

# MAINE STATE LEGISLATURE

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SECOND SPECIAL SESSION

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ONE HUNDRED AND FIRST LEGISLATURE

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Legislative Document

No. 1684

H. P. 1173

House of Representatives, September 28, 1964

The Committee on Highways suggested.

HARVEY R. PEASE, Clerk

Presented by Mr. Dennett of Kittery.

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STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED  
SIXTY-FOUR

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**AN ACT Authorizing the Maine-New Hampshire Interstate Bridge Authority to Install a Movable Draw Span on the Lower Deck Level at Pier 21 of the Piscataqua River Bridge.**

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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 further amended by adding 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 authorized and empowered to proceed with the installation of a movable draw span on the lower deck at pier 21 of the Piscataqua River Bridge, including any necessary river dredging in order to provide for a movable railroad span, thus making an opening in the lower deck railroad girders to permit the passage of small harbor craft without interfering with passage of vehicles at the highway level, all in accord with the general plans therefor as prepared by Harrington & Cortel-you, Consulting Engineers of Kansas City, Missouri, under date of January 21, 1964; and the authority is further authorized to pay for the same either out of current revenue from the operation of the bridge, or from any trust funds held by the authority under section 10 of the Act creating the authority. The total expenditure to be made by the authority under this authorization shall not exceed the sum of \$400,000.’