

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES

AS PASSED BY THE

One Hundred and Third Legislature

OF THE

STATE OF MAINE

Published by the Director of Legislative Research in accordance with
the Revised Statutes of 1964, Title 3, Section 164, Subsection 6.

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PRIVATE AND SPECIAL LAWS
OF THE
STATE OF MAINE
AS PASSED BY THE
One Hundred and Third Legislature
1967

Chapter 142

AN ACT Relating to Duties of State Transportation Commission.

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

P. & S. L., 1965, c. 188, § 2, sub-§ 5, repealed. Subsection 5 of section 2 of chapter 188 of the private and special laws of 1965, as enacted by section 6 of chapter 261 of the private and special laws of 1965, is repealed as follows:

5. ~~Site. To select a site in the Town of Sidney for a regional airport to service Augusta, Waterville and surrounding area. The commission shall advise the Governor and Council of the site selected.~~

Effective October 7, 1967

Chapter 143

AN ACT Appropriating Matching Funds Under Title VI of the Federal Higher Education Act for Maine Maritime Academy.

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

Matching funds for Maine Maritime Academy. There is appropriated from the Unappropriated Surplus of the General Fund to the Maine Maritime Academy the sum of \$21,099 to match federal grants under Title VI of the Federal Higher Education Act for the following purposes:

Astronomy laboratory	\$ 2,300
Physics laboratory	989
Language laboratory	10,000
Campus-wide general use	1,015
Electricity-electronics laboratory	5,295
Engineering (rigging loft)	1,500
	\$21,099

Effective October 7, 1967

Chapter 144

AN ACT Authorizing State Highway Commission to Study Desirability of Bridge Between Bath and Phippsburg.

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

Study desirability of bridge between Bath and Phippsburg. The State Highway Commission is authorized and directed to make a study of the need and cost

of a high-level bridge across a portion of Winnegance Lake between the municipalities of Bath and Phippsburg to replace the present causeway, with necessary highway approaches thereto.

The commission shall report the results of its study to the next regular session of the Legislature.

Effective October 7, 1967

Chapter 145

AN ACT Providing for a Cost-Estimate Study of an East-West Multi-Purpose Highway Through Maine.

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

Sec. 1. East-west multi-purpose highway. The State Highway Commission shall arrange for a cost-estimate study of the following east-west highway construction and the estimated time of completing this system.

This system would consist of a main east-west route and 3 spurs all being 4-lane, double-barreled-limited-access construction of the interstate highway design.

The main route would be from a 4-lane International Bridge across the St. Croix River near the Calais Country Club and proceeding west via Charlotte, Northfield, Deblois and East Holden connecting with a new 4-lane bridge over the Penobscot River which would connect with Route 395. This route would use Routes 395 and 95 as far as a point 1½ miles south of the Pittsfield interchange. It would then proceed west via Skowhegan, Norridgewock, Farmington Falls, Livermore Falls, West Paris, Norway and Fryeburg.

A spur would extend from East Holden to the Mt. Desert Island Bridge.

A spur would extend from Farmington Falls to Rangeley and terminate at the Quebec border in the Town of Bowmantown, which is the northwest corner of Maine. A spur would run from Fryeburg to Gorham and Portland.

Sec. 2. Appropriation. There is allocated from the General Highway Fund the sum of \$1,000 to carry out the purpose of this Act.

Effective October 7, 1967

Chapter 146

AN ACT Eliminating Tolls from Bridge Across Jonesport Reach.

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

Sec. 1. P. & S. L., 1955, c. 198, § 2, repealed. Section 2 of chapter 198 of the private and special laws of 1955, as amended by chapter 152 of the private and special laws of 1959, and by chapter 22 of the private and special laws of 1961, is repealed.