

COMMITTEE REPORT  
SENATE

FURTHER:

6/22/84

Date 3/28/84

Mr. President

The Committee on FINANCE considered SB 389

special appropriation to the Department of Transportation and Public Utilities for construction of a Kenai River bridge, etc.

and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass
- do pass with attached amendment(s)
- replace with/or adopt CS for SB 389 (Finance)
- new title
- same title and recommends Do Pass
- and attached a "LETTER OF INTENT"  NEW FISCAL NOTE
- reports it back without recommendation
- recommends referral to \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS

[Signature]  
[Signature]  
[Signature]  
[Signature]  
[Signature]  
[Signature]  
[Signature]  
[Signature]

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

[Signature]  
Chairman

Chairman recommendation

WORK DRAFT COPY

WORK DRAFT COPY

WORK DRAFT COPY

3-28-84

Original sponsors: Gilman and P. Fischer

Funding Information

General Fund	\$6,545,000
Other Funds	0
	<u>\$6,545,000</u>

1 IN THE SENATE BY THE FINANCE COMMITTEE  
 2 CS FOR SENATE BILL NO. 389 (Finance)  
 3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
 4 THIRTEENTH LEGISLATURE - SECOND SESSION  
 5 A BILL

6 For an Act entitled: "An Act making special appropriations to the  
 7 Department of Transportation and Public Facilities  
 8 for construction of a Kenai River bridge, and for  
 9 repairs to the Tununak River bridge; and providing  
 10 for an effective date."

11 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

12 \* Section 1. The sum of \$5,500,000 is appropriated from the general  
 13 fund to the Department of Transportation and Public Facilities for con-  
 14 struction of a Kenai River bridge providing for access to Funny River Road.

15 \* Sec. 2. The sum of \$1,045,000 is appropriated from the general fund  
 16 to the Department of Transportation and Public Facilities for repairs to  
 17 the Tununak River bridge.

18 \* Sec. 3. This Act takes effect immediately in accordance with  
 19 AS 01.10.070(c).  
 20  
 21  
 22  
 23  
 24  
 25  
 26  
 27  
 28  
 29

Original sponsors: Gilman and P.Fischer

<u>Funding Information</u>	
General Fund	\$6,545,000
Other Funds	-0-
	<u>\$6,545,000</u>

1 IN THE SENATE BY THE FINANCE COMMITTEE

2 CS FOR SENATE BILL NO. 389 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making special appropriations to the Depart-  
7 ment of Transportation and Public Facilities for  
8 construction of a Kenai River bridge and for repairs  
9 to the Tununak River bridge; and providing for an  
10 effective date."

11 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

12 \* Section 1. The sum of \$5,500,000 is appropriated from the general  
13 fund to the Department of Transportation and Public Facilities for  
14 construction of a Kenai River bridge providing for access to Funny River  
15 Road.

16 \* Sec. 2. The sum of \$1,045,000 is appropriated from the general fund  
17 to the Department of Transportation and Public Facilities for repairs to  
18 the Tununak River bridge.

19 \* Sec. 3. The appropriations made by this Act are for capital projects  
20 and are subject to AS 37.25.020.

21 \* Sec. 4. This Act takes effect immediately in accordance with AS 01.-  
22 10.070(c).  
23  
24  
25  
26  
27  
28  
29

028389

# Alaska State Legislature

SENATOR  
DON GILMAN

Juneau Ph.  
(907) 485-4935  
(907) 485-4529



HOME ADDRESS  
P.O. BOX 630  
KENAI, ALASKA 99611  
(907) 283-4182

DURING SESSION  
POUCH V  
JUNEAU, ALASKA 99811

## State Senate

February 20, 1984

### Memorandum

To: Senator Pappy Moss  
Chairman, Senate Transportation  
Committee

From: Senator Don Gilman

The Kenai River/Funny River Bridge project is one that has been identified by local and state authorities for over 20 years. It has been documented by community need and economic factors in attached pages from the Kenai River Transportation Study, published by DOT/PF and jointly prepared by DOT/PF, Kenai Peninsula Borough and the Cities of Soldotna, Kenai, Homer, Seward, Seldovia, etc.

Salient features are as follow:

1. Provides access to a large area on the southeast side of the Kenai River. Borough tax records show approximately 200 families with 576 persons in the area. Access is currently on the 17-mile Funny River Road following the Kenai River from Soldotna.

A large portion of Funny River Road passes through federal land of the Kenai Wildlife Refuge (formerly the Kenai National Moose Range). The road was constructed many years ago to minimum access standards and poses grave safety problems due to its narrow width and current high traffic levels. Accidents are frequent (see attached Peninsula Clarion article). School buses have a treacherous time in the severe weather conditions during winter and break up. Routing keeps children on the buses far longer than necessary.

2. The bridge project is far more cost effective and removes much of the need for upgrade and realignment of Funny River Road. The project cost is under \$6 million while DOT/PF's cost estimates of reconstructing for the 17 miles of the road run as high as \$1 million per mile.

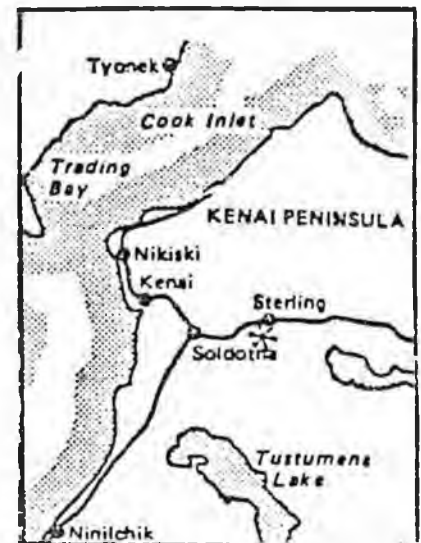
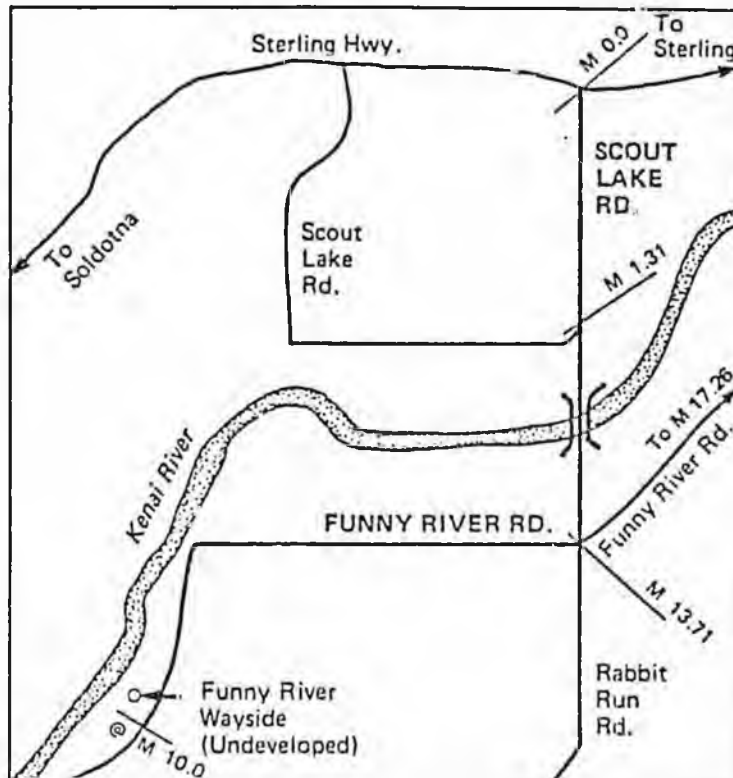
Senator Pappy Moss  
February 20, 1984  
Page 2

3. Provides faster and improved ambulance, fire and public safety access to families on the south side of Kenai River by allowing emergency vehicles to use the paved Sterling Highway and cross the Kenai River toward the end of Funny River Road. Residential fires are frequently terminal since heavy fire equipment makes very slow progress over the 17 miles of narrow, icy and potholed road.
4. Provides access for residents of the southern side of Kenai River to:
  - Sterling Elementary School, grades K - 6.
  - Business area of Sterling.
  - Access to paved Sterling Highway for faster, safer travel either toward Anchorage or Soldotna.
5. Provides general public access to unutilized state park lands on the southeast side of Kenai River, helping to solve access problem to the river and to disperse the immense fishing crowds over a wide variety of sites.

Actions on this Bridge/Road project are as follows:

1. 1980 - Appropriation for reconnaissance.
2. 1981 - Appropriation for design.
3. 1982 - Included in bond package which was vetoed by Governor.
4. Included in Sheffield 1983 Administrative Budget (DOT/PF) which was submitted to legislature.

The Bridge was identified as #14 on the Kenai Peninsula Transportation Plan. Since the development of the plan, 10 of the 14 projects have been completed, are under contract or adopted as municipal projects, moving this project up to number 4 on the priority list.

FUNNY RIVER (SR 117300)/BRIDGE/SCOUT LAKE (SR 118700)

Capital Cost:

\$ 8.4 million

Funny River: 1980 ADT = 225

Scout Lake: 1980 ADT = 200

Existing Condition: Scout Lake Mile 0.0 (E. Jct. Sterling Hwy) to Mile 1.31 (Jct. improved road to river): Gravelled 22' surface, no shoulders. Funny River Mile 10 to Mile 17.26 (End of route): Gravelled 26' surface.

Proposed Physical Improvement: Phase I: Scout Lake (Sterling Hwy to Funny River Rd); Widen to 36', pave. Construct 26'-wide bridge, boat ramp and parking area next to bridge. Phase II:

Funny River: Mile 13.71 to Mile 17.26: Widen to 36', pave. Phase III: Funny River: Mile 10 to Mile 13.71: Widen to 36', pave.

Project Alternatives: Improve Funny River Rd., Mile 0.0 (Jct. Sterling Hwy) to Mile 17.26 (End of route) to 28' rural paved standard.

Status: DOT/PF has completed Scout Lake Rd. and bridge design.

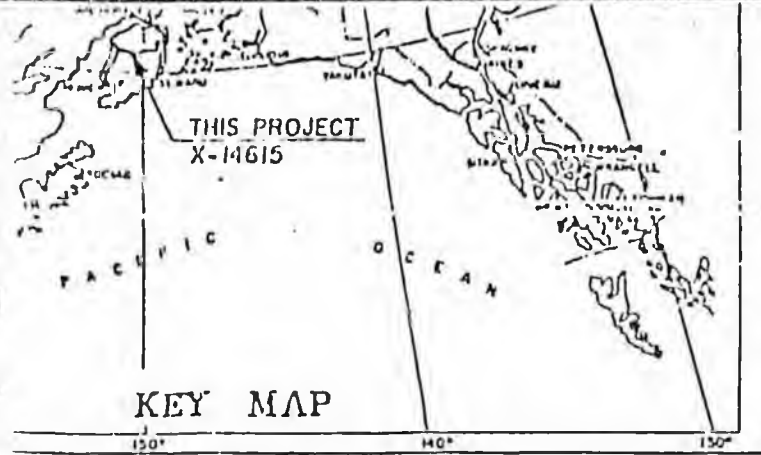
Funding for project requested in DOT/PF's Central Region, FY 83 CIP.

Next Step Prior to Construction: Final design and permits for Funny River Rd., Mile 10 to Mile 17.26 and parking area.

Factors Affecting Development: Need parking area maintenance agreement with DNR-Div. of Parks

Relation to Other KRTS Projects: None

cost - 5.672



# X-14615 SCOUT LAKE ROAD EXTENSION

## STERLING HIGHWAY TO FUNNY RIVER RD. GRADING, DRAINAGE, PAVING, & BRIDGE

RECE

UNIT 2

DEPT. OF TRANSPORTATION

### LEGEND

CONSTRUCT RESIDENTIAL DRIVEWAY APPROACH  
RADIUS = 25' UNLESS SHOWN OTHERWISE

CONSTRUCT PUBLIC ROAD APPROACH  
Δ = 90° UNLESS SHOWN OTHERWISE

CONSTRUCT PIPE CONDUIT - (SKEW INDICATED IF  
OTHER THAN PARALLEL TO C CONSTRUCTION)

REMOVE AND DISPOSE OF CULVERT PIPE

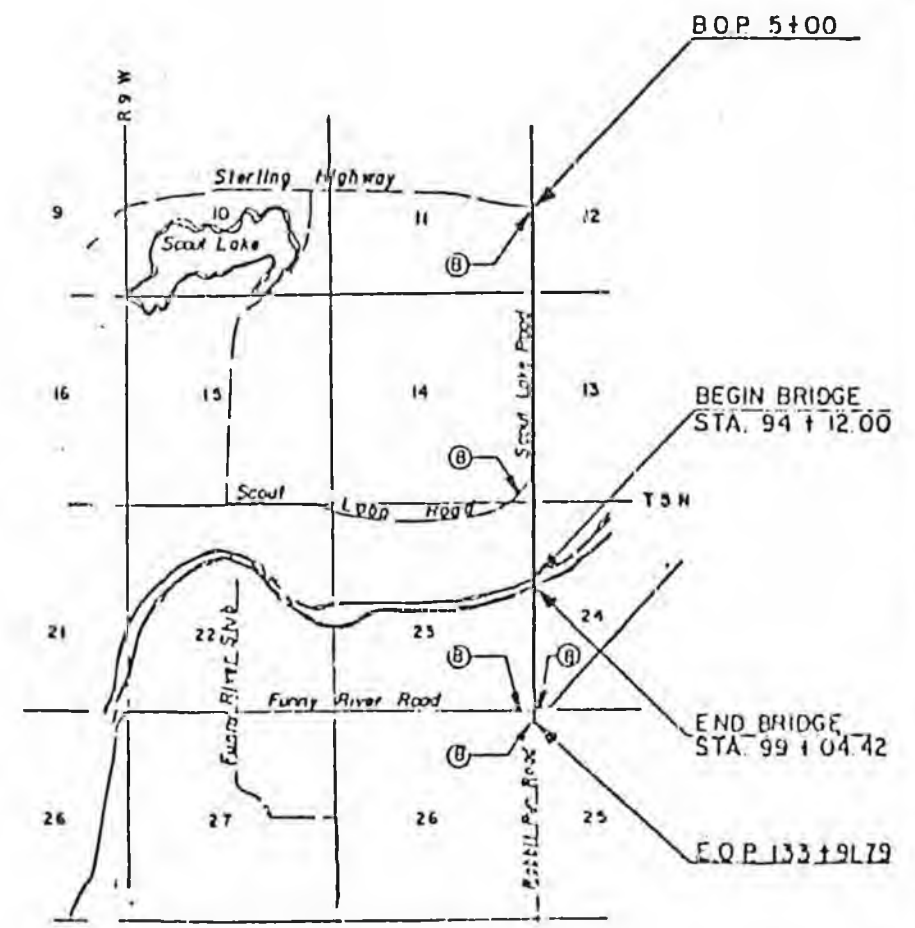
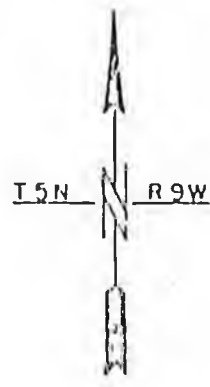
INSTALL GUARDRAIL

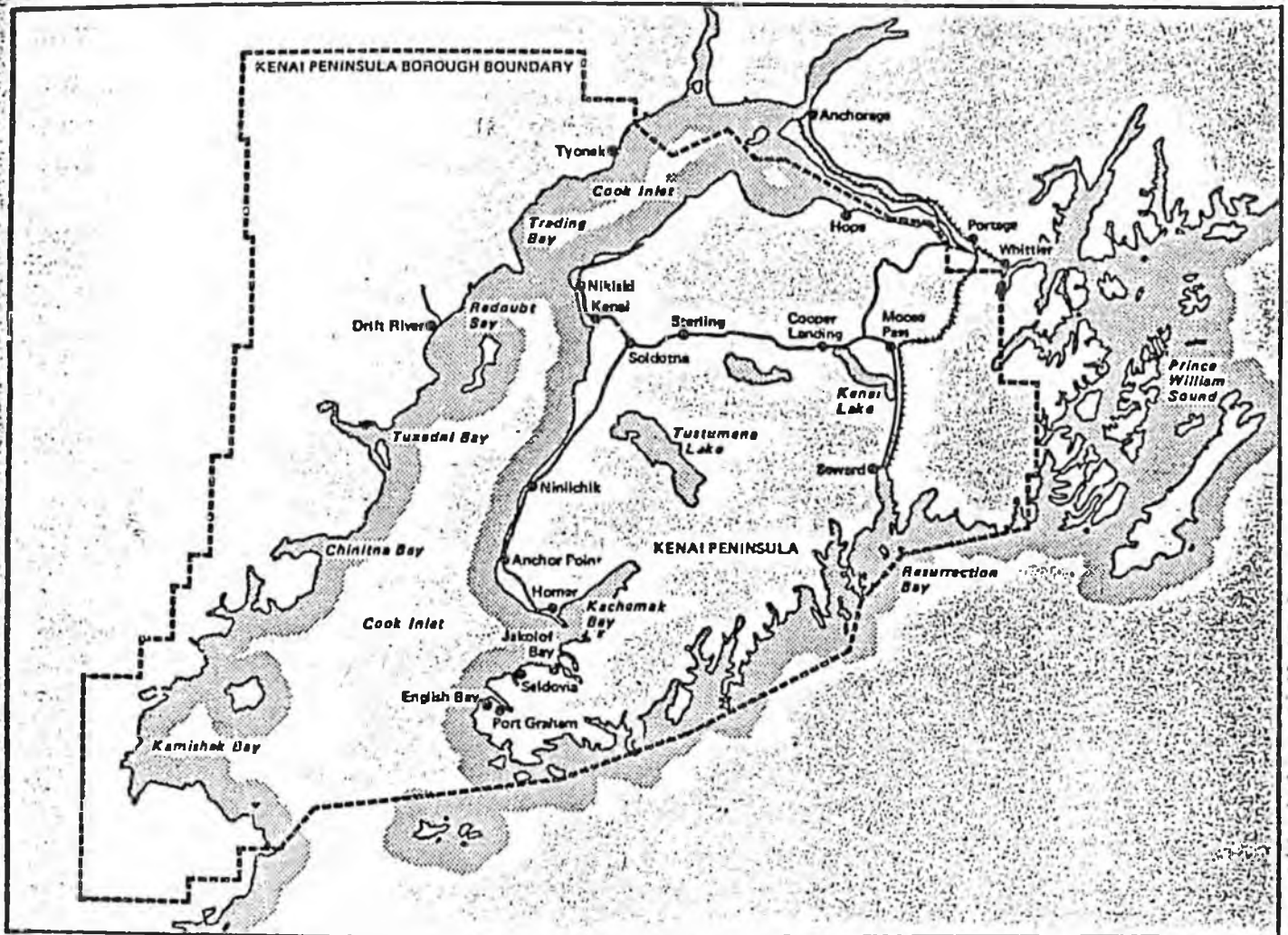
REMOVE STRUCTURE

TRAFFIC SIGN (NUMBER REFERS TO POST NUMBER  
LISTED IN SIGN SCHEDULE)

PERMANENT ADVANCE CONSTRUCTION SIGN IN ACCORDANCE  
WITH STANDARD DRAWINGS C-100A AND C-100A

ADJUST SURVEY MONUMENT/CASE TO GRADE





Source: Woodward-Clyde Consultants

# KENAI REGIONAL TRANSPORTATION STUDY (KRTS) PROJECT

Prepared for  
Alaska Department of Transportation and Public Facilities

October 1982

Woodward-Clyde Consultants/Wince-Corthell and Associates

Table III-4  
HIGH PRIORITY PROJECTS\*

	Ongoing DOT/PF Project	Ongoing KPS or Municipal Projects	Community Desires	Economic Development	Use Deficiency (safety, traffic) overload, etc)
<u>Roads</u>					
1. Airport Bypass/Kachemak	x		x		
2. Anchor Point		x	x		
3. Bear Creek		x	x		
4. Bear Creek (Kachemak City)			x		x
5. Big Eddie		x	x		
6. Cannery			x		
7. Ciechanski			x		
8. Clax Gulch				x	x
9. Cohoe Loop			x		
10. Diamond Ridge (Skwline Dr./Olson Mt.)		x	x		
11. East End - Phases I, II, III, & IV	x	x	x		x
12. East Hill	x		x		x
13. Feuding Lane/Kenai Keys		x	x		
14. Funny River/Bridge/Scout Lake	x		x	x	
15. Halbouty		x	x		
16. Homesite Loop		x	x		
17. Kenai Alternate			x		
18. Kenai Spur			x		
19. Kingsley/Oil Well	x	x	x	x	
20. Lake St./Pioneer Ave.			x		x
21. Lamplight/Holt		x	x		
22. Lou Morgan/Scout Lake	x		x	x	
23. Lovell Point			x		x
24. Mackays Lakes		x	x		
25. Meyers/Strawberry		x	x		
26. Nash Rd./Seward Hwy. Intersection			x		
27. Nimilchik/Beach		x	x	x	x
28. North Anchor River		x	x		x
29. North Kenai Highway Phases I, II, & III	x		x	x	
30. Olson/Bunnell/Main			x		
31. Resurrection River		x	x	x	
32. Seldovia Airport Rd.-Main St.			x		x
33. Seldovia/Jakolof Bay-Seldovia/Anderson			x		
34. Seward Highway	x		x		x
35. Soldotna Frontage					x
36. Sports Lake		x	x		
37. Sterling Highway	x		x		x
38. Tustumena Lake	x			x	
39. West Hill	x		x		x
<u>Air</u>					
40. English Bay Airport	x		x		
41. Homer Airport	x		x		x
42. Kenai Airport		x	x		x
43. Port Graham Airport			x		
44. Seldovia Airport			x		x
45. Seward Airport			x		x
46. Soldotna Airport			x		x
<u>Marine</u>					
47. English Bay Shuttle Ferry Ramp			x		
48. Homer Ferry Terminal and Passenger Bldg.	x		x	x	x
49. Homer Fish Dock	x	x	x		
50. Homer Small Boat Harbor	x	x	x	x	
51. Homer Ocean Dock			x		
52. Kachemak Park Shuttle Ferry Ramp				x	
53. Kasilof Harbor			x	x	
54. Kenai Small Boat Harbor		x	x		
55. Nimilchik Harbor			x	x	x
56. Port Graham Harbor/Ferry Dock	x	x	x	x	
57. Seldovia Ferry Terminal and Passenger Bldg.	x		x	x	x
58. Seward Ferry Terminal			x	x	x
59. Seward Small Boat Harbor			x	x	
60. Shuttle Ferry Vessel	x	x	x	x	
61. Tustumena Replacement	x		x		x
<u>Rail</u>					
62. Fourth of July R.R. Spur			x		

\*Projects are listed alphabetically and not order of priority

## HIGH PRIORITY PROJECTS

The high priority project list consists of 1) ongoing, 2) current needs and 3) the higher ranked future projects. This list is shown in Table III-4, and detailed descriptions of each of these projects are included at the end of this chapter. In addition, the general location of each High Priority project is shown in Figure III-3.

The higher ranked projects were the subject of both quantitative and qualitative evaluations. While these evaluations provided valuable information on each project, the evaluations were not the sole criterion for placing or keeping a project on the high priority list. In fact, the Technical Advisory and Steering Committees made the final decisions on placements in the high priority group.

### High Priority Project Descriptions

The following descriptions are intended to provide the information and data needed for DOT/PF's capital improvement programming (CIP) decisions. Thus, they represent a "resource" from which DOT/PF can select projects for its annual CIP submission to the Governor.

Each of the following projects are numbered to coincide with those shown earlier in Table III-4. Also the project names are those from the DOT/PF Coordinated Data System (CDS) log--when the popular name differs from the CDS designation, it is added to the CDS name and number.

Most of these roads have been recognized and scheduled for improvement by DOT/PF, by the Borough or by the cities. Thus, the traffic capacity/use analyses in the Phase II report served mainly to confirm their overloaded condition. Table II-3 identifies facilities below the minimal level of service for this project.

#### FUTURE NEEDS

##### Community Development Goals

During Phase II of the KRTS study, a large list of projects was proposed by the general public and elected and appointed officials during the initial round of public meetings. Many of these facilities are on-going or below minimal level of service facility projects which are included in Tables II-1 and II-2 above. The remaining projects included both regional and local projects on the state-maintained system. See Table II-4 for these community preferred projects which were presented in the Phase II report and repeated here. Note that Table II-4 still includes projects previously included in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

##### Economic Development Requirements

Projects were identified for this category through the Phase II evaluation of regional economic development potentials. The primary criteria for inclusion on this list was a demonstrable potential for development that would warrant DOT/PF's attention at this time. See Table II-5 which was taken from the Phase II report and still includes projects listed in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

---

# Peninsula Clarion

THURSDAY, Feb. 16, 1984

Vol. 14, Issue 99

© The Peninsula Clarion/U.S.P.S. 438-410

---

## Former chief Wisecarver dies in crash

Frank Wisecarver, the first fire chief for the city of Kenai, died Wednesday afternoon in a head-on collision on Funny River Road.

The collision also seriously injured a 19-year-old Soldotna man.

Wisecarver, 59, was the chief of the city's volunteer fire department in the mid-1960s and served as the first chief when the department converted to a paid force. He left the department in 1977.

The accident occurred at Mile 11 Funny River Road at about 1 p.m.

According to an Alaska State Troopers report, Elmer (Roy) Bird of Soldotna was driving his car toward Soldotna on Funny River Road when his car apparently crossed the center line as it was coming around a curve. It struck Wisecarver's truck head-on.

Wisecarver was pronounced dead on arrival at Central Peninsula General Hospital. An Emergency Services medic said Bird suffered rib cage injuries, broken bones and possible internal injuries. He was taken to the hospital, where he is recovering in intensive care.

Kenai Fire Department Capt. Don Morgan remembered Wisecarver as "probably the best thing to happen to the Kenai Fire Department. He was highly respected by the guys he worked with, and was a personal friend, too."

Dick  
Mueller  
Realty

100 TRADING BAY RD., SUITE 1  
KENAI, AK 99611  
907-283-5888



January 19, 1984

Bill Sheffield  
Governor of Alaska  
Pouch A  
Juneau, Alaska 99811

Re: Kenai River Bridge Access Feasibility Design Project No. X-14615

Dear Governor Sheffield:

I'm sure by the enclosed petitions that you've determined that many residents of Alaska including our visitors want the Kenai River Bridge access to Funny River Road.

There are several reasons that necessitate the bridge being built immediately. Please consider the following priorities:

1. Alleviation of the crucial environmental impact on the Lower Kenai River.
2. Allow feasible access for the emergency services of State Trooper assistance, fire and ambulance service.
3. Ending the necessity of driving a dusty or icy pothole ridden secondary highway system which presently has an average daily road count of 416 cars, established from a November 1981 road count.
4. Provide access for agricultural and further tourism development by cutting the time of travel to and from Anchorage by at least 2 hours.
5. Provide access for the development of the Nilnunga State Historic Park (42.47 acres) and the State Funny River Recreation area (218 acres) which also fronts the Kenai River.

The benefit list is endless in providing bridge access to this recreational paradise that boasts the Kenai River, Browns Lake, Killey River, Funny River, public horse trail and abundant wildlife. Please give your support.

Thank you for taking time out of your day to recognize a need of Alaskans.

Further petitions will be forthcoming.

Sincerely,

Patricia Ann Lazer,  
Sales Associate  
Specializing in Funny River  
and Kenai River areas

cc; Paul Fischer  
Don Gilman  
Joe Hayes  
Hugh Malone

PAL:rm  
encl;

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

POUCH Z  
JUNEAU, ALASKA 99811  
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

February 23, 1984

Re: Fiscal Note Transmittal

Distribution

The Department of Transportation and Public Facilities hereby transmits the fiscal note and supporting documentation for the legislation identified below. This transmittal supersedes all previous distributions.

Bill No.: SR 389

Title : Kenai River Bridge

Sponsor : Gilman, P. Fischer

Sincerely,



Ed Cronick  
Legislative Liaison  
Department of Transportation  
& Public Facilities

DISTRIBUTION:

Legislative Finance - Recky O'Reilly  
Legislative Sponsor - Gilman, P. Fischer  
Requestor  
Office of Management and Budget - Lisa Emerson  
Impacted Agency(ies) Attn: Legislative Liaison  
Regional Director of Administrative Services - J. Merrill  
Regional Director - William Snell

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date: \_\_\_\_\_

REQUEST

Bill/Resolution No.: SB 389  
Title: Kenai River Bridge

Sponsor: Gilman, P Fischer  
Requestor: Same  
Date of Request: 2/17/84

FISCAL DETAIL

Agency Affected: DOT&PF  
Program Category Affected: D&C

BRU, Program or Subprogram(s) Affected: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS			20.0	20.0	20.0	20.0
TOTAL OPERATING		5,672.0				
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		5,672.0	20.0	20.0	20.0	20.0
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by bill sponsor.

ANALYSIS: Attach a separate page for any Analysis

Prepared By: William R. Snell Phone: 266-1462  
Division: Planning Date: 2/21/84

Approved by Commissioner: *W. R. Snell* Date: 2/21/84  
Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

12/1/83

ANALYSIS SB 389

1. Would increase the maintenance and operations budget for the Department.
2. Fiscal impact on new programs or activities: Unknown
3. Cost estimate prepared by Design and Construction based on data provided from project design; Departmental M&O standard costs based on \$5,500 per lane mile (12 ft. widths)
4. This project would fund:
  - a. Construction of a bridge over the Kenai River.
  - b. Construct a road from bridge to Funny River Road (South) and from the bridge to Scout Lake Road (North).

Cost estimate includes Design Completion (bridge design completion, materials work, and specifications update), ROW, Utilities, and Construction.

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

POUCH 2  
JUNEAU, ALASKA 99811  
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

February 23, 1984

Re: Fiscal Note Transmittal

Distribution

The Department of Transportation and Public Facilities hereby transmits the fiscal note and supporting documentation for the legislation identified below. This transmittal supersedes all previous distributions.

Bill No.: SR 389

Title : Kenai River Bridge

Sponsor : Gilman, P. Fischer

Sincerely,



Ed Cronick  
Legislative Liaison  
Department of Transportation  
& Public Facilities

DISTRIBUTION:

Legislative Finance - Becky O'Reilly  
Legislative Sponsor - Gilman, P. Fischer  
Requestor  
Office of Management and Budget - Lisa Emerson  
Impacted Agency(ies) Attn: Legislative Liaison  
Regional Director of Administrative Services - J. Merrill  
Regional Director - William Snell

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date: \_\_\_\_\_

REQUEST

Bill/Resolution No.: SB 389  
Title: Kenai River Bridge

Sponsor: Gilman, P Fischer  
Requestor: Same  
Date of Request: 2/17/84

FISCAL DETAIL

Agency Affected: DOT&PF  
Program Category Affected: D&C

BRU, Program or Subprogram(s) Affected: \_\_\_\_\_  
\_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS			20.0	20.0	20.0	20.0
TOTAL OPERATING		5,672.0				

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND		5,672.0	20.0	20.0	20.0	20.0
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by bill sponsor.

ANALYSIS: Attach a separate page for any Analysis

Prepared By: William R. Snell  
Division: Planning

Phone: 266-1462  
Date: 2/21/84

Approved by Commissioner: *W. Blum*  
Agency: DOT&PF

Date: 2/21/84

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

ANALYSIS SB 389

1. Would increase the maintenance and operations budget for the Department.
2. Fiscal impact on new programs or activities: Unknown
3. Cost estimate prepared by Design and Construction based on data provided from project design; Departmental M&O standard costs based on \$5,500 per lane mile (12 ft. widths)
4. This project would fund:
  - a. Construction of a bridge over the Kenai River.
  - b. Construct a road from bridge to Funny River Road (South) and from the bridge to Scout Lake Road (North).

Cost estimate includes Design Completion (bridge design completion, materials work, and specifications update), ROW, Utilities, and Construction.

COMMITTEE REPORT  
SENATE

FURTHER: FINANCE

1/30/84

Date: Feb 21, 1984

Mr. President:

The Committee on TRANSPORTATION has had SB 389

special appropriation to the Department of Transportation and Public Facilities for construction of a Kenai River bridge; efd.

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass [ ] do not pass
- [ ] do pass with attached amendments(s)
- [ ] replace with CS for \_\_\_\_\_ [ ] same title  
[ ] new title
- and recommends \_\_\_\_\_
- [ ] AND attaches a "Letter of Intent" [ ] New Fiscal Note
- [ ] reports it back without recommendation
- [ ] referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

*Peggy Man*  
*John Kelly*  
*Urban Gilman*  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

*Takren Kemp No Rec*  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

*Peggy Man*  
 CHAIRMAN

Introduced: 1/30/84  
Referred: Transportation and  
Finance

Funding Information  
General Fund \$5,500,000  
Other Funds -0-  
\$5,500,000

1 IN THE SENATE

BY GILMAN AND P. FISCHER

2

SENATE BILL NO. 389

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - SECOND SESSION

5

A BILL

6

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities for construction of a Kenai River bridge; and providing for an effective date."

7

8

9

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 \* Section 1. The sum of \$5,500,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities for con-  
13 struction of a Kenai River bridge providing for access to Funny River Road.

14 \* Sec. 2. The appropriation made by this Act is for a capital project  
15 and is subject to AS 37.25.020.

16 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.-  
17 10.070(c).