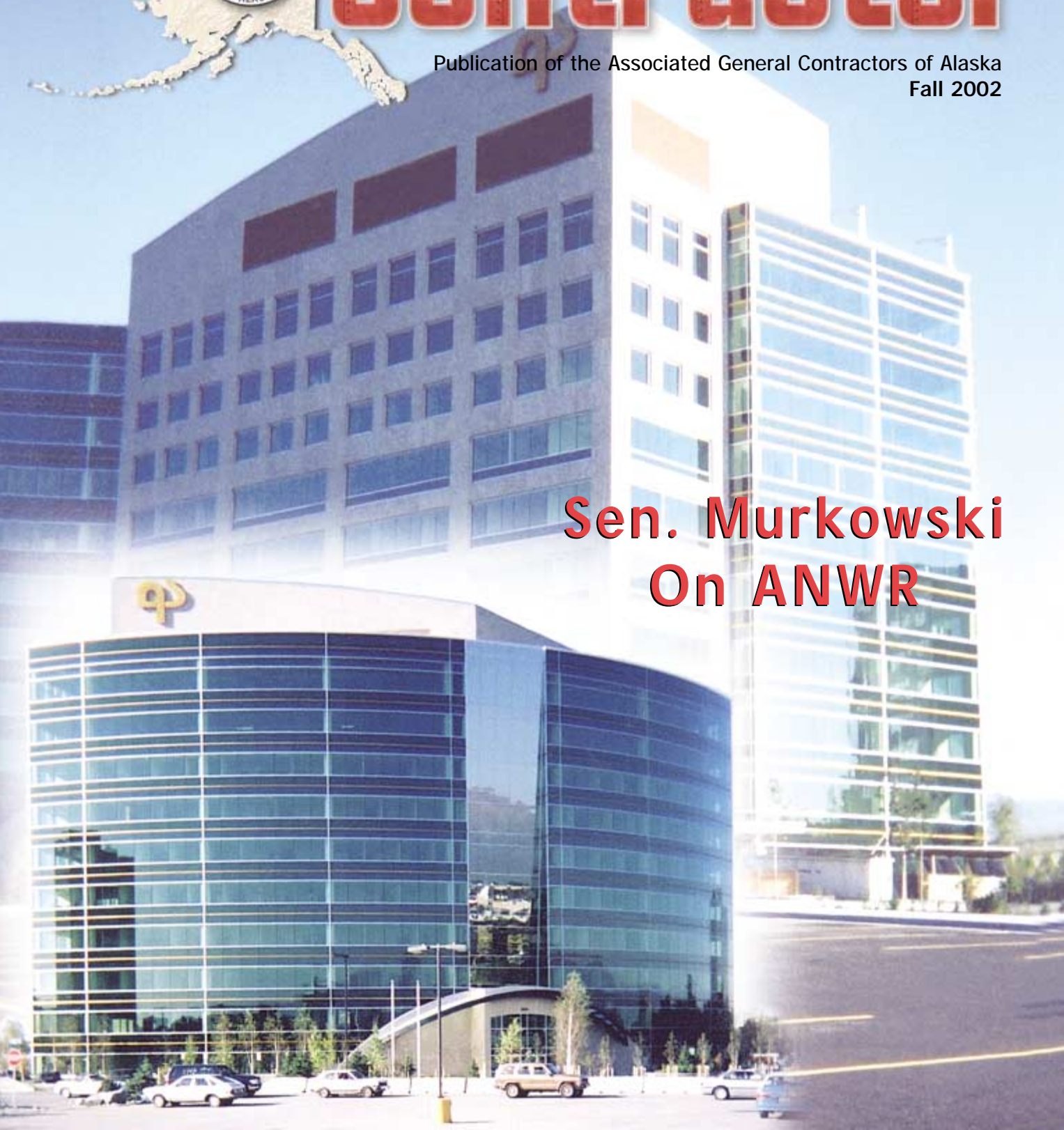




The Alaska Contractor

Publication of the Associated General Contractors of Alaska
Fall 2002

**Sen. Murkowski
On ANWR**



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C O N T E N T S

Fall 2002



departments

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The Alaska Contractor

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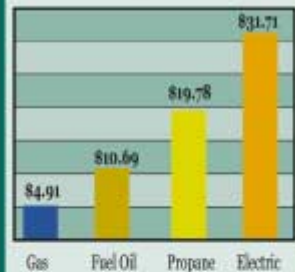
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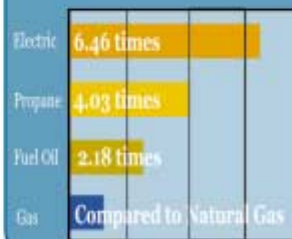
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WINNING BIDS

ARCTIC & WESTERN ALASKA

Chuathbaluk Airport Relocation

Knik Construction

\$4.6 million

Chuathbaluk, Alaska

Sand Point Airport Runway Rehab PHS II

West Construction

\$3.2 million

Sand Point, Alaska

Eek Airport Relocation Stage II

LSH Constructors

\$5.7 million

Eek, Alaska

Chefornak Airport Relocation

QAP

\$4.2 million

Chefornak, Alaska

Unalaska St./Parking Lot Improvements REBID

Northern Mechanical & West Construction

\$3.8 million

Unalaska, Alaska

Unalaska Airport Beach Road Paving

West Construction

\$3.8 million

Unalaska, Alaska

Iliamna Lake Villages Health Center

Paug-Vik Development

\$2.9 million

Iliamna, Alaska

SOUTHCENTRAL ALASKA

Elmendorf Combat Comm Building Upgrades

Dokoozian and Associates

\$2.8 million

Elmendorf AFB, Alaska

Soldotna WW Plant Improvements

Blazy Construction

\$2.5 million

Soldotna, Alaska

Dimond/New Seward/Homer Dr. Resurfacing

Wilder Construction Co.

\$3.4 million

Anchorage, Alaska

SOUTHCENTRAL ALASKA

Seward Hwy MP 96-102 Improvements

QAP

\$18.99 million

Bird Creek, Alaska

Seward Port Ave./Harbor Rd. Rehabilitation

North Star Paving

\$2.1 million

Seward, Alaska

Fort Richardson Whole Barracks Renewal Ph II

Osborne Construction

\$36.7 Million

Fort Richardson, Alaska

SOUTHCENTRAL ALASKA

Sutton Jonesville Fires PHS I

Alaska Development Services

\$2.4 million

Sutton, Alaska

Talkeetna Spur Road Rehabilitation

QAP

\$5.6 million

Talkeetna, Alaska

Anchorage Airport North/South Taxiway PHS II

Goodfellow Bros.

\$4.7 million

Anchorage, Alaska

INTERIOR ALASKA

Alaska Hwy MP 1268 Slide

Kluane Construction

\$2.7 million

Alaska Highway

Amauhuak Airport Relocation

Knik Construction

\$3.1 million

Fairbanks, Alaska

Fairbanks Primary Care Facility

McKinley General Contractors

\$4.4 million

Fairbanks, Alaska

Parks Hwy MP 309 Monderosa RR

Overpass

North Star Paving

\$3.6 million

Nenana, Alaska

Youth Facility Addition/Renovation

Alaska Mechanical

\$3.1 million

Fairbanks, Alaska

Denali ARRC Depot Site Improvement
REBID

Great Northern

\$3.0 million

Denali, Alaska

SOUTHEASTERN ALASKA

Juneau Wharf/Marine Park Improvements

Trucano

\$4.6 million

Juneau, Alaska

Petersburg South Harbor Expansion PHS II

Tamico, Inc.

\$2.6 million

Petersburg, Alaska

Petersburg Mt. View Manor Expansion

McGraw Custom Construction

\$3.4 million

Petersburg, Alaska

Ketchikan Airport West Taxiway
Construction

Glacier State Contracting

\$7.9 million

Ketchikan, Alaska

Haines Lutak Dock Rehabilitation

ACC Hurlen

\$2.1 million

Haines, Alaska

Ketchikan Airport Remodel

McGraw Custom Construction

\$2.5 million

Ketchikan, Alaska

SOUTHCENTRAL ALASKA

C Street Reconstruction

Wilder Construction Co.

\$16.8 million

Anchorage, Alaska

Anchorage Airport Quick Turnaround Facility

Ken Brady

\$6.1 million

Anchorage, Alaska

Glenn Hwy Road Resurfacing

QAP

\$5.6 million

Glenn Highway

VOTING - *WHY BOTHER?*



by Marie Wilson,
President



Reading the newspaper I saw a picture of people in Zimbabwe lined up to vote. The line was very long; some of the people had no shoes, some of the women had babies on their backs. The caption under the picture mentioned improper election procedures. Still, the people exercised their right to vote.

We might wonder why they bothered. In America, we have marched in the streets, gone to jail, and shed blood for that right. Today every citizen 18 years of age or older has the opportunity to vote in this country. Why then do we continually have such a small turn out at the polls?

Alaskans continually let a few decide the fates of many. Would you let your neighbors spend your paycheck for whatever they wanted? Sounds like a stupid question, but we do that continually when we don't vote on bond issues, taxes or other proposals that we pay for directly or indirectly. We let a few people dictate what we spend or don't spend for years. They tell us if we get new roads or get the old ones fixed. They decide if we can build new schools or repair the old ones. The people who do vote can burden us and our children with taxes.

We let them pass laws that change the way we live, what we can build, buy and store. We get rules and regulations that tell us where we can place a rock in our yard, put up a fence and store our motor home.

We let a minority send people to Juneau and then complain because nothing gets done. On top of that, we send them back again and again. We need to believe that our one vote counts! We need to

realize that our letters count! We need our elected representatives to know that our phone calls count! Every call and every letter get tallied when decisions are made on how our legislators vote. We need to let them know what we think.

*We let a minority send people
to Juneau and then complain
because nothing gets done.*

Although our Primary election will be over by the time you read this, I hope I have motivated some of our readers who haven't voted in the past to do so in November. If everyone who reads this has always voted, I assume you feel as I do. Please tell everyone you know that one vote does count. Tell them their vote counts. Tell them to take pride in what America fought for. Use the privileges we take for granted.

Please get out and vote! 



Tom Smith, President, Mat-Su Homebuilders Association

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Life north of Anchorage has many advantages. More affordable land and housing. Less traffic. Safer neighborhoods. Wilderness at your doorstep. You could say the toll on human energy is a lot less when you make your home in Eagle River or the Mat-Su Valley.

The cost of electric energy is less, too. Matanuska Electric Association members are enjoying the benefits of 14 rate cuts over the past six years, while Chugach Electric customers in Anchorage have seen their rates increase. And now Chugach is proposing an even bigger hike in the cost of electricity.

As a result of all the rate cuts by MEA, its members actually pay less for electricity than their neighbors to the South, even though MEA buys its raw power from Chugach. Not only that, MEA offers an investment credit of up to \$4500 to help cover the costs of extending powerlines to your home.* Chugach has proposed to significantly reduce its construction credit, which is already less generous than MEA's.

The bottom line is simple. MEA is cheaper than Chugach, and we're working hard to keep it that way.



www.matanuska.com

*Certain conditions apply. Contact any MEA district office for further details.

WORKPLACE ERGONOMICS RULES



by Dick Cattanach,
Executive Director



Early this year the Department of Labor and Workforce Development (DOL) circulated proposed changes to the state regulations governing injuries and illnesses caused by repetitive motion. DOL publicly announced that the regulations were being considered to reduce the injury rates in the forestry, fishing and food processing industries. Unfortunately the proposal was not industry specific and would impose new restrictions and limitations on all Alaskan businesses, not just those publicly identified. AGC and many other employers and business organizations vigorously opposed the proposals and the department took their comments under consideration as they rewrote the proposed regulations.

At this time, the Commissioner of DOL is reviewing these revisions to determine what proposed regulations, if any, merit going through the prescribed regulatory process. It is premature to predict what form new regulations might

take, but AGC will continue to monitor the issue and take whatever steps are necessary to assure that the concerns of the construction industry are understood and considered.

Before projecting what might happen regarding the proposed regulations, it is important to consider the issue from a broader, historical perspective. In the last year of the Clinton administration, national ergonomics standards were issued,

According to the most recent statistics published by the DOL, the statewide workplace injury rate has been steadily declining since 1972.

but the outcry from the public caused Congress to overturn them. Interestingly, the Clinton administration had the foresight to exempt the construction industry from their proposal because of the unique nature of the industry and the difficulty of prescribing

cookie cutter solutions to complex problems.


Given the national developments and the inability of proponents to develop a consensus, the compelling need for new standards for Alaska is difficult to discern. According to the most recent statistics published by the DOL, the statewide workplace injury rate has been steadily declining since 1972.

"The total cases occupational incidence rate per 100 full-time employees was 8.4 in 1997 and 7.8 in 1998. Lost workday cases were reported at a rate of 4.2 in 1997 and 3.9 in 1998. These are the lowest results obtained since the start of the data series in 1972. . . . In Alaska, the number of cases reported by the private sector dropped by 5 percent with the hours increasing by 2 percent."

The drop in the injury rate in Alaska was part of a nationwide trend. In fact, as the DOL reports:

"Another factor cited was reforms implemented by federal and state OSHA to place renewed emphasis on outreach, partnering and working cooperatively with employers to address workplace hazards, and supporting industry initiatives. In Alaska, these factors may be influencing the statewide rates as well."

As a matter of public policy, it seems logical that any ergonomic rules and regulations be designed specifically to address documented problems. The proposed regulations did not identify specific Alaskan problems and, in fact, the proposed solutions seem designed to address hypothetical, non-existent problems at a high cost to all Alaska businesses. It should be an accepted truism that government not seek opportunities to increase business costs without receiving a corresponding benefit for society that exceeds the cost imposed on businesses.

Hopefully future attempts at dealing with ergonomic issues will involve a better understanding of the problems and participation by all the parties involved. Business should not be viewed as the enemy in this process, but rather as a partner that can help address and remedy any serious problems that might potentially injure or harm its employees. The effort by the Department of Labor on this matter seemed premature, and given the available information published separately by the DOL, one wonders why the regulations were proposed at all. 

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AMONG SPECIES, PEOPLE COUNT TOO



by Robin L. Rivett

Robin L. Rivett, a Principal Attorney in Pacific Legal Foundation's Environmental Law Practice Group, directs the PLF branch offices nationwide. For information on how you can support PLF, visit our website, www.pacificlegal.org, or call (425) 576-0484

The conflicts seem to grow daily. Today it may be logger vs. northern spotted owl or homeowner vs. Stephen's kangaroo rat. Yesterday it was farmer vs. fairy shrimp and fisherman vs. coho salmon. Who can guess what tomorrow's Endangered Species Act (ESA) conflict will be? People and their livelihoods are under attack over the supposed well-being of animals and plants—some too small or too obscure even to be found—by so-called environmentalists more interested in gaining power than providing real species protection.

In 1973, when the United States Congress passed the ESA, it was sold to the public as a way to protect popular species like the bald eagle and the grizzly bear. In the intervening years, this law has reached far beyond these well-known species and has become the savior of bugs and weeds. Did you know that birds and mammals make up only 14 percent of the current "endangered species" list? Plants account for 61 percent and reptiles, fish, insects and the like account for 25 percent. Not exactly what the American people thought they bought.

Federal agencies, like the Fish and Wildlife Service (FWS) and the National Marine Fisheries Service (NMFS), are responsible for implementing the ESA. The previously unrestrained regulatory

actions of these bureaucrats have cost hundreds of millions of dollars across this nation. But don't misunderstand. Protection of many species of plants and animals is important to our quality of life. However, protection must be balanced with the needs and rights of people.

The Pacific Legal Foundation (PLF) firmly believes that people matter. When an ESA listing or regulation stops builders, farmers, log-

gers or miners from earning their living, is this a good thing? Does anyone ask how people are supposed to provide for their families? Is anyone asking if proposed ESA listings that impact construction are really protecting species, or are they just disguised growth con-

trols? PLF is asking these questions and more. When an ESA action is baseless and without merit, we take action.

Since PLF's creation in 1973, coincidentally the same year the ESA became law, our mission has been the protection of the property rights of hardworking Americans. The right to use private property is the most basic civil right and is critical to maintaining a just society, free of government's heavy hand.

For nearly 30 years, federal regulators and private environmental

***These environmental zealots
seem to have no problem bending
the rules and regulations
if that is what it takes to
accomplish their goals.***


special interests have used the ESA as their weapon of choice, not necessarily to protect species, but to stop or slow land uses they don't like. These environmental zealots seem to have no problem bending the rules and regulations if that is what it takes to accomplish their goals. Ending this "species first, people last" approach has become such a priority for PLF that we have established a special program to focus the effort.

To succeed, this project must not only succeed in court, we must also educate the public on how the ESA has been hijacked. Newsworthy cases are a good way to accomplish both goals. We cannot allow regulators to plant evidence of the presence of endangered species, like they did with the Oregon lynx. Prolific species, like the Oregon coast coho salmon, should never have been listed. The list goes on. Time and again, special interests use the ESA to stop development of homes, commercial buildings and our natural resources.

But, there is hope. PLF delivered a major blow to environmental extremists in Oregon when we convinced a federal judge to remove a population of coho salmon from the "endangered" list. Special interests had convinced regulators that they should count only "wild" fish, ignoring the genetically identical fish from nearby hatcheries that swim in the same streams. We are now defending this victory on appeal against some of the environmental movement's "800-pound gorillas," including the Earthjustice Legal Defense Fund and the Audubon Society.

This special program has nearly 30 cases nationwide and this list is growing. The specific cases deal with everything from timber harvests to farming practices, home construction to habitat plans, but the goal is to stop regulators from using the ESA as their ticket to local land-use control.

You can be assured that where there are weeds in need of saving, regulators and their supporters will be working the process to save the species. You can also be assured that, with the support of all those who share our beliefs in liberty and limited government, PLF will be in there demanding that the law be followed and common sense be used.

If you want more information on our activities, give our Bellevue, Wash. office a call at (425) 576-0484 or visit our website, www.pacificlegal.org. We can always use another hand in the battle. 



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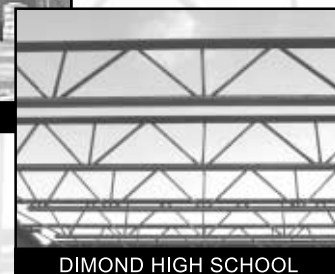
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WHAT TO DO IN CASE OF A PIPELINE-RELATED EMERGENCY

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: 800 miles 48" Oil Pipeline; 148 miles 8"-10" Fuel Gas Pipeline from Pump Station 1 to Pump Station 4, Valdez Marine Terminal, as well as 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: Crude oil may have an odor similar to fuel oil or gasoline. Natural gas leaks may be detected by a pungent, rotten egg or sulfur odor.

SIGHT: A pool of dark liquid or discolored vegetation near the pipeline may indicate a crude oil leak. A dense white cloud or fog and flames may indicate a natural gas leak.

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

IF A LEAK OCCURS

- Do not enter the area where the spill, leak or vapor cloud is located.
- Leave the area immediately.
- Do not touch leaking liquids or breathe leaking gases.
- Do not create sparks, light matches, start an engine, switch on a light, use a camera flash or cellular telephone. These actions may ignite the leaked or spilled substance.
- Warn others nearby of the possibility of a pipeline emergency.

From a safe location, call Alyeska Pipeline Service Company collect at (907) 835-4700. You may also contact 911 or other local emergency response numbers.

Provide your name, location, description of the leak or possible leak and information on how you can be contacted.

EXCAVATING NEAR THE PIPELINE

Some portions of the trans-Alaska pipeline and the fuel gas line are buried. Excavation-related activities are prohibited along all portions of the pipeline right-of-way, unless prior authorization from Alyeska Pipeline Service Company has been received. Contact the number listed above for information regarding excavation requirements near the pipelines. Alyeska's Damage Prevention Program was designed to reduce and eliminate excavation related accidents.

MEGA PROJECTS UPDATE

For the most part, things on all four of the mega-projects *The Alaska Contractor* follows stand pretty much as they did in the report given in the last issue. The big news right now relates to both ANWR and the Gas Line. Both are part of the debate raging through Congress right now as the House and Senate energy bills head for a joint Senate-House conference committee to hammer out a compromise acceptable to both the upper and lower houses.

ANWR

The Arctic National Wildlife Refuge is the subject of Senator Frank Murkowski's lengthy article, which can be found elsewhere in this issue.

The House-passed energy bill includes provisions for exploring and developing a minuscule portion of the refuge, which is probably the only major hope for a significant oil discovery in the United States at present. Unfortunately, enough members of the Senate do not see it that way, and even though this group may be less than a simple majority, under the complex Senate rules for debate, those opposed may have sufficient clout to halt the legislation in its tracks.

However, as rumblings about a possible war in Iraq increase in intensity, there is the appearance of more support to locate greater reserves of domestic oil. As noted, ANWR offers the best hope in this regard. And certainly, if there is a war or other significant confrontation with Iraq, the immense quantities of oil the United States imports from the Arab world every day may be in jeopardy.

Another factor, as Senator Muskowski points out in his article, is that certain senators up for reelection this year understand the solid reasoning in place for opening up ANWR, but are reluctant to vote in favor of it prior to election day. Thus even if ANWR is in the final energy package released by the joint conference committee, the bill itself may face long odds in the Senate.

Natural Gas Pipeline

Building a line to bring the North Slope's immense quantities of natural gas to market is part of the energy bills passed thus far by both houses of Congress. Thus it seems reasonable to expect that some sort of legislation favoring the project will come out of the joint conference committee, legislation that will likely have the support of both houses of Congress.

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The real problem here may not be federal approval, but the arguing back and forth over the route. Most analyses of the question confirm that building an undersea pipeline east into Canada and thence down the MacKenzie River to join with existing pipelines in Alberta is probably the most cost-effective means of getting a system up and running.

Many Alaska politicians, however, are adamant in their belief that the line should be built alongside the trans-Alaska pipeline to Fairbanks and from there follow the Alaska Highway into Canada to connect with existing gas-line infrastructure in Alberta. More than anything else, this squabble over routing may keep the project on hold for the foreseeable future.

The Alaska Highway angle is more complex for other reasons, as well. If the pipeline/highway route were to be used, residents in Fairbanks and other interior Alaska communities would have access to natural gas, an energy source significantly cheaper than the heating oil, propane or electricity used to heat most homes in the region. Plus small lines could be spun from the main line reaching as far as Valdez and Anchorage. A large number of Alaska's citizens have a keen interest in the route because of possibility of bringing natural gas to local markets.

Knik Arm Crossing

Although the need for this project is real—and increases almost daily—it is probably dead for the next few years. With the diversion of additional dollars to defense since Sept. 11, 2001, and the reluctance to create huge structures that may be enticing targets for terrorists, it's considered unlikely that Congress will allocate transportation dollars for the Knik Arm Crossing. Even Alaska Congressman Don Young, one of the projects most vocal backers, has conceded that action favoring the Knik Arm Crossing is extremely unlikely in the next few years.


Missile Defense

Contractors and their crews are moving dirt at Fort Greely in the first phase of construction to eventually house missiles designed for National Missile Defense System.

The most recent test of the system last July was deemed a success, and that adds impetus to the program. President George W. Bush has included up to \$7.8 billion in the 2003 defense budget for the program, which is eventually expected to cost in the range of \$30 billion.


This money, assuming it is approved by Congress, will go toward continued work at Fort Greely building the silos and other infrastructure necessary at the site near Delta Junction, and it will also be used to build an upgraded, long-range radar system on Shemya Island near the western end of the Aleutian Chain. Another missile launch site on Kodiak Island may also be part of the final package.

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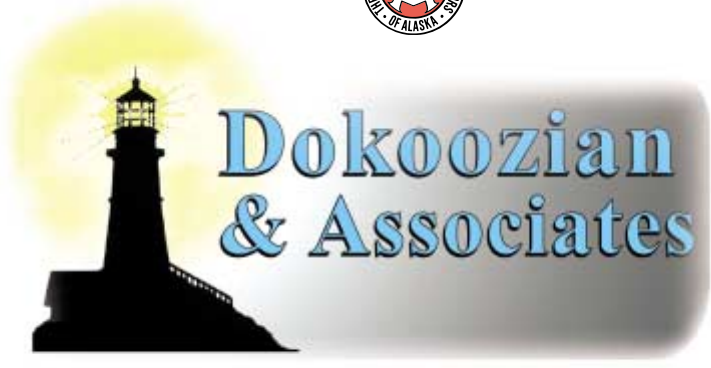
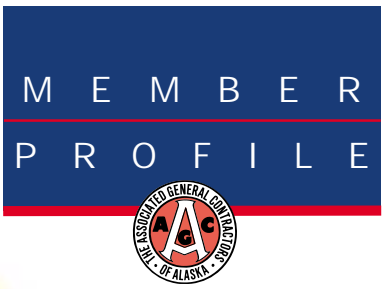
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Team Players

By Steven C. Levi

Partnering and can-do service make up the backbone of Dokoozian and Associates' business style and philosophy. Regardless of the complexity of the project, difficult logistics and location, or the diversity of the players involved, Dokoozian & Associates' commitment to partnering and teamwork, coupled with its enthusiastic and positive can-do attitude, all contribute to its success as an Alaskan commercial construction company.

Dokoozian and Associates' team players form the foundation for the company's successful partnering and service. Depth and technical expertise solidify their equation for project success. Dency Dokoozian, as president, leads the company in its commitment to service. Her management, marketing and communication skills guide the company with a style that emphasizes care and openness.

George Haley, operations manager, has vast experience in the Alaskan construction industry. His friendly, personal style helps create an environment for success as George encourages input and participation from all team players on a project. With more than 30 years of construction experience in Alaska, he has seen and met almost every construction challenge imaginable. Additionally, his expertise with Precision Estimating software ensures clients receive a detailed, accurate and value-oriented budget.

Tim Geraty, controller, assists by providing timely and field-forecasted job cost reports using the industry's leading accounting software, Timberline Gold Extended. His commitment to service is also demonstrated by his open-book

accounting. This winning philosophy thrives throughout the entire staff, including Dwight Cork, Larry Farrell, James Gilbreath, Fritz Hoffman, Joel McKellar, Kristine Miranda and the rest of the field. The company, while lean in terms of overhead, has the depth and commitment to complete projects successfully in partnership with its clients.

Founded in 1983 by Jim Dokoozian, and now family and employee owned, the company has successfully completed a wide variety of projects. Noteworthy projects include the Alaska Railroad Headquarters; Healy Clean Coal Project; HAARP Operations Center; St. Benedicts Religious Education Center; American Tire Center; Village Post Offices in Chefnak, Nulato, Kotlik and Nunapitchuk; McGrath's FAA Composite Facility; and the Arc of Anchorage's office.

"This diverse list of projects illustrates the versatility of our construction team," Dokoosian said.

Regardless of the challenge a given project presents, Dokoozian & Associates "can-do" attitude always prevails.

The Village Post Office projects gave us a scare. Haley said: "A delayed notice to proceed on the Village Post Office projects did not deter our ability to timely mobilize, procure and deliver over 1,000,000 lbs. of materials to four remote villages. This ensured the post offices were closed in prior to the harsh, winter season."

The company's commitment to partnering was also reflected on the Village Post Office projects, with a full commitment to local hire. Local workers at each village completed 90 percent of the work.

"In the villages there is a great deal of interest in any new building," Haley said. "After all, in a small community everyone knows about each building, house or facility. There's a great deal of local pride when the contractor uses local labor. That contractor becomes part of the community."

The design-build method of project delivery is another area Haley outlined where the company's partnering philosophy really stands out. In projects of this type, the contractor leads and is involved in all phases of the project, including design. Dokoozian & Associates excels on design-build projects. All team members are committed to providing a quality product with the

best value.

The Dokoozian style leads to non-adversarial relationships. Dokoozian & Associates recently built a large design-

ment," Haley said. "But emphasized the importance of value while still obtaining a functional and pleasing facility."

By incorporating a budget-conscious approach, Dokoozian was able to provide effective systems that enhanced the value of the development. In-floor radiant heating in the 72,000-square-foot warehouse space, window tinting in the office/showroom area, and low wattage warehouse lighting are a few examples of their value engineering. Because of Dokoozian's excellent

reputation and commitment to high-quality work, many clients become repeat customers, like Blockbuster Video retail centers for WD



Tim Geraty, George Hailey, James Gilvreath, and Fritz Hoffman
Photo Courtesy of Danny Danniels Photography

build project, the Familian/Alaska Pipe & Supply Office and Warehouse.

"Mr. Slattery, the project owner, had an idea and concept for develop-

Continued On Page 55 ...

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America Needs More Arctic Oil Production

By Senator Frank Murkowski

As you read this a House-Senate Conference Committee in Washington, D.C., tasked to fashion a national energy policy, should about be finishing its work. Among the provisions included by Congressman Don Young and myself in the hundreds already in the measure are ones that will improve electricity distribution, continue nuclear power production, improve the safety and reliability of natural gas and liquid pipelines, and facilitate cleaner usage of coal.

The bill includes hundreds of provisions to promote research into alternative fuels from geothermal, solar and wind power, to mandating the government increase the energy efficiency of schools and public facilities. It provides tax incentives to get Americans to make it easier to put new and advanced alternative fuel vehicles in their garages and to utilize more ethanol to make cleaner-burning fuels. The measure already is one of the most significant environmental bills in our history.

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The legislation is especially important for Alaska. The bill currently includes financial incentives to move an Alaska natural gas line towards reality, provides tax incentives to get more heavy oil out of the ground at Prudhoe Bay, helps rural Alaskans gain assistance in their battle against the high cost of electric power, funds cold-climate energy research at the new Office of Arctic Energy at the University of Alaska Fairbanks, and provides a \$125 million loan to get the Healy clean-coal plant up and running again.

The House version of the energy bill allows oil exploration on a tiny portion of the Arctic coastal plain. For 22 years, Alaskans have been waiting for Congress to give the go ahead for environmentally responsible development of the stretch of coastal plain that lies inside the Arctic National Wildlife Refuge (ANWR). Sometime this fall we'll know whether the wait is over, or whether national environmental groups have threatened Senate members sufficiently to cobble together enough votes to put off the decision for yet another year.

It is a surprisingly difficult task to win enough votes—a super majority of 60—to overcome a filibuster and gain final passage of an ANWR bill in the Senate. We need that super majority because opponents have used Senate rules to block the majority of the Senate from having a simple majority vote on opening part of the Arctic to oil development. Environmentalists, using a mixture of misinformation and emotional claptrap, have convinced some members of Congress that either we don't need more oil in this country, or that ANWR would produce so little of it that exploration is not worth the effort. They have hoodwinked some into thinking that coastal plain development will devastate the caribou and destroy the last untouched fragment of the coastal plain or that existing oil development has turned Alaska's North Slope into a toxic waste dump.

The rubbish is unending.

Your congressional delegation in Washington, D.C. has worked long and hard to overcome the misconceptions. We have led literally dozens of congressional trips to Alaska to let members see for themselves how well oil development has occurred at the neighboring Prudhoe Bay field. We have worked hand-in-hand with the Alaska group Arctic Power to spread the truth about energy development. And we have worked closely with organized labor to build the broadest and most energized coalition ever assembled to

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push for additional domestic oil production.

Within the past year we have sponsored dozens of press conferences where organized labor, led by the Teamsters Union, foreign-policy experts, business groups, veterans groups and senior citizens have all supported increased domestic energy development from Alaska as a cure for the ills America is facing. And for once the stars may be aligning to help—not hurt—our cause.

National Energy Concerns:

All the talk in Washington today is about the danger of renewed military conflict with Saddam Hussein's Iraq. Polls show that many Americans don't know that this country currently imports about 60 percent of the oil we consume daily. They certainly don't know that the non-partisan Energy Information Agency predicts that America will need to import more than two-thirds of the fuel we use to fly our planes, propel our delivery trucks and fuel our cars by early in the next decade.

Americans may have forgotten that we fought a war in the Persian Gulf to protect our access to oil just 11 years ago, a war that cost 148 servicemen their lives. They also may have forgotten that we have spent about \$15 billion since to enforce "no fly" zones in Iraq. But Americans do understand that it's a bad idea to be dependent upon Saddam for 1.1 million barrels of the oil we need each day when we are talking about sending our armed forces back into Iraq to topple his regime. That is because Hussein may be close to developing weapons of mass destruction and the delivery systems needed to send those weapons outside his borders—possibly towards our ally Israel.

Americans also may understand that the deteriorating situation in the Middle East—involving Israel—threatens the stability of Saudi Arabia from which we import about 1 million barrels a day, not counting Kuwait and the United Arab Emirates. A disruption of production in any of those nations could result in significant supply disruptions worldwide. While most Americans have short memories, some remember that the last serious Arab oil disruption in 1973 caused Americans to face gasoline lines that extended for blocks. And that happened when America depended on imported oil for only 36 percent of our daily needs. After our existing 56-day supply of oil in the Strategic Petroleum Reserve is exhausted, a supply disruption would cause chaos for our military

security and for our economy.

Our military, just in the Persian Gulf, used 450,000 barrels a day during the Gulf War. Overall our military needs 800,000 barrels a day to fuel our planes and tanks in battle mode. Our normal economy, however, needs 22 times that much to function. Given that total American oil production is expected to decline to just 5.3 million barrels a day by early next decade, it's clear that we need more domestic oil production and need it fast.

More production also would help our economy, and such news is now, finally, beginning to resonate given the recent business slowdown. It would allow us to keep about \$100 billion at home yearly—about a third of our trade deficit—and fuel jobs for Americans, not workers in Baghdad, Tehran or Tripoli.

According to a study by Wharton Econometrics Forecasting Associates, ANWR oil development will generate about 735,000 jobs in all 50 states, including 80,000 in

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California and 48,000 in New York, states both hard hit by the recent high-tech melt-down. Alaskans know that ANWR's development will mean up to 13,000 new, well-paying jobs in our state. It also will mean at least three decades more oil to fill the trans-Alaska pipeline and the resulting jobs throughout the Railbelt.

Alaskans also know that ANWR oil, especially since Alaska will undoubtedly receive half of all royalty and tax revenues it produces, would alleviate much of the state's current fiscal gap without new taxes being needed, while adding an estimated \$350 billion to the nation's gross domestic product.

The Real Impacts of ANWR:

What's stopping us from producing Alaskan oil?

Misguided environmentalism mostly. Some people mistakenly believe we can't produce oil and gas from public lands without harming the environment. The facts demonstrate just the opposite.

Some seemingly want to lock up all of the 654 million acres of our public lands, thinking that any activity in the nation's refuges, for example, will harm them. We're not talking about national parks or wilderness areas. No, we're talking about activity in a tiny portion of America's refuges—public lands that Congress specifically left open to balanced use. Did you know that energy development occurs today in 30 federal refuges from coast to coast? We gain oil and gas from more than 400 wells in Louisiana refuges alone without harm.

There is no reason to believe drilling could not similarly occur on Alaska's Arctic coastal plain with minimal environmental impact. According to the U.S. Geological Survey, the coastal plain may contain 16 billion barrels of economically recoverable oil—it likely being the last best spot for a major oil find in North America. And we can get this precious resource by developing less than 2,000 of the 40 million acres of Alaska's Arctic coastal plain.

Twenty-five years of experience at the nearby Prudhoe Bay field proves that oil development won't harm caribou. The caribou herd at Prudhoe Bay has increased nine-fold since oil was found, to nearly 27,000 animals.

The environmental restrictions proposed for the coastal plain will prevent any summer-time disruption from affecting the visiting Arctic Porcupine caribou herd in the years when it does calve in the area. On top of that

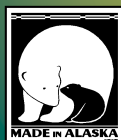
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the use of ice roads that will disappear in summer, and of directional drilling that will place well pads up to 10 miles apart—leaving nearly 100 square miles of calving habitat between development sites—should be more than sufficient to protect the herd.

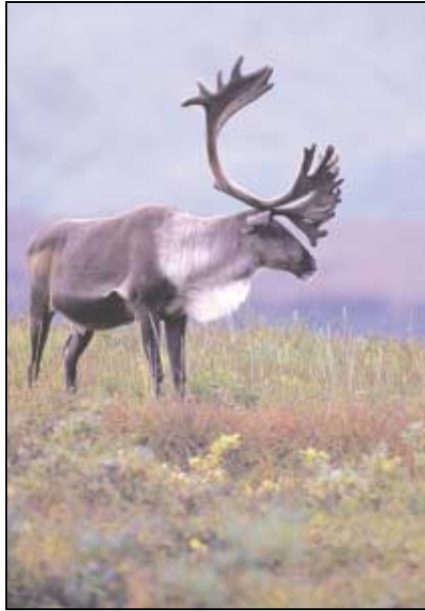


Photo by Yukon Express

Alaskans certainly are proposing far more protections than Canada did when it built the Dempster Highway across the herd's migration route, or than Canada is requiring for oil exploration occurring on its side of the border in the path of the 129,000-animal herd. We certainly are proposing far more protections than Alaska's Gwitch'ins proposed in the 1980s when they leased their lands in Alaska for oil exploration—only to come up empty.

We know from Prudhoe Bay's experience that oil exploration can occur without harm to other species. Some bird populations there have actually increased and polar bear populations are at historic highs. Alaska already is home to 58 million acres of formal wilderness and more than 192 million acres of parks, refuges and habitat areas.

The environmentalists' claim that all but 5 percent of the Alaska coast is already open for development is provably false. The limitations imposed by former Interior Secretary Bruce Babbitt in the National Petroleum Reserve Alaska proves that really only the 14 percent of the coast on state land near

Prudhoe Bay is open. Environmentalists also claim that chemical and oil spills have destroyed the environment at Prudhoe Bay. What they always fail to mention is that any spill of greater than a cup must be reported, in line with the stringent environmental reporting requirements which increases the number of incidents, but does little if any harm to the environment at the best oil field in the world.

At the same time, some ignore that 75 percent of Alaskans, the very people who care most about our state's environment and know best the impacts of development, overwhelmingly support Arctic exploration. And some ignore the disturbing fact that if oil doesn't come from Alaska it will come to our shores aboard more foreign tankers, from more environmentally sensitive places, such as the Columbian rain forest—increasing, not decreasing global environmental risk.

The truth is there's no one silver bullet to solve our energy woes. But we can lessen them without harming the environment or drastically changing our lifestyles. Through a balanced approach, we can use American

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ingenuity, innovation and advanced technology to both conserve and produce more domestic energy in an environmentally sensitive manner. While we need to improve energy efficiency, hopefully saving a million barrels a day, the pending downturn in domestic production indicates we'll need to import 2 million more barrels a day in the next decade if we don't start producing more oil here. That message is slowly getting out.

The Future

The first goal for Alaskans is to get the House-Senate Energy conference to include ANWR in its compromise energy plan. That is difficult, but not impossible. The conference is being chaired by Rep. Bill Tauzin, R-La., a firm ANWR supporter. In fact, through tough negotiations, we succeeded in having a majority of senators named to the conference panel who actually support ANWR exploration—a 9 to 8 pro-ANWR margin. That may prove critical for Alaska's chances.

If ANWR is accepted by the conference, many say the bill will never overcome a filibuster and gain final passage. But a lot depends on what other provisions are included in the total measure. The bill



BP North Slope Gas Plant

Photo Courtesy BP Exploration

already is loaded with pro environmental provisions from aid for renewables and alternative energy to use of ANWR revenues for environmental purposes. If ethanol provi-

sions are included, that should foster significant farm-state support. And both organized labor and the pro-Israel lobby are geared up to push for final passage of a bill that we know President George W. Bush will sign.

There is no question that Alaskans are at a real disadvantage this fall in winning approval to explore ANWR. This is an election year and some senators who support us on the merits frankly would prefer not to have to vote on this issue prior to the November elections.

But Alaskans have to keep working and hoping that common sense will prevail over political rhetoric and that members will vote for what's best for the country when the time comes. And I'm an optimist by nature—there are enough solid reasons to keep working for passage of an energy bill yet this year.

Regardless of this fall's outcome, this issue will be back in the future and eventually will pass Congress. The oil that ANWR holds is just too vital for our nation to be forever precluded from development.

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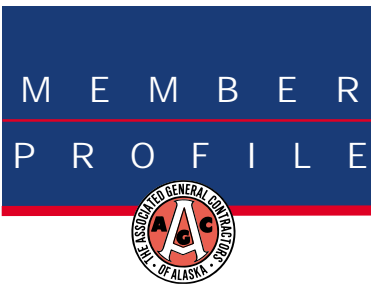
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“What’s Your Sign?”

By Steven C. Levi

Marie Wilson has heard every sign joke there ever was, which should not come as a surprise. Then again, she and her husband have been in the sign business for more than 33 years. In fact, they have been in it so long that it’s turned into a family business, one of the few in Alaska. Of the 25 employees at Warning Lites of Alaska, Inc., eight of them are children or in-laws of the Wilson couple.

But turning a mom-and-pop operation into a million-dollar business has not been easy. “We started out in our garage in 1969,” Marie reminisced. “My husband, Dick, had just gotten out of the Air Force and I was at home, in a trailer, raising our four kids. Dick stumbled on the opportunity and thought it was going to be so easy. ‘This is going to be a piece of cake,’ he told me. ‘Why, all we’ll have to do is set out the barricades and collect the money,’” she recalled him saying. Now, after “30 years of 24 hours a day, seven days a week,” the couple is stepping back from the business and letting their children share in the joy of working hard.

“Alaska was a blessing to us,” Marie said. “If we had stayed in Michigan, I believe that Dick would still be a truck driver and I would have been working in a Woolworth’s. But in Alaska we could start our own business. Today we have 25 employees and are the largest company in Alaska in our industry. It didn’t come easy; we’ve earned our success.”

Basically Warning Lites has two divisions. One division manufactures, rents and sells construction safety equipment including barricades, cones and florescent barrels that are so familiar to Alaskans every summer or whenever else there is construction. The Action Sign and Graphics divi-

sion manufactures and installs all types of signs and decals.

“We do all kinds of signs,” Marie said. “Stop, yield, speed limit, moose crossing and keep off the grass. We even had a lot of fun making the ‘don’t let your dog poop here’ signs. We manufacture all types of signs—with the exception of electrical signs—and then install them. We’ve done everything from street signs to banners large enough for the Alaska Railroad to plow through.”

Warning Lites has produced most of the signs on Alaskan highways. The company just finished a major project, the Elliot Highway out of Fairbanks. Several years ago Warning Lites won an AGC Excellence In Construction Award for re-signing the Dalton Highway.

Two of their souvenir signs gave them national exposure. When QVC came to Alaska looking for unique, Alaskan products, Warning Lites designed a Santa Claus crossing sign and a Moose Crossing sign. “QVC loved it,” Marie recalled. “They gave us a large order and we sold them all out, all in a matter of about 10 minutes on national television. And we got a re-order from people who weren’t able to buy the first time on QVC.”

When it comes to signs Marie is quite serious when she says that Warning Lites concentrates on high quality. We’re not the cheapest in Alaska and don’t try to be. If you want cheap, go somewhere else. If you want quality, we’re here to serve you. We guarantee all our work. All of it. When we put our name on the sign, that means something.”

Summing up the corporate philosophy of Warning Lites, Marie said “We don’t sell signs; we sell service.”

Warning Lites started with barricades, cones and florescent barrels and today they are still the leader in the field.

Alaskans have been following their detour signs for three decades and sometimes in very unusual places. Their barrels outline landing strips in the Bush, keep people off freshly painted docks and stop motorists from dropping into utility line pits across roadways.

"We lose a lot of cones," Marie said, "every high school kid in Anchorage has had a couple in his garage at one time or another. We seem to lose the most barricades around two times of year: the week-end of high school graduation and Halloween. One time we got a call from the principal at Dimond High that about 10 of our barricades were on his roof and 'would we come get them?'"

When it comes to business, Warning Lites has been through the cycles. "In the early days we went through a lot of peaks and valleys, good years and bad ones. We have a different perspective on the economy when it comes to con-

struction. We supply the people who are actually doing the work. Over the past five years, our business has been steady and steadily increasing. We feel that's a good sign that the Alaskan economy is diversifying."

Asked if there were any one bit of advice Warning Lites might give to a start-up operation, Marie felt that the most important advice she could offer was to "allow your company to grow based on your steady clients. Too many Alaskan businesses go all out and overextend themselves. Then they are not able to provide the quality service that made their business grow in the first place. We've avoid-

ed that for three decades—and we're still here! My kids keep asking me when I'm going to retire and I tell them, when I not having fun anymore. And right now I love working at Warning Lites." 🐻



Roxanne Wilson, Marie Wilson, Rochelle Hart
Photo Courtesy Danny Daniels Photography

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Mats Aid in Tundra Travel

by Kelsea Samuelson



Photos Courtesy of Dennis Swarthout

The Alyeska Pipeline challenge: How do you get a 28-ton rig from Destination A to Destination B when the in-between consists of miles of fragile tundra?

That's the challenge Jim Lagomarsino, project manager for trans-Alaska oil pipeline Right of Way management, and Houston/Nana, Alyeska's equipment and maintenance contractor hoped to address when they first implemented a "new tool" in July.

The new tool was Dura-Base, an interlocking, portable road matting system designed to provide a temporary, "impact free" road in lieu of the high-impact gravel roads they had been using.

Dura-Base is made of high-density polyethylene. Each interlocking panel measures 14 feet by eight feet and weighs 1,050 pounds.

Alyeska purchased the mats through Compositech, a Fairbanks-based general contractor/vendor specializing in

temporary road systems and flooring. They are currently the only distributor carrying Dura-Base in Alaska. Compositech is an exclusive distributor for SOLOCO, the company that introduced Dura-Base.

The polyethylene product has only been in Alaska for about two years, said Dennis Swarthout, CEO of Compositech, LLC. For the prior 25 to 40 years, companies used wood structures.

"There is huge potential for this product here and in Russia," Swarthout said.

After being approved by the Division of Natural Resources, Alyeska first tested the Dura-Base mats on July 4, 2002, at mile 72.3 of the trans-Alaska oil pipeline.

"Initially, we laid the mats and rode over them for a week to test out the product's impact on the underlying vegetation. The test results were favorable," Lagomarsino said. "We were looking for a tool that we could use to

perform work on the pipeline without disturbing the underlying vegetation on the ride away.”

In addition to causing irreversible



damages to the underlying layers of vegetation, the gravel paths were an eyesore. Alyeska hopes the Dura-Base pads will eliminate both factors.

“The tundra is fragile and we’re trying to



address that,” he said. “Our objective is to safeguard the environment as best we can.”

The real goal is to avoid permanent damage to the tundra. Lagomarsino compared the short-term Dura-Base affects to the effects of laying a plywood board down in one’s lawn for a period of time.

“The grass will temporarily die under the plywood board due to lack of sunlight,” he said. “But it will grow back the following year.”

“You can’t set something down and run a 28-ton rig over it and expect there to be no

Continued On Page 56...

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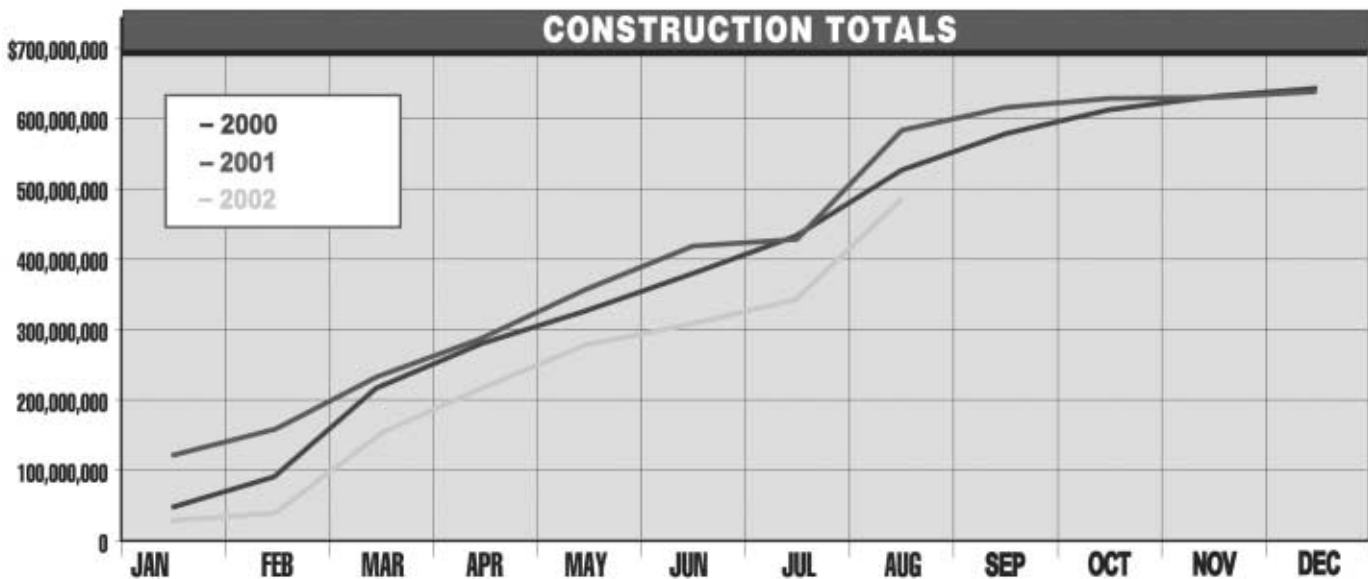
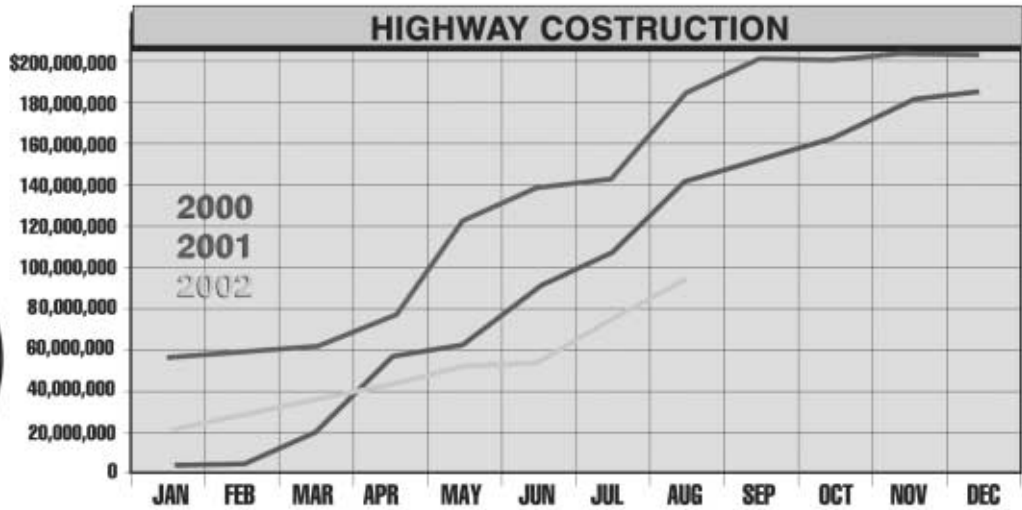
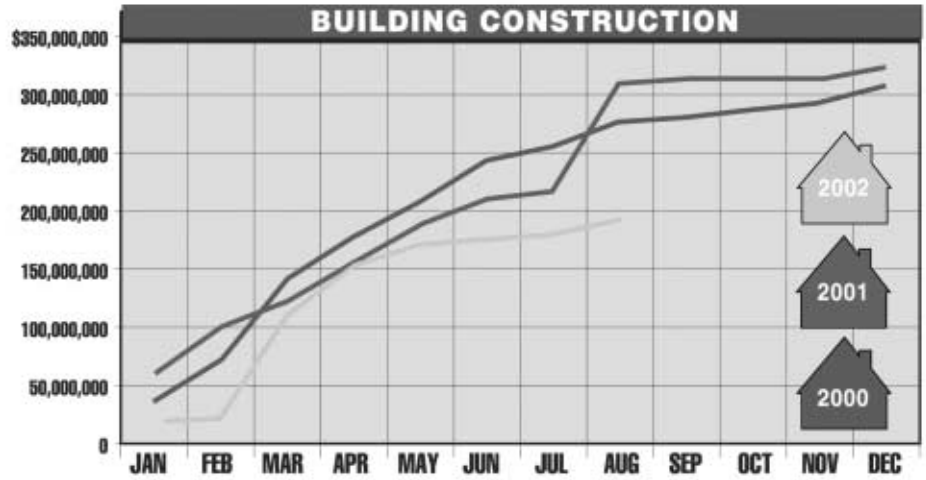
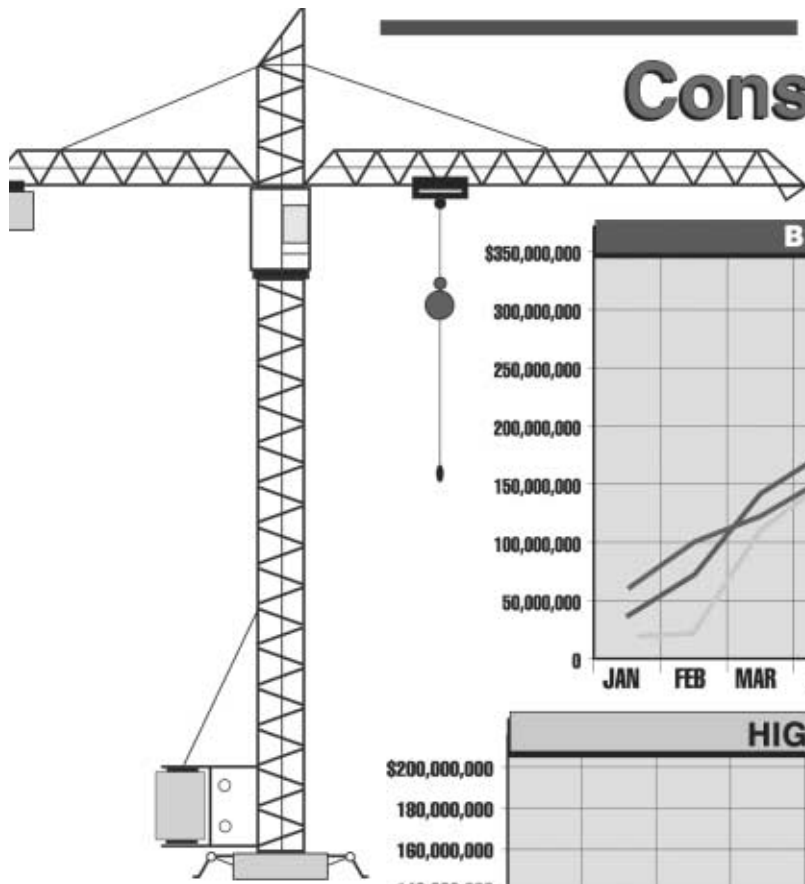
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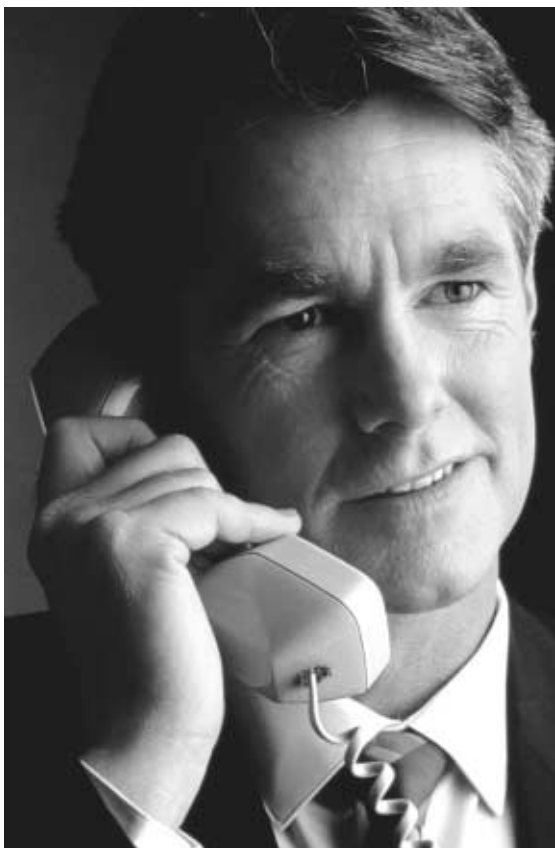
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Contractors Return to Anchorage Classrooms



By Vicki Schneibel
AGC Training Director

Build Up!

Last year (school year '01—'02) 32 Anchorage elementary classrooms used Build Up! with a contractor there to support the curriculum!

Here are the companies we want to thank for financially sponsoring the toolboxes as well as providing each classroom with a volunteer SME (Subject Matter Expert) for the teacher:

Alcan General, Inc.	Chari Roberts
Alaska Traffic Signal Supply	Gary Burch of Davis Constructors for Chuck Landers
Anchorage Refuse	Craig Gales
Anchorage Sand & Gravel Co., Inc.	Kevin Norton (2 classes)
	Anne Stevens (2 classes)
Davis Constructors & Engineers	Josh Pepperd
Excel Construction, Inc.	Mike Gould (3 classes)
F & W Construction Co., Inc.	Robby Capps
Goodfellow Bros., Inc.	Gary Mattis and Mike Wheatley
H & K Sheetmetal Fabricators, Inc.	Becky Morris

On Site!

On Site! experienced its first year in Anchorage with 9 classes using the curriculum supported by a contractor/volunteer.



Acme Fence Company	Brian Horschel
Anchorage Sand & Gravel	Chris Black (2 classes)
Alaska Trailblazing	Jeff Dinwiddie
Strand & Associates	Stephen Ferris (2 classes)
Wilder Construction Co.	Duke Dilley and Jeff Miller (2 classes)

***Thanks to all these companies and individuals for believing in the value of attracting and educating the next generation of “constructors.”
You’re making it happen for the industry and for our young people.***

School Year '02—'03

We're ramping up for this school year by contacting all our veteran sponsors and the schools. With schools we contact veteran Build Up! teachers as well as talk with new teachers and offer the curriculum to them.

Then we match all volunteers and teachers and top it off with a “kick-off” reception to celebrate.

Now that we have two toolboxes of learning: (Build Up! for elementary and On Site! for middle school) we can offer our volunteers a change or, if they're new to the effort, a choice as to which grade level they'd enjoy supporting most.

Construction Management Courses

(a.k.a. STP Classes)

Two AGC classes are scheduled this Fall through UAA's Architectural and Engineering Technology program:

Oral and Written Communication

October 1—October 31, 2002

Project Management

November 5—December 10, 2002

For more information or to register contact Jeffrey Callahan, UAA AET Department at 786-6425. These two modules are the offerings this Fall out of the total nine (9) modules for the certificated course.

AGC Scholarships

The Education Committee of Anchorage was pleased to receive even more applications this year than last year. The Committee awarded seven (7) scholarships this year to:

Tara Gallagher attending:
University of Idaho

Zachary LeLevier-Joseph attending:
Cal Poly SLO

Mereidi Liebner attending:
Boise State University

Sarah Riddle attending:
University of Alaska—Fairbanks

Ryann Swalling attending:
University of Notre Dame


Robert Vaughn attending:
University of Alaska—Tanana Valley

Sara Vernia attending
University of Alaska—Fairbanks

The Education Committee of Fairbanks awarded the following students with scholarships:


Robert Vaughan attending
University of Alaska—Fairbanks

Sarah Riddle attending
University of Alaska—Fairbanks

You can see by all these activities that the education effort of this chapter is pro-active. Stay tuned for continued education news. 

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2002 AGC CONFERENCE SCHEDULE



TALENT TEAMWORK & TRADITION is the theme for this year's conference. Associated General Contractors is dedicated to working with their members to instill a strong future for the construction industry.

Registration Form On Page 45

CONFERENCE SCHEDULE

WEDNESDAY, OCTOBER 30

5:30-9:30 p.m. AGC Presidents Welcome Reception

THURSDAY, OCTOBER 31

7:00 a.m. Registration

7:30-8:30 a.m. Specialty Contractors Breakfast
Speakers: AGC of AK President, Marie Wilson & AGC National President, Larry Gaston "Welcome to the Conference" *Mayor of Anchorage, George Wuerch*
 Door Prize - Must Be Present To Win

8:45-10:00 a.m. Department of Defense Joint Presentation

10:10-11:00 a.m. CORP of Engineers (Question & Answer)

10:10-11:00 a.m. US Air National Guard/US Army Meeting (Question & Answer)

10:10-11:00 a.m. US Air Force Meeting (Question & Answer)

10:10-11:00 a.m. US Coast Guard Meeting (Question & Answer)

11:10-12:00 a.m. CORP of Engineers Workshop **Anti-Terrorism/Force Protection**

12:00-1:30 p.m. Ribelin Lowell & Company "Excellence in Construction" Awards Luncheon
 Speaker: **Senator Frank Murkowski**

1:45-5:00 p.m. Alaska Department of Transportation Meeting

1:45-3:00 p.m. Anchorage School District/Municipality of Anchorage Joint Presentation

3:15-4:15 p.m. DOT Workshop **Double Fine and Workzone/Night Time Traffic Control**

3:15-4:15 p.m. Missile Defense Workshop

2002 SPECIAL SPEAKERS



FRIDAY, NOVEMBER 1

7:00 a.m. Registration

7:00-8:30 a.m. Breakfast

Speakers: AGC of Alaska Education Director, **Vicki Schneibel** *Build Up! Program*; ACA Chairperson, **Brian Horschel**, *Advancing Contractors of Alaska*.

8:40-11:45 a.m. Board of Directors/General Membership Meeting

8:45-10:00 a.m. Seminar: Build Up! **Vicki Schneibel**

12:00-1:30 p.m. Brady & Company "Excellence in Safety" Awards Luncheon
 Speaker: **Lt. Gov. Fran Ulmer**
 Door Prize - *Must Be Present To Win*

1:40-3:00 p.m. Board of Directors/General Membership Meeting

1:40-3:00 p.m. EPA Panel Discussion on SPCC Plans, RFP's, Stormwater, Wetlands Permitting, Discharge Permits, enforcement issues and environmental mangement issues.

1:40-3:00 p.m. Primavera Software

3:30-4:30 p.m. Timberline

6:00-8:30 p.m. Family Night "**Construction Games**" at American Fast Freight
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Continued On Page 61...

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News



Briefs

PAC COM Exposition, Conference

The annual Pacific Construction, Oil and Mining Exposition and Conference is set for Feb. 19-20, 2003 at the Sullivan Arena in Anchorage. PAC COM Expo is the largest and most comprehensive industry event in Alaska. The exhibition and related conference brings together key foreign and local personnel from the various industries, services and government ministries who work together to further development of construction, oil and mining industries in Alaska and Pacific Rim. In Alaska, construction, oil and mining industries represent a multibillion-dollar marketplace. PAC COM Expo is the key to maximizing your share in that marketplace. In addition to the attendance of top officials from the government and private sector, more than 250 vendors display the latest in products, services, equipment and technology. PAC COM Expo integrates the contractor and producer perspectives, on a statewide scale.

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Alaska Cover-All Building Systems Named Top Dealer

Cover-All Building Systems, the leading manufacturer of steel-framed, fabric-covered buildings, named local dealer Paul Nelson and An Fink-Nelson, Alaska Cover-All Building Systems, top dealer in the west division for outstanding achievements in customer service, business practices and construction excellence at the fourth annual dealer conference July 13.

"This is a great honor," said Mr. Nelson. "I really need to thank all of the people who work so hard to service our customers. I am very proud of our many achievements this past year and I look forward another successful year."



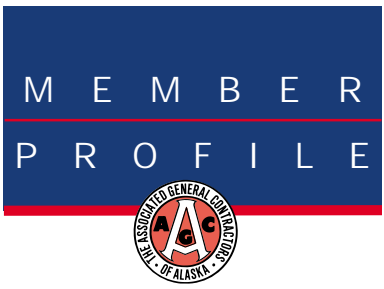
NAWIC Elects Regional Director

Tammie K. Wieggers, CIT, CDT, was elected as Director of Region 9 for the National Association of Women in Construction. Wieggers is responsible for representing Alaska, Washington, Oregon, Idaho, Montana and Western Canada on the National NAWIC Board of Directors, as well as supporting the 14 chapters within Region 9 and presiding over regional conferences for the following two years. Wieggers is the Immediate Past President of the Anchorage Chapter of NAWIC and currently works as SABER Program Manager for Chugach Management Services, Inc. She is also the owner of Construction Management & Organization, a construction management consulting company.



Tammie Wieggers,
Director, Region 9 National Association
of Women in Construction.

(Continued On Page 59...)



Ceiling the Weather Out

By Steven C. Levi

There is an old saying that one man's ceiling is another man's floor. That may be true if both are renters, but when you are building a high rise, every one of your ceilings is also a floor. If there is any company in Alaska that understands this from the 'ground up,' so to speak, it's the Andy Milner Company.

Andy Milner, who died this past April, started the company in 1961, three years before the Great Earthquake. "Structural work in Alaska has gone through many phases," said John Swartz, president of Andy Milner Company. "Before the Quake the standards were less stringent than they are today. When buildings came down, the regulations changed. Andy Milner knew what he was doing and none of his buildings came down in 1964." Milner ran his business as a sole proprietorship until John Swartz came onboard in 1985. It became a three-person operation in 1997 with the addition of Eric Knight.



John Swartz and Eric Knight
Photo Courtesy Darryl Daniels Photography

"We are a specialty company," Swartz said. "We do joists and deck supply and the engineering that goes with it." Joist and deck is the technical term for metal-framed ceiling on large buildings like Costco or Lowe's. Designed for strength, not aesthetics, the ceilings have to be sturdy enough to hold everything

from a second floor to tons of ice and snow during a wet winter.

Looking at a large building going up, it might appear as though ceiling joist work was just a matter of counting the number of joists and metal deck panels and sending them to the work site. If it were that easy, then everyone would be in the joist and deck business.

"A lot of engineering goes into which joists fit where," Swartz said. "Some have bolt holes. Some have extensions. Some have allowances for roof units, etc. Steel joists are performance members, that is, they are

built to withstand loads as specified in the contract drawings and specifications. Any missing load could cause excessive deflection which, in turn, could result in a leaking roof."

Once the joists have been bolted or welded to the beam framework of the ceiling, metal deck panels are welded on top.

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Sometimes these are the support for a second floor and sometimes roofing material. The panels are lifted onto the joists in bundles and then spread out by hand. Each panel has a flange that fits into its neighbor and thus, panel by panel, the ceiling is created. Then the flanges are crimped until the deck is a solid sheet of metal.

But joist and deck work is more complicated than this article makes it seem. Just building a roof isn't enough. That roof has to support snow in the winter and handle rain run-off during the spring and fall. Handling ice and snow is a matter of making sure the joists can support the weight.

"Right now the standard we follow is 40 pounds per square foot," Swartz said. "To illustrate just how much weight that is, remember the mid-1980s when Anchorage had so much snow? Homeowners had to get the snow off their roof. When they got [up on the roof] they found the snow about waist-deep with a thick layer of ice at the bottom. That was about 40 pounds per square foot. Unless a glacier slides onto one of our ceilings, they can handle the worst Alaskan winter. In fact, they already have."

But weight isn't the only problem. Runoff is just as dangerous to a building. Water that accumulates on a roof can seep into the roof material. Once water has invaded the integrity of that material there is more weight to be kept aloft by the joists—not to mention water damage to the goods, equipment and records inside the structure.

"When you take time to look at the joist structure as the building is being constructed," Eric Knight said, "you can see that what most people call a flat roof is not truly flat. If you were to walk through the building you would also notice that not all the joists are the same height off the ground. A side view would reveal that the decking is in waves, so to speak, with ridges and valleys. This keeps the water from pooling and guides the runoff to drains at the decking low points."

If all buildings in Alaska were the cinderblock, warehouse design, the joist and deck work could be a mix-and-match operation. But all buildings are not the same. "Take the Performing Arts Center," said



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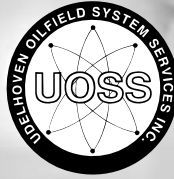
Swartz. "That was a bear because of the odd angles, ups-and-downs and sloped decks. Don't forget that for every unconventional angle, someone has to design a joist to support decking at that angle and some worker has to cut a piece of decking to fit exactly and someone has to weld the decking into place so there is support for the roofing material. Every time I walk into the Performing Arts Center I look at up at our work and remember what a 'fun' time we had.

"Another 'fun' aspect of the business is the unexpected, like when materials are damaged or ruined during shipment or at a job site. Fortunately we have a priority system where material can be produced almost immediately. Recently a full truckload of joists was damaged on its way to Fairbanks. Materials were re-fabricated and delivered to the site well before the first [building] column went up in the air. We understand that an entrepreneur in Fairbanks has welded hinges on the compromised joist and is selling them as gates to remote properties."

One of the advantages that the Andy Milner Company has over its competitors in Alaska is that both of its partners have engineering backgrounds. "This means that we do the detail work here, in Anchorage," Swartz said.

"This is particularly important for Alaskan general contractors because it means we can make the design changes here. [The general contractors] don't have to wait for an engineer in another part of the country to get around to the work. If you have a problem in Alaska, we'll handle the problem here. That means lower construction costs. In the Best Buy building [going up here in Anchorage] we were able to work fast enough on the design work to place the joist and deck order in time for the material to catch a barge instead of a steamship. That was a saving of about \$10,000, which made the general contractor very happy."

For most Alaskans, the only time they think about the ceilings in the stores they visit is when there is a leak. With the ceiling and joist work by the Andy Milner Company, Alaskans aren't spending that much time worrying about ceilings. "And that's the way we like it," said Swartz. 🐻



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Military Projects Require More Up-Front Planning

By Debra McGhan

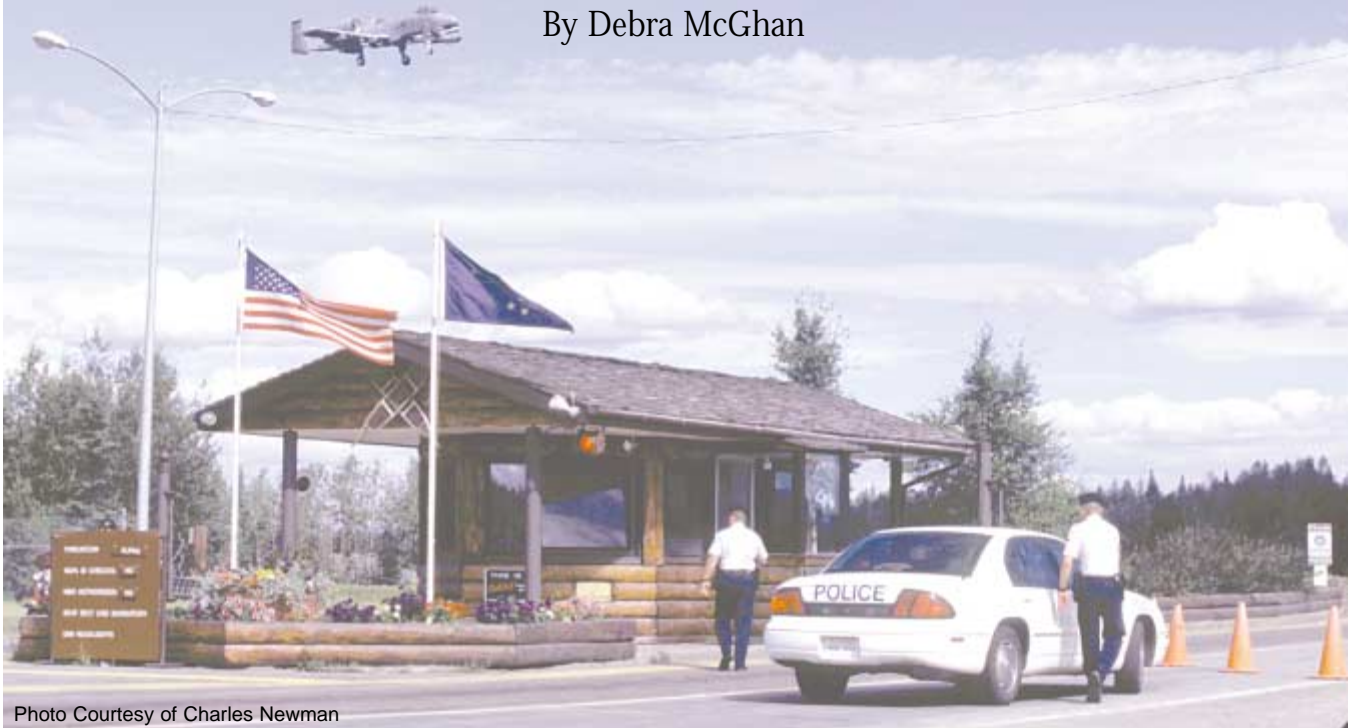


Photo Courtesy of Charles Newman

When it comes to construction work on Alaska's military bases, planning ahead is the key to success in these new times of heightened security.

In the summer of 2001, Watterson Construction had several large projects underway at four of Alaska's military bases. According to company owner and president Bill Watterson, prior to last September, as long as his employees drove company vehicles with a logo, they could easily access the bases without delays. But after Sept. 11, all that changed.

"Right after nine-eleven, we couldn't even get on the bases for three or four days," Watterson said. "Then when we were allowed back on, security was really tight. They were searching every vehicle and there were some pretty long delays."

Watterson said that while that intensity of security has waned in the months since the attacks on America last fall, it is still a new world when it comes to private contractors working on Alaska's military bases.

This year, more than half-a-billion dollars in construction projects are underway at Alaska's military bases. According to the Army Corps of Engineers, the largest is a \$178 million contract awarded to Dick

Pacific/Ghemm Co. for the new Bassett Army Hospital at Fort Wainwright. Alaska Mechanical, Inc. landed a \$45 million contract for upgrades to the Fort Wainwright central heating and power plant. And Osborne has a \$22.6 million dollar contract for family housing at Fort Wainwright.

Watterson Construction has a \$17.5 million contract to construct a dormitory at Elmendorf Air Force Base and recently completed a \$10 million contract to construct new barracks at Fort Richardson. Cornerstone construction is wrapping up a \$12 million contract at Elmendorf for hangar repairs. Contracts at Eielson Air Force Base include about \$30 million in total projects and there are about \$6.5 million in projects underway at Fort Greely, the site of the new missile defense system. Work on the missile defense system will begin October 1, 2002, and the contract is \$250 million but could rise to \$325 million if all phases are funded.

While these projects are a great boon for Alaska's construction contractors, they do require new ways of looking at and bidding work.

"We definitely have to plan ahead," said Jon Albright, project manager for Alaska Mechanical, Inc. Albright oversees work at Elmendorf AFB and said gain-

ing access to that base last season required only a quick stop at the gate to obtain a visitors pass. "That pass could gain you access anywhere," he said. "Now, not only do we have to have a pass to get on the base, but we can only get on (Elmendorf) through the Boniface gate. And they are looking at us much closer."

Obtaining an access pass also requires additional up-front preparation. Once a contract has been awarded and verified through the Army Corps of Engineers and the director of contracts, contractors must provide a letter with a complete list of personnel, their social security numbers and particular craft at least 72 hours prior to commencing work. This also applies to all sub contractors and vendors.

When employees arrive for the job the first day, they are required to check in at the security gate with a valid drivers license, registration, proof of insurance and a current IM certificate. As long as their name and social security number appears on the contractors list, and they have all other required documents, they will be issued a pass and allowed access.

For access to Elmendorf AFB, all commercial vehicles are required to report to the Post Road gate. This applies to vendors such as lumber, concrete, gravel and topsoil hauling rigs as well as company vehicles displaying logos.

Chuck Canterbury, with the Fort Richardson media relations' office, said the procedures for access to the army bases can change daily.

"Typically, as long as the contractors submit a letter with a complete list of employees and sub contractors, all the employees have to do is stop at the gate with their personal documents and they will receive either a dated short-term pass or a long-term decal, depending on the job requirements."

Bob Eder, project manager for Alaska Mechanical at Fort Wainwright, has been involved with work on the base prior to and after Sept. 11, and says he has also seen

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major changes in security. "Last year you could drive right on the base. It was completely open. They have four gates, but you never got stopped. But this year that's all changed. Now you have to have a pass."

Eder said that although it's not a huge inconvenience, it definitely requires more pre-planning. "Now there are limited access points and it's a little tougher, but we're adjusting."

Steve Schoeni, Project Manager for Rockford Corporation, involved in work at Eielson AFB, agrees. "Before last September it was very open and



Photo Courtesy of Charles Newman

easy to get on base. Now we do have to plan ahead and the lead-time for employees and vendors waiting at the gate has increased. It's a little extra work for the subs as well, but for the most part, it didn't take any of us too long to adapt to the changes."

Schoeni said that for jobs Rockford had going prior to last September, they have just absorbed the additional cost resulting from the new security changes and increased wait time for access. But they are taking these new requirements into consideration when bidding future jobs.

Others, like Albright with Alaska Mechanical, said they understand that when working with the military, the potential for situations like this to arise always exists. "While some of us got hit pretty hard because we had contracts prior to nine-eleven and didn't bid in the extra time and hassle, I think most of us know that potential always exists and it's just part of doing business with the military."



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Watterson agrees. "I think when things happened last September, we all understood the situation and we all just did our part. We never actually added extra costs to projects in progress. Under federal contract law I assume we could have if the costs could be justified, and I think that both our subcontractors and ourselves could have easily justified extra costs. But, although we had some complaining by subs, it was really not an issue. Everybody had the attitude that we could absorb a little inconvenience considering the circumstances.

"Before last September, I think we were all pretty sure a truck with a sign on it wasn't a potential terrorist," said

Watterson. "But that has all changed. So we're taking it in stride. I think the military security people are working

concrete. Fortunately things have settled down and now it's just the new way we do business with the military these days."

But Canterbury said it pays to understand that any time the military increases their level of alert, things can change. "Any time we go to a high level of security, there will be some people that just won't be allowed on the base at all. Folks like maybe a taxi delivering pizza. Non-essentials like that."



"I'd say last fall was a wake-up call for all of us," Canterbury said. "There were definitely some delays and issues to be resolved but we've got it down now. I'm confident that we are better able to handle the situation should it come up again." 



Photo Courtesy of Charles Newman

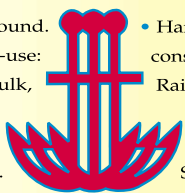
hard to get us on the base as fast and efficiently as possible, especially when a contractor is carrying perishables like

confident that we are better able to handle the situation should it comes up again." 

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Major Military Installations



Alaska has five main military installations, three Army and two Air Force bases which include:

Fort Wainwright, near Fairbanks

Fort Richardson, near Anchorage

*Fort Greely, near Delta Junction

Elemendorf Air Force Base, near Anchorage

Eielson Air Force Base, near Fairbanks

*Fort Greely closed last summer but

was later selected as the site for the

new missile defense system. On April

16, 2002, the Army Corps of Engineers

awarded a \$250 million contract to

Fluor Alaska, Inc. to construct test-

bed facilities at the site. It is expected

that several hundred personnel will be

employed at the high point of construction,

which is expected to cover 250 acres

and be fully operational by October

2004. According to Army Spokesman

Chuck Canterbury, information on

security access to Fort Greely has

not been fully defined but will be

handled by the Missile Defense Agency

after October 1, 2002.

When seeking access to any of the

military installations in Alaska, contractors

need to plan ahead and be prepared

to submit a letter with names and

social security numbers for all employees

at least 72 hours prior to commencing

work. Personnel will be required to

obtain an access pass. For the pass,

be prepared to present the following:

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Valid drivers license

Current vehicle registration

Proof of Insurance

Current vehicle IM Certificate

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FRIDAY, NOVEMBER 1

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Breakfast

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THURSDAY, OCTOBER 31

Breakfast Lunch

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Total _____

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Neither Wind, nor Rain, nor Island Barge . . .

By John Xuereb



Installing nearly 15,000 squares of CertainTeed's Flintlastic® APP modified roll roofing sounded like just another day on the roof until 50 to 100 mph winds, driving rain and a job site accessible only by air or barge became part of the job specs.

Story Photos Courtesy of Jan Pennington

The Coast Guard Naval Air Station on Kodiak Island, Alaska, is more than a military installation—it's part of our history. Commissioned in June 1941 as a Naval Air Station, the Kodiak site was a major staging area for the U.S. North Pacific operations during World War II. A submarine base, Army outpost, bunkers and gun emplacements were all part of the 5,000-square mile Kodiak Archipelago. As the largest in the archipelago, Kodiak Island was the central staging area. In 1972, the Navy turned over the base to the Coast Guard, who renamed it Coast Guard Base Kodiak.

Planning the Work

The same hangars used to house fighter planes in the 1940s are now used to house the Coast Guard's airplanes and helicopters. Though they are considered by many to be historic buildings, the hangars are used daily. Daily use, as well as factors such as the weather and island transportation made the Kodiak re-roofing a particularly demanding job.

"The project involved two months of extensive planning," explained Jesse Martin, of Industrial Roofing. "All the materials for the job were shipped on a barge from Seattle. Manpower and equipment was sent to Kodiak from Anchorage. In addition to the obvious (deck and roofing materials), we shipped two, two-and-a-half ton trash trucks for tear off; two pickup trucks for the crew; and one, 100-foot boom truck for loading the roofing materials onto the roof. The five trucks shipped were full of equipment—from electrical cords to mechanized tear-off machines."

The crew then drove the trucks from Anchorage to Homer for the eight-hour barge trip to Kodiak Island. When additional equipment and supplies were needed, they relied upon air shipments from Anchorage. Allied Building Products, Uresco Construction Materials and Arctic Builders Source of Anchorage all helped coordinate the materials shipments.

Working the Plan

All the advance planning could not control one important

variable—the weather. The Japan Current brings wet weather to Kodiak, and the Industrial Roofing crew did not have the luxury of waiting for clear skies.

“Unfortunately, 50 mph winds and driving rain were not uncommon, so we designed and built 50-by-200 foot tents strong enough to withstand the wind. In the bad weather, we worked under the tents. The tents covered everything—the materials, the men and the equipment,” explained Miguel Torres, foreman for Hangar #3.

Torres and the crew on Hangar #3 installed 800 squares of CertainTeed's Flintlastic® STA™ smooth surfaced APP modified bitumen roofing membrane, followed by a cap of Flintlastic® GTA-FR™ mineral-surfaced APP modified bitumen. A second foreman, Nick Hernandez, and his crew, installed 680 squares on Hangar #1.



Overcoming Wind Lift

The Coast Guard selected a CertainTeed Flintlastic® Modified Bitumen roof system for a couple of reasons. The first involved wind uplift considerations. The fairly steady 50 to 100 mph winds on Kodiak were taking their toll on the hangar roofs. Three different roof systems: metal, PVC and BUR, had previously been installed on the hangar buildings, but each experienced wind

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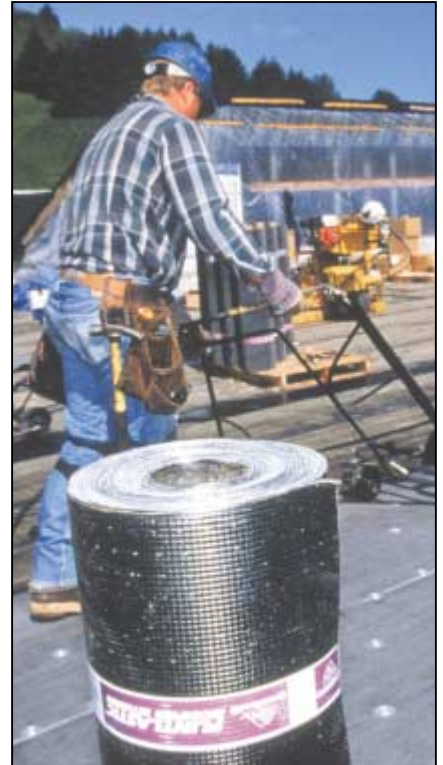
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uplift problems. Second, these historic buildings require a UL Class "A" fire-rated roof system. Flintlastic® STA™ is a high-performance, smooth-surfaced, polyester-reinforced APP modified bitumen membrane. It is puncture and tear resistant, as is Flintlastic® GTA-FR. This product has a mineral granule top surface. Both are UL listed for Class "A" roof assemblies.



Paul Bunyan Contracting of Eagle River, brought in Industrial Roofing to work with CertainTeed Territory Manager Greg Palandrani and the architectural firm of Simpson, Gumpertz & Hager of San Francisco to customize a standard CertainTeed Commercial Roof System specification to address the unique needs of this project. The resulting specification called for tearing off the existing roof system and replacing the wood decking as needed. Industrial Roofing then installed 5/8-inch cdx plywood over the existing tongue and groove deck, a layer of CertainTeed's Black Diamond™ self-adhering base sheet, 2-inch polyisocyanurate insulation, 1/2-inch glass mat embedded gypsum roof board, a



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second layer of CertainTeed's Black Diamond™ self-adhering base sheet and a layer of CertainTeed's Poly SMS Base Sheet. The layers were mechanically attached with screws and plates. Lastly, two final layers: the Flintlastic™ STA smooth AP modified bitumen membrane, followed by the GTA-FR mineral surfaced cap, were torch-applied.


Hangar #1 was completed in August 1998. Hangar #3 was completed in August 2000. Both roofing systems are performing beautifully.



Battling Nature

The geography of the Kodiak Archipelago has been strongly influenced by both volcanic and seismic activity. Ten thousand years ago, glaciers covered most of the islands. As the glaciers retreated, they exposed jagged peaks, fjord-like bays and luscious U-shaped valleys. In 1912, the Novarupta Volcano erupted and blanketed the Kodiak Island with ash, and as recently as 1964, an earthquake lowered the island by five to six feet. The quake's seismic waves caused widespread destruction.

Neither the Coast Guard nor Industrial Roofing can anticipate nature's next blow, but both are confident that if it's wind she delivers, the CertainTeed roof on hangars #1 and #3 will weather the storms. 



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We salute the many fine competitors that we have had. Our work has primarily been the public sector, so *we also salute* the many fine persons and professionals of the Federal, State and Local Governments with whom we have had the privilege to work.


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Getting Paid



by Bob Dickson

Robert J. (Bob) Dickson is a partner in the Anchorage law firm of Atkinson, Conway & Gagnon, Inc. He concentrates on civil litigation with an emphasis on construction contract disputes and construction bonding matters.

At this time of year, contractors are more focused on collecting amounts due for work performed. While space does not allow for a full treatment of the details of the various collection tools available, a brief list may help. If one must resort to any of these, a contractor would be well-advised to consult with a lawyer.

A. Mechanics' Liens

A lien is essentially a legal right to force the sale of the property, with any available proceeds going to the claimant. There can be no liens on public property. Thus, liens can be used only on private projects. Any general or specialty contractor, who has performed work on a site and added value, can assert a lien. These laws also benefit material and equipment suppliers. The amount of the lien is the contract amount due for the work performed, materials furnished to the site, or the rental value of the equipment used during the construction. In order to successfully enforce a

mechanic's lien, the contractor or supplier must record in the land records office a claim of lien no later than 90 days after the last date that work was performed, materials were supplied, or equipment was furnished.

If the claim is not satisfied within six months (or if a properly recorded extension notice is recorded, within a year), the contractor must file a lawsuit to enforce the lien. Ultimately the court determines whether the lien is valid and its amount. The court then orders a judicial sale of the property, the proceeds from which, if any, are used to satisfy the lien claimant. Importantly, any mortgages or deeds of trust preceding the claim of lien in time reduce the value available to satisfy the lien.

These collection tools are primarily intended to protect those who have furnished value to the project and then face an insolvent contractor or owner.

B. Payment Bonds


Inasmuch as there can be no lien on public property, larger

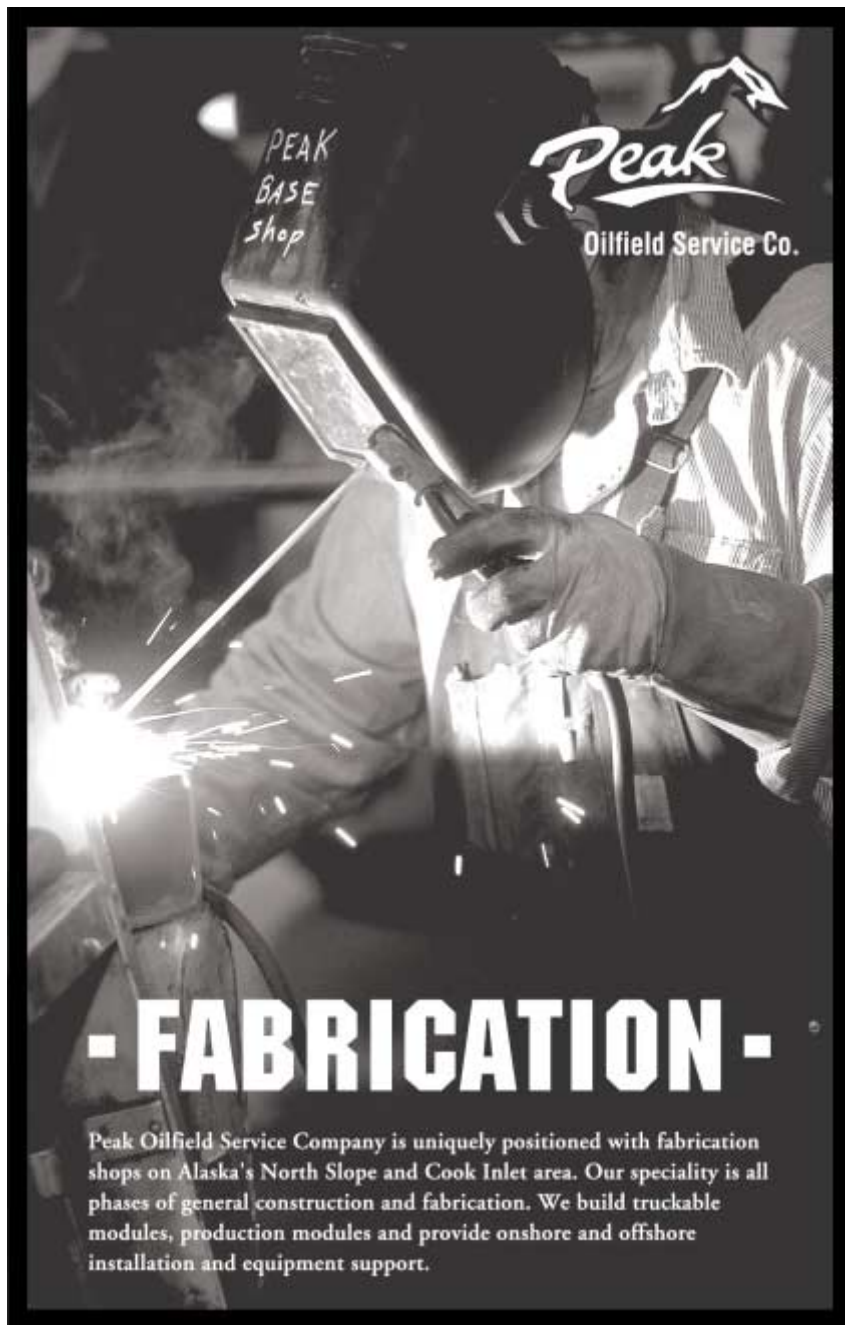
public projects require the general contractor to post a payment bond, which benefits all those who contract directly with either the general contractor or a first-tier subcontractor. A "public project" is one which is owned by either a federal, state or local government entity. Sometimes on large, privately-owned projects a bond may be posted by the general contractor. The general may also require major subcontractors to post payment bonds, which would then benefit those with direct contracts with either the subcontractors or next tier subcontractors.

If a contractor, or material or equipment supplier does not have a contract directly with the general contractor, but only with the first-tier subcontractor, the contractor or the material/equipment supplier must mail, by certified mail return receipt requested, a notice that a claim against the bond is being made to the general contractor no later than 90 days from the date that the contractor or supplier last furnished the labor, material or equipment to the project. Contractors and suppliers with contracts directly with the general contractor do not need to provide this 90-day notice. But all contractors and suppliers, if not paid sooner, must file a lawsuit against the general contractor and the bonding company within one year from either 1) the date the labor, equipment, or materials were last furnished to the site for federal projects, or 2) the date the state finally determines the total amount due to the general contractor (not including disputed claims) for state jobs.

C. Stop Lending Notices

For private projects, Alaska law also provides a mechanism called a Stop Lending Notice. This permits a subcontractor, supplier or a contractor dealing with a developer-owner to cause the construction lender to withhold further loan disbursements to a limited extent to protect the unpaid amount due. If a satisfactory agreement is not reached within 90 days from the time the notice is given, a lawsuit must be filed to continue the withholding.

These collection tools are primarily intended to protect those who have furnished value to the project and then face an insolvent contractor or owner. Where the amounts claimed are disputed, these collection tools will help to focus attention on the dispute and thereby hopefully resolve it sooner. 



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Drug and Alcohol use on the job costs businesses money and causes an increased safety risk—in fact, according to ASAP Family, estimates put yearly economic loss to businesses at \$104 billion. While drug and alcohol use can be relatively easy to detect, the actions of the supervisor after detection are critical in ensuring the process has integrity, the safety concern has been removed, and, state statutes and federal laws under the Alaska state statute have been followed.

While drug and alcohol use is relatively easy to detect, detection is by no means the most crucial step. What comes next will determine if there is a real problem, if it is solvable, and if your business stays in compliance with the letter of the law regarding drug and alcohol testing.

1. Identify the abuser, not what he/she is abusing.

Many employers try to look for the telltale signs of abuse, including dilated pupils, slurred speech, increase tolerance to pain and more. While these may be signs of specific drug or alcohol use, it is not important to determine what type of substance an employee may be using, only to monitor and record differences in employee performance. Different drugs and alcohol affect individuals in different ways, yet they all affect behavior and they all diminish the capacity to perform duties. It is these changes employers should be aware of and that should cause concern.

2. When drugs or alcohol is not the problem.

Employees live diverse lives with normal ups and downs and life factors that affect energy level and behavior. If an employee has documented behavior change and an inconsistent demeanor, it is important a supervisor intervenes in a non-threatening and non-accusatory manner. The supervisor must consult his/her drug and alcohol policy handbook to ensure the correct procedure for confronting the employee is followed.

Upon proper confrontation, employees may have any number of legitimate reasons for his/her noted behavior change, including divorce, death in the family, moving, etc. At this point it may become apparent an employee simply needs a few hours/days off or any number of human resource tools including the use of an employee assistance program available to the employer, not necessarily a drug or alcohol test.

3. When drugs and alcohol are the problem.

After consulting the written policy, if the supervisor determines a drug and alcohol test is needed based on the direct observation by a supervisor of specific, and current physical behavior or performance indicators of probable use, the supervisor must proceed with the company's testing policy in a confidential, respectful manner. Employers should not assume knowledge as to the type of substance the employee may be under. He/she should immediately have the administer the drug and alcohol test administered based on the company's written procedures.

4. Foolproof plan.

The only way to ensure protection against litigation under ASL (23.10.600), is for employers must to have an established drug and alcohol testing policy. In addition, at least one designated supervisor, who is in charge of

determining whether reasonable suspicion exists to require an employee to undergo testing, must receive at least 60 minutes of training on alcohol misuse and at least an additional 60 minutes of training on the use of controlled substances. WorkSafe offers its

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clients drug and alcohol policies geared specifically to their industries, supervisor training, drug and alcohol testing, and confidential mentoring for general and specific questions regarding employee testing.

5. Your industry expert.

WorkSafe offers a full spectrum of workplace drug and alcohol program services in its, new, centrally located offices at 36th and C Street. WorkSafe provides in-depth corporate training, drug and alcohol testing consultation services, return-to-duty services, and follow-up testing when needed. If you are interested in more information regarding the promotion of a drug-free workplace, please contact Steve Mihalik with WorkSafe at 907-563-8378. Alaska General Contractor members receive reduced rates. Please mention that your company is a member of AGC to qualify for the discount. 



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...Dokoozian Continued From Page 18

Corporation and the Arc of Anchorage.

What else makes Dokoozian & Associates unique? Much of Dokoozian's work is negotiated. Customers frequently come to their team with ideas and Dokoozian sets out to develop a plan helping the clients execute these ideas. Many times it takes numerous discussions, ingenuity, patience and creativity to reach a mutually satisfactory solution. Haley uses his extensive estimating knowledge to provide pricing for a variety of possible alternatives that a client may wish to explore. The entire company's rapport with subcontractors and suppliers makes it easy for Dokoozian to keep them as team partners, adding their expertise to projects.

There are three things Dokoozian and Associates tries to attain in every project. First, the company always makes sure the building is built correctly, according to code, and that it looks good. Second, they always want the owner to be pleased not only with the final product, but also with the process involved. Lastly, the company needs to make money in order to pay employees, vendors and owners. If Dokoozian is ever in a situation where they are forced to give up one of these, they always choose to give up the last—making money. Of course earning fair pay is important, but if they have to sacrifice to do the right thing, they do. They believe that if a good project is built and if the owners are happy with the process, their reputation will allow them to make money on other projects.

In conclusion, Haley states, "We've learned through our building experience and many relationships with clients, that the success of our projects is a direct reflection of our team's ability to perform, our attitude and our 'take-care-of-the-client' mindset. We are very proud of our capability to meet and exceed our client's expectations. We pride ourselves in our philosophy of caring, nurturing and assisting all members of the project team." 

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...How Do You, Continued From Page 29

trace," he said. "But, 'Can it recover?' is the question we need to ask ourselves."

Alyeska purchased approximately 200 feet of 28-foot wide driveline. They are currently working on their second project with the mats at Sag River, milepost 47.



The cost-effectiveness and reusability is another benefit of the Dura-Base mat in comparison to the gravel path system. Dura-Base roads can be laid down in a short period of time—up to 100 feet per hour and when finished, they are removed and used again.

"We anticipate they will be reusable for a long time," Lagomarsino said. "So in theory, the mats paid for themselves after the second use."



Alyeska has a vegetation expert monitoring the long-term impact on the tundra. The longest the mats remained down thus far was a three-week stretch, but Lagomarsino estimates they could be left down slightly longer, as in accordance with the vegetation expert's discretion.

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...News Briefs Continued From Page 36

FNW/Alaska Pipe & Supply builds new branch

FNW/Alaska Pipe & Supply, a wholesale distributor, is constructing a new 80,000-square foot branch facility in south Anchorage. The new facility will house all of the company's departments, as well as the waterworks operations of the company, which is currently separate. FNW/Alaska Pipe's new branch is located at 151 E. 95th Ave. The current Alaska Pipe Waterworks office located at 6517 Arctic Spur Road will close upon consolidation into the new building. For more information, contact Gray Mesick at (907) 273-2165.



Photo left to right: Gray Mesick, FNW/Alaska Pipe Anchorage Branch Manager; Mike Cowden, FNW/Alaska Pipe Regional VP of Alaska; and George Haley, project manager of Dokoozian & Associates.

Online Equipment Classifieds Gains Popularity VIRGINIA BEACH, Va.

The leading Internet site in equipment classifieds, EquipmentTraderOnline.com reached record-breaking numbers in traffic growth over the last year. In the month of June, the number of visitors topped 164,000 visitors-- a 41.3 percent increase in site visitors from 2001.

EquipmentTraderOnline.com is one of the largest Internet sites in the equipment industry. The site hosts more than 51,000 machines for sale. Updated daily, the site allows buyers to browse for new and used equipment and sellers to list their equipment for free.

The site contains 1,655 dealers, a contractor's section, parts resources and more.

EquipmentTraderOnline.com is part of the TraderOnline.com network, a leading network of Web sites providing consumers with services that facilitate the buying and selling of vehicles, such as boat, RV, collector car, cycle, truck, equipment, aircraft and other general merchandise.

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New Software Program Available

LIVONIA, Mich.

Contractor's Software, L.L.C., announced the launch of Superintendent's Report Manager™, a software designed to automate and streamline daily field reporting on all aspects of construction job sites.

Nearly every type of construction company, subcontractor or public agency requires some type of daily field reporting for each job site, which usually includes time sheets, purchase orders, incident reports, requests for information, field expense reports and many other forms. Until now, this task required the field supervisor or superintendent to spend hours in a truck or site trailer filling out repetitious paper forms by hand. With SRM loaded on a notebook or desktop computer, a field supervisor can quickly and easily complete all required reports without the need to re-enter repetitive information on each form, such as a contractor's or employee's name, and other standard information.

SRM has undergone extensive field testing and incorporates the insights and recommendations of experienced filed superintendents.

The SRM software comes with many of the most widely used construction reporting forms, including Owners Daily Report, Superintendent's Daily Report, Employee Time Sheet, Field Expense Report, Time & Material Field Report, Purchase Order, Request for Information, Extra Work Order Information, Incident, Injury & Photograph Reports and Witness Report. Contract Software also provides custom designed forms to suit a company's exact needs. They can even incorporate a company's ISO 9,000 accredited information such as form numbers and/or logos.

The program provides a backup feature and was created for users with little to no computer background.

A demo version of software can be downloaded and used for free for 30 days at www.contractorssoftware.net. Or for more information, call (734) 464-3545.

Cargo Co. Announces New Name

ANCHORAGE, Alaska.

Air Cargo Express has announced they have streamlined and consolidated their cargo, passenger and fuel operations, and will be sporting a new banner.

Air Cargo Express will now be sported under the name: Everets Air Cargo. The company stresses that the change is more than just a name with a fresh, new look, it is a spirit and a renewed commitment to superior customer service. It's an investment in technology, equipment and added lift capacity. And above all, it's a proud tradition of serving Alaskans. Their first priority has and remains to earn your trust and move freight quickly, carefully and affordably.

For your next shipment in Alaska, remember to look under the name Everets Air Cargo, the company with legendary aircraft and dedicated people who deliver the extraordinary service you deserve.

...Conference Continued From Page 34

SATURDAY, NOVEMBER 2

- 8:00-9:00 a.m. Breakfast
Speaker: **To Be Announced**
- 9:10-11:30 a.m. AGC of Alaska Election of Officers & General Membership Meeting
- 12:00-1:30 p.m. Special Ladies Luncheon
Speaker: **To Be Announced**
Sponsored by: **Warning Lites of Alaska**
- 6:30 p.m.-12:00 midnight Dinner/Dance-Captain Cook Ballroom

CONFERENCE HIGHLIGHTS

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FEATURED SEMINARS

PRIMAVERA
Friday, November 1
1:40 - 3:00 p.m.
AGC's partnership with Primavera brings value added services to members through the application of primavera's PrimeContract. Learn expedited project Management options that assist the communication process, reduce administrative delays and speed approval. Also , discover ten steps to follow in selecting an e-Business provider.

TIMBERLINE
Friday, November 1
3:30 - 4:30 p.m.
Timberline Software offers a full suite of applications to address the full life cycle of a building project: from estimating & bidding through construction cost & project management to completion and punch list. Take a one-hour tour through the range of Timberline's offerings, with particular emphasis on three new releases: Model Estimating, Buyout, and Project Management.

ANNUAL DINNER DANCE

Saturday, November 2
6:30-12:00 Midnight
The highlight of the evening is the AGC of Alaska's prestigious "HARD HAT AWARD" , "ASSOCIATE OF THE YEAR AWARD" "VOLUNTEER OF THE YEAR AWARD" and new this year is the "LONGEVITY AWARD" designed to honor our members and their efforts.

We will be entertained again this year by a wonderful dance band, "Out of Control", who play a wide-range of dance music for everybody. There will be special entertainment performed by AGC members during dinner.

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On Page 45**

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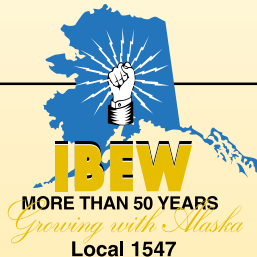


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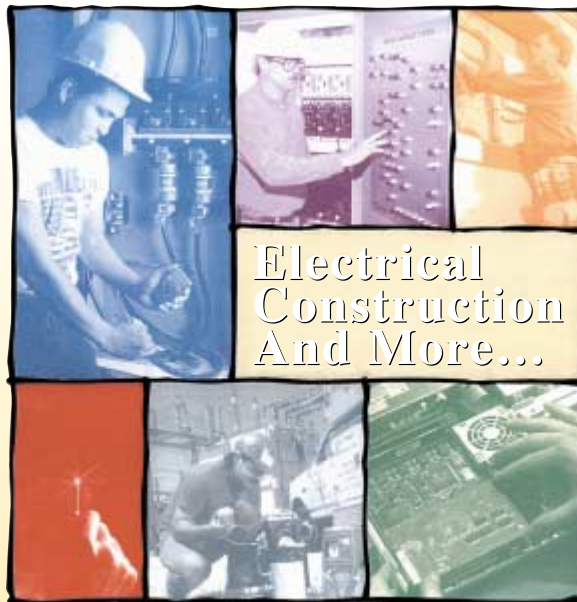
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