

MAINE STATE LEGISLATURE

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

Legislative Document

No. 202

H. P. 146

House of Representatives, January 28, 1959.

Referred to the Committee on Highways, sent up for concurrence and 750 copies ordered printed.

HARVEY R. PEASE, Clerk

Presented by Mr. Rollins of Belfast.

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
FIFTY-NINE

**AN ACT to Authorize the Construction of a Bridge Across the
Passagassawaukeag River.**

Preamble. Two-thirds of both houses of the Legislature deeming it necessary in accordance with Section 14 of Article IX of the Constitution of Maine:

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

Sec. 1. State Highway Commission authorized to construct bridge. The State Highway Commission is authorized to construct a bridge across the Passagassawaukeag River in the City of Belfast, in the County of Waldo, with highway approaches thereto, at an estimated cost of \$3,900,000. The cost of said bridge, with the highway approaches thereto, shall be taken and appropriated from the proceeds of bonds issued under authority of this act.

Sec. 2. Treasurer of State to issue bonds. The Treasurer of State is authorized, under the direction of the Governor and Council, to issue from time to time serial coupon bonds in the name and behalf of the State to an amount not exceeding \$3,900,000 for the purpose of raising funds for the construction of said bridge and approaches, as provided in this act. Said bonds shall be deemed a pledge of the faith and credit of the State.

Sec. 3. Records of bonds issued to be kept by State Auditor and Treasurer of State. The State Auditor shall keep an account of such bonds, showing the number and amount of each, the date of countersigning, the date when payable and the date of delivery thereof to the Treasurer of State, who shall keep an account of each bond, showing the number thereof, the name of the person to whom sold, the amount received for the same, the date of sale and the date when payable.

Sec. 4. Sale, how negotiated; proceeds appropriated. The Treasurer of State may negotiate the sale of such bonds by direction of the Governor and Council; but no such bond shall be loaned, pledged or hypothecated in behalf of the State. The proceeds of the sales of such bonds, which shall be held by the Treasurer of State and paid by him upon warrants drawn by the Governor and Council, are appropriated to be used solely for the purposes set forth in this act. Any balance unexpended shall not lapse, but shall be carried forward to the same account to be used only for the purposes herein set forth.

Sec. 5. Proceeds of bonds not available for other purposes; must be kept separate from other funds. The proceeds of all bonds issued under authority of this act shall at all times be kept distinct from all other moneys of the State and shall not be drawn upon or be available for any other purpose.

Sec. 6. Interest and debt retirement. Interest due or accruing upon any bonds issued under this act and all sums coming due for payment of bonds at maturity shall be paid by the Treasurer of State.

Sec. 7. Disbursement of bond proceeds. The proceeds of such bonds shall be expended under the direction and supervision of the State Highway Commission.

Sec. 8. Contingent upon ratification of bond issue. No action shall be taken or liability incurred under this act unless and until the people of Maine shall have ratified the issuance of bonds in behalf of the State at such times and in such amounts as set forth in this act for the purpose of building a bridge across the Passagassawaukeag River at Belfast.

Sec. 9. Use of old bridge. When the construction of the bridge authorized by this act has been completed, the State Highway Commission shall close the old bridge to all but pedestrian traffic and cause such reconstruction of said bridge as may be necessary to adapt the bridge for this purpose only.

Thereafter, the bridge shall be maintained by the City of Belfast.

Referendum for ratification. The aldermen of cities, the selectmen of towns and the assessors of the several plantations of this State are empowered and directed to notify the inhabitants of their respective cities, towns and plantations to meet in the manner prescribed by law for calling and holding biennial meetings of said inhabitants for the election of Senators and Representatives, at the next general or special state-wide election to give in their votes upon the acceptance or rejection of the foregoing act, and the question shall be: "Shall a bond issue be ratified in an amount not to exceed \$3,900,000 as set forth in 'An Act to Authorize the Construction of a Bridge Across the Passagassawaukeag River at Belfast,' passed by the 99th Legislature?"

The inhabitants of said cities, towns and plantations shall indicate by a cross or check mark placed within a square upon their ballots their opinion of the same, those in favor of said ratification voting "Yes" and those opposed to said ratification voting "No" and the ballots shall be received, sorted, counted and declared in open ward, town and plantation meetings, and return made to the office of the Secretary of State in the same manner as votes for Governor and

Members of the Legislature, and the Governor and Council shall count the same and if it shall appear that a majority of the inhabitants voting on the question are in favor of the act, the Governor shall forthwith make known the fact by his proclamation, and the act shall become effective in 30 days after the date of said proclamation.

Secretary of State shall prepare ballots. The Secretary of State shall prepare and furnish to the several cities, towns and plantations ballots and blank returns in conformity with the foregoing act, accompanied by a copy thereof.

STATEMENT OF FACTS

Belfast-Passagassawaukeag River Bridge

This proposed project contemplates the relocation of U. S. Route 1 to provide a circumferential route around the urban area of the City of Belfast. The project is about 3.5 miles in length, leaving present U. S. 1 at the veterinary hospital about one-half mile south of City Park, crossing the Augusta road (Route 3) west of the cemetery and rejoining the present U. S. Route 1 at Swan Lake Avenue (Route 141), east of the Passagassawaukeag River.

There would be grade intersections at Congress Street, Lincolnville Avenue and Main Street, and the crossing at Main Street as well as the intersections at each end would be channelized. An interchange would be built at Waldo Avenue and High Street, with grade separation for major traffic movements. The roadway would be two lane, 24 ft. in width with 10 ft. shoulders, except from the Main Street intersection to the interchange, where four lanes would be provided.

The project includes a new bridge over the Passagassawaukeag River, about 600 ft. upstream from the present bridge. This new bridge would be about 1,620 ft. long, with the roadway about 85 ft. above mean sea level. It would be of steel and concrete construction, with 11 spans, would provide a roadway width of 30 ft., and have one sidewalk, 5 ft. wide.

The estimated cost of the bridge section is \$2,200,000, and of the highway section \$1,700,000, a total of \$3,900,000.

This could be done as a federal-aid project, from a state bond issue of \$3,900,000, with bond maturities to the extent of one-half the cost paid annually over a 20-year period from the federal funds. Allocations from the General Highway Fund could be used for payment of interest and for bond maturities covering the remaining half of the cost. In the event Congress should not allocate to the State funds for federal aid during any portion of the 20-year period, then additional state funds would be necessary to make required payments for bond maturities.

Assuming approval by referendum in or prior to November 1960, the bonds could be sold early in 1961, and the first demands for interest and bond maturity would be in the fiscal year 1961-62. The following table shows how funds could

be made available and payments made. The bond interest is figured at 3 per cent, and the bonds are considered to be serial bonds to be retired within 20 years.

Fiscal Year	Bonds Outstanding Beginning of Year	State Funds for Year*	Federal Funds for Year	Interest	Bond Maturity
1961-62	\$3,900,000	\$164,500	\$97,500	\$117,000	\$140,000
1962-63	3,760,000	164,500	97,500	112,800	150,000
1963-64	3,610,000	164,500	97,500	108,300	150,000
1964-65	3,460,000	164,500	97,500	103,800	160,000
1965-66	3,300,000	164,500	97,500	99,000	160,000
1966-67	3,140,000	164,500	97,500	94,200	170,000
1967-68	2,970,000	164,500	97,500	89,100	170,000
1968-69	2,800,000	164,500	97,500	84,000	180,000
1969-70	2,620,000	164,500	97,500	78,600	190,000
1970-71	2,430,000	164,500	97,500	72,900	190,000
1971-72	2,240,000	164,500	97,500	67,200	190,000
1972-73	2,050,000	164,500	97,500	61,500	200,000
1973-74	1,850,000	164,500	97,500	55,500	210,000
1974-75	1,640,000	164,500	97,500	49,200	210,000
1975-76	1,430,000	164,500	97,500	42,900	220,000
1976-77	1,210,000	164,500	97,500	36,300	220,000
1977-78	990,000	164,500	97,500	29,700	240,000
1978-79	750,000	164,500	97,500	22,500	240,000
1979-80	510,000	164,500	97,500	15,300	240,000
1980-81	270,000	164,500	97,500	8,100	270,000

*Includes interest requirement.