

LEGAL ADVERTISEMENT

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 for Project S-0680(11), Elliott Highway, Fox to Oines, described herein, will be received until 2:00 p.m. prevailing time, November 20, 1969, in the Commissioner's office, Department of Highways, Island Center Building, Douglas, Alaska.

This project consists of reconditioning the existing roadway and placing 8.9 miles of hot bituminous pavement on the Elliott Highway, located approximately 10 miles north of Fairbanks, Alaska.

Principal items of work consist of the following: 45,500 tons of crushed aggregate base; 10,700 tons of hot bituminous pavement; 3,300 linear feet of removal and reconstruction of existing guard rail and 1,300 linear feet of new guard rail; and miscellaneous items of work.

All work shall be completed by September 1, 1970.

Plans and specifications may be obtained by all who have a bona fide need for them for bidding purposes from the Commissioner of Highways. Plans may be examined at Department of Highways District Offices in Anchorage, Fairbanks, Juneau and Valdez.

Robert L. Beardsley  
Commissioner of Highways

Publish: October 24, 31; November 7.

LEGAL ADVERTISEMENT

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SEALED bids in single copy for furnishing all labor, materials, and equipment and performing all work for Project ER-38(1), Copper River Highway, Mile 25.9 to Mile 27.9, described herein, will be received until 2:00 p.m. prevailing time, December 11, 1969, in the Commissioner's Office, Department of Highways, Island Center Building, Douglas, Alaska.

This project consists of grading and drainage of 1.79 miles of roadway and construction of three composite steel girder bridges. Two of the bridges will be 785'-6" long and one will be 1,225'-6". All bridges will provide a 30 foot clear roadway width. This project is located approximately 26 miles north of Cordova, Alaska.

Principal items of work consist of the following: 192,000 cubic yards of Unclassified Excavation; 87,600 cubic yards of Selected Material; 20,000 tons of Spall Facing and 25,000 tons of Riprap, Class II; 4,410 cubic yards of Class I Excavation for Structures; 11 Cofferdams; 4,930 cubic yards of Class A Concrete, lump sum, all required; 1,995 cubic yards of Class S Concrete; 941,340 pounds of Reinforcement Steel; 35,850 linear feet of Cast-in-place Concrete Piles; approximately 3,107,000 pounds of A36 and A572 Structural Steel, lump sum, all required; approximately 215,420 pounds of A514 Structural Steel, lump sum, all required; 5,768 linear feet of Metal Bridge Railing; and miscellaneous items of work.

All work shall be completed by July 15, 1972.

Plans and specifications may be obtained by all who have a bona fide need for them for bidding purposes from the Commissioner of Highways. Plans may be examined at Department of Highways District Offices in Anchorage, Fairbanks, Juneau, and Valdez.

Robert L. Beardsley  
Commissioner of Highways

Publish October 10, 17, 24.

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"The theme applies equally to the young person choosing his first job and the older person who is faced with the necessity of changing jobs," said Wanda Cooksey, Testing and Guidance Consultant for the Alaska Department of Education.

"It applies to the privileged citizen as well as to the disadvantaged. 'Reach For Your Star' implies that a sound career choice contains an inspiring quality which motivates one to his best efforts."

During National Vocational Guidance Week, the Department of Education urges everyone to find out about the vocational

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guidance services in his community. "Counselors are located in schools, colleges, government and voluntary agencies, industries and in private counseling firms.

National Vocational Guidance Week is sponsored by the National Vocational Guidance Association and its local chapters and branches throughout the country.

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SEALED bids in single copy for furnishing all labor, materials, and equipment and performing all work for Project F-035-4(8), Hurricane Gulch Bridge and Grading; described herein, will be received until 2:00 p.m. prevailing time, December 4, 1969, in the Commissioner's Office, Department of Highways, Island Center Building, Douglas, Alaska.

This project consists of constructing a 558 foot steel arch bridge and grading the approaches. The project is located on the Anchorage-Fairbanks Highway, approximately 165 miles north of Anchorage, Alaska.

Principal items of work consist of the following: 639 cubic yards of Class A Concrete, lump sum, all required; 133,000 pounds of Reinforcing Steel, lump sum, all required; 1,092,000 pounds of Structural Steel, furnished, fabricated, and erected, lump sum, all required; 1,115 linear feet of Bridge Railing; 480 linear feet of Grout Hole; 750 sacks of Grout Cement; 2,920 square feet of Pneumatic Concrete; and miscellaneous items of work.

All work shall be completed by September 1, 1971.

Plans and specifications may be obtained by all who have a bona fide need for them for bidding purposes from the Commissioner of Highways. Plans may be examined at Department of Highways District Offices in Anchorage, Fairbanks, Juneau, and Valdez.

Robert L. Beardsley  
Commissioner of Highways

Publish: October 24, 31, November 7.

Probe Ordered—  
Cable Traps Caribou

JUNEAU—Governor Keith H. Miller ordered a full scale investigation of reports that several caribou on the North Slope had become entangled recently in cable used in seismic operations.

Miller said he had been told by the Department of Natural Resources that at least four caribou were trapped in cable that should have been retrieved after it was used. Present evidence indicates that one caribou died from exhaustion, while three were cut loose and freed.

"We cannot overlook the serious consequences of carelessness in operating on the North Slope," the Governor said in ordering the investigation. "Nor will we tolerate further incidents of this nature."

"If the outcome of our review indicates lack of responsibility on the part of the industry and their

contractor employees, they will be required to give unqualified assurance that this will not happen again," he said. "If we do not receive this assurance, the State will be forced to place on-site inspectors with each crew and the costs will have to be borne by the contractors."

Beware, as long as you live, of judging people by appearances.  
—DE LA FONTAINE

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