

MAINE STATE LEGISLATURE

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N I N E T Y - S E V E N T H L E G I S L A T U R E

Legislative Document

No. 1560

S. P. 601

In Senate, May 19, 1955.

Reported by Committee on Appropriations and Financial Affairs and printed under Joint Rules No. 10.

CHESTER T. WINSLOW, Secretary.

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
FIFTY-FIVE

AN ACT Relating to Perry-Eastport Highway.

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

Sec. 1. Commission appointed. A special commission, consisting of a member of the State Highway Department, a member of the Washington County Recreational Authority and 3 citizens who may be members of the Legislature, shall be appointed by the Governor with the advice and consent of the Council, and the chairman shall be designated by the Governor with the advice and consent of the Council. The members shall be paid necessary expenses incurred in the performance of their duties.

Sec. 2. Survey. Said commission shall be empowered to make a survey of the Perry-Eastport Highway to determine the engineering feasibility of constructing such highway, including a causeway to replace the existing Eastport bridge; of providing for a substantial "salt water pool" to promote the recreational attractions of the area and recommended devices to refreshen the water in said pool.

Sec. 3. Report and determination. The commission shall by March 1, 1956, make a report and general determination of whether the construction is feasible and if feasible the method and cost of accomplishing such construction. Such report and determination shall be made to the Governor and Council.

Sec. 4. Appropriation. There is hereby appropriated the sum of \$325,000 from the general fund surplus, at such time as the Governor, with the advice and consent of the Council, may determine that sufficient funds are available in the general fund surplus account without reducing the surplus balance to a

point where it may be detrimental to the normal operations of State Government, to construct such highway. This appropriation shall not lapse but shall remain a continuing carrying account until the purposes of this act have been accomplished.

The limit of this appropriation is to essentially represent the difference between the prospective costs of the alternate, two road routes (the so-called Carlow Island Road and the one contemplated by the provisions of this act).

Sec. 5. Intent. It is the intent of the Legislature to construct the highway with causeway if such project is found to be feasible, the cost to be limited to \$300,000. Twenty-five thousand dollars of the appropriation shall be used for necessary expenses of the commission, including but not limited to necessary engineering and planning. The project, if determined to be feasible and so reported, shall be commenced upon approval of the Governor and Council and the necessary procedure for such construction, including contracts therefor and actual construction, shall be under the supervision and control of the State Highway Commission.

Sec. 6. Present plans suspended. All plans for the construction of the Carlow Island Road, so called, including pending bids therefor, are hereby suspended until such time as the feasibility of the alternative route contemplated by this act has been determined.

Sec. 7. P. & S. L., 1953, c. 105, § 18, amended. Section 18 of chapter 105 of the private and special laws of 1953 is hereby amended to read as follows:

'Sec. 18. Act void unless property acquired. If said authority shall fail to purchase or to file its petition to take by eminent domain as in this act provided, on or before ~~2~~ 6 years from ~~the effective date of this act~~ **August 8, 1953**, any properties, franchises, rights and privileges to be used or usable in connection with the recreation area project, then this act shall become null and void.'

Sec. 8. Effective date. The provisions of this act shall be retroactive to August 8, 1955.