

MAINE STATE LEGISLATURE

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ONE HUNDRED AND FIRST LEGISLATURE

Legislative Document

No. 645

H. P. 440

House of Representatives, January 24, 1963

Referred to Committee on Highways. Sent up for concurrence and ordered printed.

HARVEY R. PEASE, Clerk

Presented by Mr. Dennett of Kittery.

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
SIXTY-THREE

AN ACT Authorizing the Maine-New Hampshire Interstate Bridge Authority to Prepare Plans for Construction of an Additional Bridge and Approaches Connecting Portsmouth, New Hampshire with Kittery, Maine.

Be it enacted by the People of the State of Maine, as follows:

P. & S. L., 1937, c. 18, § 19, additional. Chapter 18 of the private and special laws of 1937, as amended, is hereby further amended by adding thereto a new section, to be numbered 19, to read as follows:

‘Sec. 19. Additional powers. The Maine-New Hampshire Interstate Bridge Authority, created by the compact or agreement between the State of Maine and the State of New Hampshire, to which the consent of the Congress of the United States was given by Act approved July 28, 1937 (50 Stat. 538), is hereby authorized and empowered to cause a study to be made and a suggested plan to be developed and presented to the Governors of the States of Maine and New Hampshire, and by them to be presented to the legislatures of each state, said suggested plans to provide for suggested construction and maintenance and financing of an additional bridge or bridges in the vicinity of the present Interstate Bridge, to be constructed and operated by the said authority as a toll revenue project without committing either the States of Maine or New Hampshire to the payment of any part of the cost of constructing or maintaining either the bridge or any of its approaches or access facilities constructed in connection therewith.

Said proposal shall give due consideration to design standards necessary in order to make the completed project eligible for designation by the States of Maine and New Hampshire as the connecting link in the Interstate Highway 95 between the Maine Turnpike and Route 1 in Kittery, Maine, and the New Hamp-

shire Turnpike, the Spaulding Turnpike and Route 1 in New Hampshire; and at the same time, to include adequate service roads in order to provide for the continuing use and further development of property adjacent to said approaches in both Maine and New Hampshire.

Said bridge or bridges and all approaches shall be constructed and operated in conjunction with the present bridge and its approaches, substantially as the present bridge has been operated and maintained, all to become toll free as soon as construction bonds have been paid and a sufficient sum invested in government securities to maintain the bridges and approaches from the interest paid thereon, to the end that the bridges and approaches shall never be a tax burden to either the State of Maine or the State of New Hampshire.

The bridge authority may spend not exceeding \$25,000 of its funds for the study and report and accompanying plans for the suggested project in both states. Its report shall be made to the Governors of both states as soon as can be conveniently done, but in any event not later than January 1, 1965.

Pending receipt by the Legislature of the State of Maine of this report, and action thereon by it, the Highway Commission shall not enter into any contracts or agreements with the Federal Government relative to the construction of any bridge or approaches thereto in the Town of Kittery.

STATEMENT OF FACTS

The Maine-New Hampshire Interstate Bridge Authority is a public agency or instrumentality of the States of Maine and New Hampshire, which was created by the Legislatures in 1937 in the form of a compact or agreement entered into between the 2 states. The compact provided that each state should appoint 3 members and 6 members were authorized to sell bonds which could not be an obligation of either state, but could be secured only by proceeds of tolls charged for the use of the bridge and approaches.

The authority constructed the bridge and the approaches in both states and have since 1940 operated and maintained the bridge, the approach in Maine which leads to the Maine Turnpike and U. S. Route #1, and the approach in New Hampshire which leads to the New Hampshire toll road, the Spaulding Highway and to U. S. Route #1. By a toll of 10c for passenger cars and 25c for trucks the Authority has been able to pay all of its outstanding bonds, purchase and maintain its own equipment, pay all of its employees, including toll takers, draw bridge tenders and highway maintenance crew, and at the present time has in addition, approximately \$700,000 in cash invested in government securities. Under the terms of the act, as soon as the authority has collected sufficient cash to maintain the bridge and approaches from the interest paid on investments, the bridge will be made free of toll; thus, the States of Maine and New Hampshire will have built and forever maintained the bridge and the approaches without tax liability to the citizens of either state.

This Act would enable this authority to spend not over \$25,000 of its current funds in preparing suggested plans for the construction of an additional parallel bridge with suitable connections to the Maine Turnpike and U. S. Highway #1 in Kittery, Maine, the New Hampshire Turnpike, the Spaulding Turnpike and U. S. Highway #1 in New Hampshire, so that the completed facility may qualify for designation as the connecting link in Route 95; at the same time largely protect and encourage the development of industries now located along the approaches to the present bridge, and all without requiring either state to pay by taxation any part of the cost of construction, operation or maintenance, forever.