

Haul road...

Jay S. Hammond by Sept. 1. According to LeResche, maintenance costs will be the primary consideration in deciding whether the road will be opened or not.

Either way the decision is made, the state government will have to pay some of the costs, LeResche said. If the decision is made to open the road for

unrestricted use, the initial capital outlay is estimated at \$12.2 million and \$4.1 million would be required for summer-only maintenance. A year-round maintenance program would cost about \$15 million. Public safety and management could amount to as much as \$400,000 annually. The federal government would also have to

be reimbursed \$4.3 million if the road were open for only industrial use—for costs of building it to secondary road standards, LeResche said.

If the haul road—the only overland connection between the arctic and interior Alaska—were closed, at least \$4.3 million would have to be paid back

to the federal government, and that amount could rise to as much as \$28 million, including federal funds for the Yukon River Bridge.

LeResche said his recommendations to Hammond would probably be in the form of seven or eight optional uses for the road. Options include allowing tourism by private or only public transportation, opening it full time or part-year, for some users or all or to allow either free access or use as a toll road.

According to LeResche, states cannot charge tolls on highways built with federal funding. Funds used to build the haul road would have to be reimbursed to the federal government before a toll program can begin.

The road already acts as a toll road, however: Alyeska charges non-company users \$1.05 per mile to use the road both ways—regardless if the vehicle is loaded or empty. If the state charged the same toll price to 400 trucks per month, said LeResche, annual fees would amount to \$3.5 million which would almost be enough to cover summer-only maintenance.

The Federal-State Land Use Planning Commission has submitted the recommendation to Hammond that the controversial road be closed to most traffic for the next two years, keeping it open for existing uses while state planners study it in more detail. The road is currently

open to suppliers for the villages of Bettles and Wiseman as well as industrial traffic. The commission also recommended that the road be made available for the possible construction of the natural gas pipeline but to restrict other uses.

LeResche said previously that the commission submitted what was "probably a valuable recommendation" because of its expertise in land use planning.

The \$350 million haul road is scheduled to be returned to the State by Alyeska after the pipeline is completed. The estimated date for the return was July of 1977 but Alyeska may turn it over as early as late fall of 1977 or as late as the spring of 1978, LeResche said.

Recommendations for the use of the road are being sought now by Hammond for use in preparing the state's budget. LeResche said the governor plans to include the legislature in determining the use of the road in the budgetary process.

According to LeResche, the final decision concerning the haul road will be made in the fall of 1978 by the division, the Land Use Commission and other state agencies.

Arts conference...

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good while admitting it was a "weird process." "This is a diverse group of people and a helluva lot to take in one week. Just getting to know each other is a heavy personal thing to try to impose on somebody," he said. "They're all pretty creative people with their own things. The hardest part is getting the exchange going."

The diversity was of his own making. He had picked up on poets such as Nathaniel Tarn of Pennsylvania and Edward Dorn of California, on printer Sam Hamill of Washington, writer and anthropologist Richard Grossinger of Vermont, and Robert Callahan, director of the Turtle Island Foundation in Berkeley. He invited them to come as resource people because he resonated with their concerns for indigenous peoples and cultures globally.

Hope puts strong emphasis on "multi-culture" as opposed to "mono-culture." And he is committed enough to that perspective that he is willing to risk the weirdness and pain that goes on when people try to get unified within it.

So to the outsiders, several of whom had never been to Alaska although all shared the

same concerns for Alaska's native culture, Hope added the Alaskan native "arts" community.

Aided by Joe Senungetuk, art teacher at Sheldon Jackson, and Ron Senungetuk, director of the Extension Center in the Arts at the University of Alaska, Fairbanks, he brought in artists Larry Ahvakana, Fred Anderson, Nathan Jackson, Melvin Ollana, Carmen Quinto, Doris Jackson, Nora and Richard Dauenhauer and the newly formed Young Pt. Hope Eskimo Dancers.

There were also the Jim Pepper Quintet, a jazz group with Native American chants and songs, and Jane Lind, an Aleut actress now living in New York City. Added on to all that were such people as Dennis Demmert, head of Native Studies at the U of A in Fairbanks, Jim McKinley, story teller from Copper Center, representatives of the State Council on the Arts, the Alaska State Museum and the Visual Arts Center, not to mention the general public and KAKM personnel.

Most everyone spoke at one point or another during the day-long sessions, held at the U of A Consortium Library, which got off to a slow start bringing both severe criticism and praise for the "organic" disorder. It was suggested that "Indian time" not be ridiculed but rather enjoyed, especially by those from outside.

Then there were the evening sessions. Monday night at the Visual Arts Center a public art auction and reception were held followed by music by the Jim Pepper Quintet. The remaining evening sessions were held at AMU's Grant Hall and consisted of poetry readings, Eskimo dances, and more jazz by the Quintet. Often intense rap sessions went on into the early morning hours.

Not only were there distinct differences between people, there were distinct agendas and goals brought forth by all the participants. Everyone had something on their mind. Some just wanted to gather and share experiences as

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LEGAL NOTICE

INVITATION FOR BIDS
STATE OF ALASKA
DEPARTMENT OF HIGHWAYS

Sealed bids in single copy for furnishing all labor, materials and equipment, and performing all work on Project OS-1(008), Hemmer Road described herein, will be received until 2:00 p.m. prevailing time, September 16, 1976 in the Commissioner's Office, Department of Highways, Island Center Building, Douglas, Alaska.

This project will consist of grading, drainage and hot asphalt paving along 0.255 miles of roadway.

Principal items of work consist of the following: 0.7 acre, clearing and grubbing; 500 cubic yards, unclassified excavation; 10,800 tons, borrow; 2,200 tons, crushed aggregate base, grading C; 670 tons, hot asphalt pavement; 44 tons, asphalt cement, AC-2.5; 156 linear feet of 24" pipe conduit. Lump sum items include construction engineering by the contractor and painted traffic markings.

All work shall be completed in 60 Calendar days.

In accordance with requirements set forth by the "Federal Highway Administration," the following provisions are made a part of all advertisements for highway construction contracts:

"Bidders must submit certifications stating whether or not they intend to subcontract a portion of the work and, if so, that they have taken affirmative action to seek out and consider minority business enterprises as potential subcontractors. Each bidder intending to subcontract part of the contract work shall make contact with potential minority business enterprise subcontractors to affirmatively solicit their interest, capability, and prices, and shall document the results of such contacts. A bidder's failure to submit this certification or submission of a false certification shall render his bid nonresponsive."

Certification form (14-60) and a Directory of Minority Business Enterprises will be included with the bidding documents.

Plans and specifications may be obtained by all who have a bona fide need for them for bidding purposes from the Chief Road Design Engineer, P.O. Box 1467, Juneau, Alaska 99802 at a charge of \$10.00 (non-refundable) for each assembly. Checks or money orders should be made payable to: State of Alaska, Department of Highways. Plans may be examined at Department of Highway Offices in Anchorage, Fairbanks, Valdez.

H. D. Scougal
Commissioner of Highways

Pub.: Aug. 25, Sept. 1 & 8, 1976.

LEGAL NOTICE

INVITATION FOR BIDS
STATE OF ALASKA
DEPARTMENT OF HIGHWAYS

Sealed bids in single copy for furnishing all labor, materials and equipment, and performing all work on Project HHS-062-2(11), Alaska Highway Realignment, Mile 1378 to 1376.5 described herein, will be received until 2:00 p.m. prevailing time, September 9, 1976 in the Commissioner's Office, Department of Highways, Island Center Building, Douglas, Alaska.

This project will consist of grading, drainage and hot asphalt paving on 1.55 miles of roadway. Included in the work will be the widening of the Dry Creek Bridge.

Principal items of work consist of the following: Unclassified excavation, 72,200 cubic yards; crushed aggregate base, grading "C", 9,100 tons; subbase A, 13,300 tons; hot asphalt pavement 2,853 tons; asphalt cement, 169 tons, MC-30 for prime, 27 tons; class A concrete, 18 cubic yards, re-steel, 4,000 pounds; structural steel, 18,000 pounds; and structural steel piles, 301 linear feet.

All work shall be completed in 165 Calendar days.

In accordance with requirements set forth by the "Federal Highway Administration," the following provisions are made a part of all advertisements for highway construction contracts:

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H. D. Scougal
Commissioner of Highways

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LEGAL NOTICE

INVITATION FOR BIDS
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DEPARTMENT OF HIGHWAYS

Sealed bids in single copy for furnishing all labor, materials and equipment, and performing all work on Project TQS-0411(5), Dillingham to Kanakanak described herein, will be received until 2:00 p.m. prevailing time, September 16, 1976 in the Commissioner's Office, Department of Highways, Island Center Building, Douglas, Alaska.

This project will consist of grading, drainage and aggregate surfacing on 5.19 miles of 2-lane roadway, and the relocation of electric power facilities.

Principal items of work consist of the following: 101,000 cubic yards of unclassified excavation; 226,000 cubic yards of borrow; 16,600 cubic yards subbase, grading "B" (crushing not required); 1,800 linear feet of 18" pipe conduit; 650 linear feet of 24" pipe conduit; 300 linear feet of 72" pipe conduit; 675 linear feet of beam type guard rail; 570 sacks of sacked concrete slope protection; 210 square feet of standard signs; 1,300 linear feet of culvert thaw cable; and 203,000 square feet of seeding. Lump Sum items include relocation of electric power facilities.

All work shall be completed in 225 Calendar days.

In accordance with requirements set forth by the "Federal Highway Administration," the following provisions are made a part of all advertisements for highway construction contracts:

"Bidders must submit certifications stating whether or not they intend to subcontract a portion of the work and, if so, that they have taken affirmative action to seek out and consider minority business enterprises as potential subcontractors. Each bidder intending to subcontract part of the contract work shall make contact with potential minority business enterprise subcontractors to affirmatively solicit their interest, capability, and prices, and shall document the results of such contacts. A bidder's failure to submit this certification or submission of a false certification shall render his bid nonresponsive."

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LEGAL NOTICE

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DEPARTMENT OF HIGHWAYS

Sealed bids in single copy for furnishing all labor, materials and equipment, and performing all work on Project TQF-RF-071-1(18), Richardson Highway, Tielkel River south 9 Miles, described herein, will be received until 2:00 p.m. prevailing time, September 23, 1976 in the Commissioner's Office, Department of Highways, Island Center Building, Douglas, Alaska.

This project will consist of grading, drainage, and hot asphalt paving on 6.4 miles of roadway. Included in the work are two prestressed concrete bridges.

Principal items of work consist of the following: Construction engineering by the contractor, lump sum, all required; 93 acres clearing and grubbing; 587,500 cubic yards, unclassified excavation; 234,082 tons, borrow; 210,000 yard miles, haul; 240,000 tons miles, haul; 52,100 tons, crushed base, "C"; 120 tons, MC-30 prime; 270 linear feet S.P.P.A. 13'-3" x 9'-4"; 1,200 linear feet, 24" CMP; 9,500 tons, riprap Class II; work area facilities (Misc. items); RCA telephone line adjustment, lump sum, all required; painted traffic markings, lump sum, all required; 15,100 tons, hot asphalt paving; 1,055 tons, asphalt cement AC-2.5; preparation of bridge foundation, lump sum, all required; 1,800 square yards, membrane waterproofing; class A concrete, lump sum, all required; prestressed concrete structural members 123 ft. Bulb-T; reinforced steel, lump sum, all required; 1,800 linear feet, structural steel piles, furnished and driven; 888 linear feet, metal bridge railing.

In accordance with requirements set forth by the "Federal Highway Administration," the following provisions are made a part of all advertisements for highway construction contracts:

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Certification form (14-60) and a Directory of Minority Business Enterprises will be included with the bidding documents.

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LEGAL NOTICE

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DEPARTMENT OF HIGHWAYS

Sealed bids in single copy for furnishing all labor, materials and equipment, and performing all work on Project HHS-031-2(38), 9th and Gambell Retaining Wall Removal and Signal Modifications described herein, will be received until 2:00 p.m. prevailing time, September 2, 1976 in the Commissioner's Office, Department of Highways, Island Center Building, Douglas, Alaska.

This project will consist of retaining wall removal, signal modification and minor miscellaneous items of work.

Principal items of work consist of the following: 50 square yards, concrete sidewalk; 100 linear feet, curb and gutter, Type I; 60.3 square feet of standard signs. Lump sum items include: removal of structures and obstructions; special curb; traffic signal system complete.

All work shall be completed in 125 Calendar days.

In accordance with requirements set forth by the "Federal Highway Administration," the following provisions are made a part of all advertisements for highway construction contracts:

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