

MAINE STATE LEGISLATURE

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EIGHTY-SECOND LEGISLATURE

H. P. No. 464

H. D. No. 267

House of Representatives, March 5, 1925.

Reported by Mr. Towle from Committee on Ways and
Bridges and ordered printed under joint rules.

CLYDE R. CHAPMAN, Clerk.

Presented by Mr. Clarke of Randolph.

STATE OF MAINE

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

RESOLVE, Appropriating Money to Rebuild One Pier of the
Gardiner and Randolph Drawbridge.

EMERGENCY PREAMBLE. Whereas, the drawbridge
between the city of Gardiner and the town of Randolph in this
state is out of repair and its condition such as to constitute a
menace to the safety of travelers thereon, and extensive repair
thereof is immediately necessary for the preservation of the
public peace, health and safety; and

Whereas, the foregoing facts constitute an emergency within
the meaning of the constitution of this state; now therefore,

Resolved: That the sum of thirty-two thousand five hun-
2 dred (\$32,500) dollars be and hereby is appropriated to

3 rebuild one pier of the drawbridge between the city of Gar-
4 diner and the town of Randolph, in the county of Kenne-
5 bec, the same to be expended under the direction of the
6 state highway commission.

In view of the emergency cited in the preamble, this re-
2 solve shall take effect when approved.

STATEMENT OF FACTS

The Gardiner and Randolph bridge is a drawbridge about 900 feet long, the only bridge over the Kennebec river below Augusta. It bears heavy traffic not only for local travel, but for through travel passing between the interior and the coast. In 1921 the condition of the bridge was such that emergency repairs were necessary, and the state appropriated \$15,000. The towns also made repairs on the piers in 1923. Although the superstructure of the bridge is in good condition, the substructure is in such a condition that there is danger of the bridge going out in a freshet, and the consideration of public safety requires immediate action. The Howe trusses, which support the steel structure, are in such a condition that they can not hold the structure long. It is estimated that the construction of one new pier would cost \$32,500. All four piers of the bridge are in bad condition. The construction of one substantial pier in the center of the river would probably insure the safety of the bridge through another winter, and additional construction could be done in the summer of 1926. The town of Randolph and the city of Gardiner have applied for reconstruction of the bridge under the provisions of the Bridge Act, but no funds have been available for this work. If the center pier could be rebuilt in the summer of 1925 the state would save a large amount of money over the cost of rebuilding after a collapse. It would be necessary that work should start in the early spring of 1925.