

MAINE STATE LEGISLATURE

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EIGHTY-FIRST LEGISLATURE

HOUSE

NO. 67

House of Representatives, Feb. 8, 1923.

Reported by Mr. Sayward from Committee on Claims and ordered printed under joint rules.

CLYDE R. CHAPMAN, Clerk.

Presented by Mr. Sayward of Alfred.

STATE OF MAINE

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

RESOLVE, Appropriating Money to Reimburse the Town of
Alfred for Part of Cost of Bridge.

Resolved: That there be and hereby is appropriated the
2 sum of one thousand five hundred ten dollars and ninety-
3 two cents from the highway bridge fund to partially reim-
4 burse the town of Alfred for cost of building a bridge on
5 the road leading from Sanford to Gorham.

STATEMENT OF FACTS

Statement of facts as to Shaker Bridge in Alfred, on the road from Alfred Village to Lyman line over Shaker Hill, said road being third class highway, No. 1, and on the main road from Portland to Sanford via Westbrook, Gorham, Bar Mills, Waterboro and Alfred.

This road crosses a contraction of Shaker pond, which previous to the building of the dam at Littlefield's Mill, was the outlet of Shaker pond, (probably at least one hundred years ago).

This dam at Littlefield's Mill flows the bogs and meadows back to Shaker pond and by the use of flush boards from September to May makes a practical level and an addition to the original pond of probably 150 to 200 acres, so that the Shaker bridge is not on a stream, but across still water with hard bottom.

This was originally crossed by a two-span bridge 47 feet from end abutment to end abutment, with a 6-foot pier 18 feet from the north end, and a span of 23 feet as the main opening for water outlet on the south end. This 47 feet was covered with wooden stringers in two lengths and planked, which had to be renewed often.

On April 19, 1921, we wrote the state highway commission, sending a sketch of the bridge and asking if this bridge came under the specifications so that the state could contribute towards the building of a new and substantial structure. The commission replied that it did, and the bridge engineer, Mr. Jones, would make an inspection, etc.

The engineer did not make an appointment until September 1, for a hearing on September 9th, at 10 A. M. in connection with the county commissioners.

The commissioners and selectmen were on hand at the bridge, but the state commissioner and Engineer Jones did not appear, and at 12.30 we went to dinner. While at dinner the commissioner came and claimed to have looked the bridge over and came to Alfred Village at 1 P. M., saying there was no need of going back to the bridge; that Mr. Jones had decided that a new bridge must be built and "suggested" 45 feet span in clear, 20 feet roadway, with 18" raise in grade and abutments 11 feet high, at an estimated cost of nineteen thousand dollars—that the town's part would be 35%—\$6650. He stated,

owing to lack of time that he did not care to go back and hear what the town had to say as to the acceptance of this proposition, and it was moved by the "joint board" that the form of construction and the estimated cost outlined above be approved. This motion was lost; none voting for it, and six voting against it. The hearing was adjourned.

It was getting late in the season; the bridge was unsafe for the traffic; something must be done; the selectmen, being authorized by vote of the town, proceeded to build a bridge. We filled the 18-foot span which was not needed as an outlet for water, but originally had been built to save a fill, with an old stone wall nearby; laid the abutments over with cement and supplied such stone as was needed; used iron beams 15" and 28" long over an opening of 24 feet long, 20 feet wide, filling in between the beams with cement reinforced with iron; put on a good rail of 1½" pipe, graded at the ends, at a cost of \$2324.50.

We had the strength necessary to carry a 15-ton load figured by a competent engineer, and built accordingly, and now come forward and ask the state and county to assume their share of the cost as though they had done the work.

We claim negligence on the part of the state engineer in so long delaying the hearing, which caused us expense in temporary repairs and brought the work of building the new bridge late in the season; that this making this road a third class highway on which the state is expending money, made this class of permanent bridge necessary, and that the expense of same is too large a sum for the town to assume on a through line over which there is a large and rapidly increasing amount of heavy auto trucking, largely for benefit of parties other than the town of Alfred.