

MAINE STATE LEGISLATURE

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(EMERGENCY)

ONE HUNDRED AND SEVENTH LEGISLATURE

Legislative Document

No. 190

H. P. 175

House of Representatives, January 15, 1975

Referred to the Committee on Transportation. Sent up for concurrence and ordered printed.

EDWIN H. PERT, Clerk

Presented by Mr. Finemore of Bridgewater.

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
SEVENTY-FIVE

AN ACT to Increase Allowable Weight Limits on the Interstate Highway System.

Emergency preamble. Whereas, Acts of the Legislature do not become effective until 90 days after adjournment unless enacted as emergencies; and

Whereas, the Federal Aid Highway Amendments Act of 1974 increased the allowable weight limits on the Interstate System; and

Whereas, legislation is necessary in order to allow these increased weights on the Interstate System in the State of Maine; 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:

Sec. 1. 29 MRSA, § 1652, sub-§ 1, ¶ A, 2nd sentence, as repealed and replaced by PL 1971, c. 402, § 1, is amended to read:

No vehicle having 2 axles shall be so operated, or caused to be operated, when the gross weight exceeds 32,000 pounds; no vehicle having 3 axles shall be so operated, or caused to be operated, when the gross weight exceeds 51,800 pounds; and no vehicle having 4 axles shall be so operated, or caused to be operated, when the gross weight exceeds 66,300 pounds; and no vehicle having 5 or more axles shall be so operated, or caused to be operated, when the gross weight exceeds 73,280 pounds; **except that vehicles may be operated, or**

caused to be operated, on the Interstate Highway System as defined in the Federal Aid Highway Act of 1956 with gross weights in conformity with the maximum gross weight limits established for said system by the Federal Aid Highway Amendments Act of 1974, provided that such weights do not exceed 80,000 pounds.

Sec. 2. 29 MRSA, § 1652, sub-§ 1, ¶ C, as repealed and replaced by PL 1971, c. 402, § 1, is amended to read:

C. No vehicle having 2 or more axles less than 8 feet apart shall be operated, or caused to be operated, with more than 18,000 pounds imparted to the road surface from either axle or 36,000 pounds from both axles, specifically excepting the Interstate Highway System as defined in the Federal Highway Act of 1956, and vehicles operating on said Interstate Highway System shall not exceed ~~32,000~~ 34,000 pounds imparted from both axles.

Sec. 3. 29 MRSA, § 1654, 3rd ¶, as repealed and replaced by PL 1967, c. 364, is amended to read:

In addition to the penalties enumerated in this section, there shall be, for vehicles using the Interstate System as defined in the Federal Aid Highway Act of 1956, a fine of \$20 and cost of court when the gross weight is in excess of ~~73,280~~ 80,000 pounds ~~but~~ by less than 2,000 pounds.

Sec. 4. 29 MRSA, § 1655, last sentence is amended to read:

Nothing contained in the first sentence shall permit, validate or in any way apply to the use of the Interstate System as defined in the Federal Aid Highway Act of 1956 by vehicles with weights carried on any one axle, tandem-axle weights or overall gross weights ~~or with widths~~ in excess of the applicable maximum weights ~~or maximum widths~~ permitted by ~~section 108(2) of~~ the Federal Aid Highway ~~Amendments Act of 1956~~ 1974.

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

STATEMENT OF FACT

The purpose of this legislation is to revise state statutes to increase allowable weights on the Interstate Highway System to conform with the new federal law.