

# MAINE STATE LEGISLATURE

The following document is provided by the  
**LAW AND LEGISLATIVE DIGITAL LIBRARY**  
at the Maine State Law and Legislative Reference Library  
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied  
(searchable text may contain some errors and/or omissions)

FIRST SPECIAL SESSION  
(EMERGENCY)

---

---

ONE-HUNDREDTH LEGISLATURE

---

---

**Legislative Document**

**No. 1645**

S. P. 605

In Senate, November 27, 1961

Committee on Highways suggested.

CHESTER T. WINSLOW, Secretary

Presented by Senator Cole of Waldo.

---

---

STATE OF MAINE

---

IN THE YEAR OF OUR LORD NINETEEN HUNDRED  
SIXTY-ONE

---

**AN ACT Providing for Demolition of Morse Bridge in the City of Bangor.**

---

**Emergency preamble.** Whereas, acts of the Legislature do not become effective until 90 days after the Legislature has adjourned unless enacted as emergencies; and

Whereas, the Revised Statutes of 1954, chapter 23, section 118, as amended by the public laws of 1955, chapter 313, the public laws of 1959, chapter 257 and the public laws of 1961, chapter 7, requires the State Highway Commission to maintain the Morse Bridge, so called, across Kenduskeag Stream in Bangor; and

Whereas, the State Highway Commission in order to carry out its responsibility to maintain Morse Bridge must either move it to a new location or demolish it in part or in whole; and

Whereas, the bridge must either be moved or demolished in part or in whole during the coming winter months before the next spring run-off; and

Whereas, in the judgment of the Legislature, these facts create an emergency within the meaning of the Constitution of Maine and require the following legislation as immediately necessary for the preservation of the public peace, health and safety; now, therefore,

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

**R. S., c. 23, § 118, amended.** The 2nd sentence of section 118 of chapter 23 of the Revised Statutes, as last amended by chapter 7 of the public laws of 1961, is further amended to read as follows:

"This section shall ~~also~~ apply to the maintenance of the bridge between Machiasport and East Machias, all the 22 bridges built under the "Works Program Flood Relief Program," and the following covered bridges: ~~Morse's Bridge, Bangor;~~ Lovejoy Bridge, Andover; Robyville Bridge, Corinth; Hemlock Bridge, Fryeburg; Bennett Bridge, Lincoln Plantation; Watson's Bridge, Littleton; Artist's Bridge, Newry; Lowe's Bridge, Sangerville-Guilford and Babb's Bridge, Windham-Gorham."

**Emergency clause.** In view of the emergency cited in the preamble, this act shall take effect when approved.

#### STATEMENT OF FACTS

Under the provisions of section 118, chapter 23, Revised Statutes of 1954 as amended by chapter 313, public laws of 1955, chapter 257, public laws of 1959, and chapter 7, public laws of 1961, the State Highway Commission is required to maintain certain covered wooden bridges in the State of Maine including Morse Bridge across Kenduskeag Stream in Bangor.

Because of the condition of Morse Bridge it became necessary to replace it with a modern steel and concrete structure. During the construction of the new bridge which was completed in the fall of 1961 at a cost of approximately \$210,000 the south end of Morse Bridge was moved downstream about 30 feet, being placed on a temporary abutment, and the center pier supporting Morse Bridge was temporarily extended on the downstream end. The cost of the new bridge was shared by the City of Bangor, County of Penobscot and State of Maine. Morse Bridge is 236 feet long and approximately 30 feet wide. The bridge was used during the construction period to carry traffic. It is now located about 15 feet downstream from the new structure. In its present location it constitutes a hazard to the new bridge due to the fact that the new structure would be considerably damaged if the old bridge should burn. Because Morse Bridge is a wooden structure there is considerable possibility that it might burn. Therefore, the State Highway Commission must either move the bridge from its present location or demolish it in whole or in part. It is estimated that the cost of moving the bridge to a new location would be about \$75,000.

Under the provisions of this act the bridge would be demolished in its entirety. It is estimated that the cost of demolishing the bridge and cleaning up the site would be \$10,000.