

MAINE STATE LEGISLATURE

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EIGHTY-FOURTH LEGISLATURE

House Document

No. 204

H. P. 637 House of Representatives, February 5, 1929.

Referred to Committee on Claims and 500 copies ordered printed. Sent up for concurrence.

CLYDE R. CHAPMAN, Clerk.

Presented by Mr. Vose of Cushing.

STATE OF MAINE

IN THE YEAR OF OUR LORD ONE THOUSAND NINE
HUNDRED AND TWENTY-NINE

RESOLVE, in Favor of the Town of Thomaston.

Resolved: That upon completion of a bridge between the
2 towns of Thomaston and Warren across the Georges River,
3 in the county of Knox, above the present railroad bridge
4 under the authority of the state highway commission, there
5 be paid to the town of Thomaston the sum of ten thousand
6 dollars for the purpose of equalizing in part moneys here-
7 tofore paid by said town of Thomaston on account of large
8 cost of bridges heretofore built on state and state-aid roads
9 within the limits of said town.

That said sum be paid out of moneys heretofore raised,
2 whether by loan or otherwise, for bridge purposes solely.

STATEMENT OF FACTS

The municipal officers of the town of Thomaston have received information that there is now pending before the State Highway Commission a proposal to change the present location of a portion of the state road leading west past the state prison at Thomaston.

Such a change, if made, would probably mean the abandonment of the present highway bridge across the Georges river below the railroad bridge and the construction of another about a quarter of a mile, or less, above said railroad bridge. Such an abandonment of the present bridge would not necessarily follow the construction of a new bridge because both bridges, the old and the new, might be maintained.

Besides straightening the road, such change would eliminate two railroad grade crossing for all travellers east and west over the state highway, and would likewise exchange one such crossing for travellers between Friendship to and from Thomaston and Rockland for one in another place if the old bridge should be abandoned.

Of course the building of a new bridge would mean the location of a highway at both ends of the bridge as approaches thereto.

The town of Thomaston, by virtue of its geographical location, has been very hard hit by the bridge law in the construction of state and state aid bridges within its limits. Both salt and fresh water streams have, in effect, placed it or have given it the appearance of its having been placed upon a neck of land, so that travellers, in order to reach it must cross some substantial and important bridge.

The state and state aid bridges thus far built by it have cost the town at least \$26,000.00 and there exists against it for the same account, an additional liability of \$3500.00, making in all about thirty thousand dollars (\$30,000.00).

If the proposed bridge is built over Georges river above the railroad bridge the selectmen of Thomaston are informed that Thomaston's contribution to said new bridge will be about \$17,000.00 which, added to said \$29,500.00, will make about \$47,000.00 which Thomaston will have paid on account of bridges built on state and state aid roads within its limits.

For the purpose, therefore, of equalizing the uneven burden which said \$17,000.00 would impose upon the town it would seem to be but a simple act of justice that said town should be reimbursed to some extent for what it feels to be more than its share of bridge construction on such state and state aid roads, and that too out of the fund established by the state for that purpose solely.

The present valuation of the town of Thomaston is \$1,260,-385.00, 5% of which (its constitutional limitation as to permanent indebtedness) is \$63,019.25. Already its bonded indebtedness is \$57,000. The town is therefore within \$6,019.25 of its permanent debt limit.

Should such proposed bridge be built it would put the town beyond such constitutional limit by about \$11,000. This \$11,000 would have to be raised by taxation and the present rate is \$43.00 on a thousand.

The annexed "chalk" gives a fairly correct representation of the situation, though not drawn to scale.