

**SENATE  
JOURNAL SUPPLEMENT**

**4/17/86**

**THURSDAY**

**No. 68**

FISCAL NOTE

SB  
450

REQUEST

Bill/Resolution No.: SB 450  
 Title: Iliamna-Nondalton Road Intertie  
 Appropriation: \_\_\_\_\_

FISCAL DETAIL

Agency Affected: DOT&PF  
 BRU: \_\_\_\_\_

Sponsor: Zharoff  
 Requestor: Transportation and Finance  
 Date of Request: 4/9/86

Components: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		-0-	192.0	192.0	192.0	192.0
CAPITAL		9,000.0	-0-	-0-	-0-	-0-
REVENUE		-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of Dollars)

GENERAL FUND		9,000.0	192.0	192.0	192.0	192.0
FEDERAL FUNDS						
OTHER						
TOTAL		9,000.0	192.0	192.0	192.0	192.0

POSITIONS:

FULL-TIME		-0-	3	3	3	3
PART-TIME						
TEMPORARY						

ANALYSIS: Continued on page 2

Prepared By: William R. Snell (signed) Phone: 266-1440  
 Division: Central Region Deputy Commissioner Date: \_\_\_\_\_  
 Approved by Commissioner: *William R. Snell* Date: 4/15/86  
 Agency: DOT&PF

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1. Analysis of the fiscal impact on existing program

This project will increase maintenance and operations costs for the Department.

2. Analysis of the fiscal impact on new programs

None.

3. Analysis of how the figures in the fiscal note were derived

**Construction costs:** The construction costs include installation of the bridge, a center pier, and approaches on both sides of the river as well as additional work to smooth out the pioneer road and complete the 3.2 miles into Nondalton. DOT&PF has made two bridges (Lowe River Bridge and Gulkana Bridge) available which will be combined to form one bridge for the project. Some refurbishing will have to take place, and the Lowe River Bridge will have to be transported to the site.

**Operating cost:** Average maintenance costs per year for the rural road was determined by multiplying the number of road miles by maintenance cost per mile by the two lanes of road.

$$19.2 \times \$5,000 \times 2 = \$192,000$$

These operating costs assume that the road and bridge are owned and maintained by DOT&PF. If the road and bridge are owned and maintained by local government then the fiscal impact on the State operating budget would be zero.

4. Additional information

The City of Nondalton initiated action in 1982 to construct a pioneer road between Nondalton and the two neighboring communities. At that time, approximately \$4.3 million had been appropriated by the Legislature to DOT&PF. This money was transferred to the City of Nondalton through a Transfer of Responsibility Agreement. Approximately 10 miles of the pioneer road was constructed from the Newhalen side. Top soil and trees were cleared for an additional six miles up to the Newhalen River. There is an additional 3.2 miles of the corridor from the river crossing to the City of Nondalton which must be cleared as well as installation of the bridge and approaches on both sides of the river. The \$9,000,000 would appropriate fund to complete this last phase of the project.