

MAINE STATE LEGISLATURE

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NEW DRAFT

EIGHTY-SECOND LEGISLATURE

H. P. No. 1245

H. D. No. 477

House of Representatives, March 27, 1925.

Reported by Mr. Dunbar of Orland from Committee on Ways and Bridges and laid on table to be printed under joint rules.

CLYDE R. CHAPMAN, Clerk.

Presented by Mr. Allen of Hampden.

STATE OF MAINE

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

RESOLVE, in Favor of the Town of Hampden.

Resolved: That the State Highway Commission is hereby
2 authorized to pay from the funds now available or here-
3 after becoming available for the construction of bridges
4 under the provisions of the State and County Aid Bridge
5 Act the sum of nine thousand eight hundred seventy-five
6 dollars (\$9,875.00) with interest at five per cent (5%)
7 from October 14, 1924, to the date of payment to reimburse
8 said town of Hampden for its deposit made with the State
9 Treasurer as a means of permitting and expediting the

10 reconstruction of Grist Mill bridge over Souadabscook
11 Stream; this amount being the State's portion of the esti-
12 mated cost of the bridge.

STATEMENT OF FACTS

The municipal officers of the town of Hampden petitioned on February 21, 1924, the State Highway Commission and the County Commissioners of Penobscot County for aid in the reconstruction of Grist Mill bridge and a hearing upon this petition was held August 26, 1924. The Joint Board voted the reconstruction of the bridge, "Subject to vote of town authorizing the municipal officers to proceed and to secure the necessary funds, and subject to the State Highway Commission being able to arrange for financing the State's share of the cost." At the date of holding the hearing on the petition, the State funds available for the construction of bridges under the so-called "Bridge Act" had become so depleted that the Commission considered it unlikely that funds would be available for the reconstruction of the bridge.

It was imperative that the reconstruction of the bridge be undertaken before the spring of 1925 as its physical condition rendered it a menace to the safety of highway traffic and furthermore the failure of one side of the bridge had rendered it necessary for the municipal officers to officially close one-half the width of the bridge to the use of traffic.

As a result of the emergency conditions involved, the voters of the town of Hampden at a special town meeting voted to secure by loan a sufficient sum of money to cover the State's portion of the estimated cost of the bridge and accordingly the municipal officers secured the loan of that sum and deposited it with the State Treasurer. In due time the State Highway Commission commenced the reconstruction of the bridge on a day labor basis.