

# MAINE STATE LEGISLATURE

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ONE HUNDRED AND ELEVENTH LEGISLATURE  
SECOND REGULAR SESSION

JOINT STANDING COMMITTEE  
BILL SUMMARIES  
JUNE 1984

This document is a compilation of the bill summaries prepared by this office for the Joint Standing Committees of the Maine Legislature, covering the Second Regular Session of the 111th Legislature. The summaries are arranged alphabetically, and indexed separately by committee.



<u>LD</u>	<u>TITLE</u>	<u>SPONSOR</u>	(Committee Report) <u>DISPOSITION</u>
2057	AN ACT RELATING TO CONVEYANCE OF ROLLED BALES OF HAY	Weymouth	OTP-A See LD 1984, C. 665

SUMMARY: LD 2057 proposed to allow rolled bales of hay to be transported anywhere within Maine without any width restrictions on the load. Since these individual bales can weigh as much as 400 lbs and can pose a serious danger to the general public, the Committee amended the bill (C.A.-A) to:

1. establish a width limit of 11 feet,
2. establish a distance or geographic limit of 20 miles from the farm in which the vehicle could operate, and
3. prohibited the operation of the overloaded rolled baled hay vehicles on public ways during darkness.

BILLS NOT ENACTED

2096	AN ACT TO REQUIRE ALL DRIVERS UNDER THE AGE OF 20 YEARS TO COMPLETE AN APPROVED DEFENSIVE DRIVING COURSE	Bost	ONTP
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SUMMARY: Proposed that all drivers holding a provisional license shall complete a defensive driving course within two years of issuance of the provisional license.

2116	AN ACT TO AUTHORIZE A BOND ISSUE IN THE AMOUNT OF \$3,000,000 FOR THE IMPROVE- MENT AND RECONSTRUCTION OF TOWN BRIDGES AND THEIR AP- PROACHES LOCATED ON STATE AID ROADS	Kany	ONTP
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SUMMARY: LD 2116 proposed to allow the electorate to vote on a 3,000,000 highway bond issue, the proceeds of which would be used to match federal dollars or to fund 100% of the cost of reconstruction of bridges on former state aid roads. The Committee rejected the proposal on the basis that the towns and cities should bear part of the cost of reconstruction of these bridges which are located on roads recently assumed by the state for maintenance purposes. Concern was raised that if the policy were established that the State is responsible for all bridges on state roads and the towns and cities are responsible for all bridges on municipal roads, the municipalities would be the losers. Currently the State maintains more of the bridges on municipal roads than the municipalities.