

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)

EIGHTY-FOURTH LEGISLATURE

House Document

No. 313

H. P. 978. House of Representatives, Feb. 7, 1929.

Referred to Committee on Ways and Bridges and 1000 copies ordered printed. Sent up for concurrence.

CLYDE R. CHAPMAN, Clerk.

Presented by Mr. Merrill of Dover-Foxcroft.

STATE OF MAINE

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

AN ACT to Amend Acts for Construction of Highway Bridges
and to Define Certain Highways and Bridges Under the
Acts.

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

Section 1. Section two of chapter three hundred and nine-
2 teen of the public laws of nineteen hundred and fifteen, as
3 amended by section one, chapter one hundred fifty-three, of
4 the public laws of nineteen hundred and twenty-seven, is
5 hereby amended by striking out the second and third para-
6 graphs of said section and substituting therefor the follow-
7 ing:

'In the event of two bridges being built or rebuilt simultaneously or practically so, in the same town, the basis for computing the tax rate applicable and used in determining the apportionment of cost to be borne by the state and town shall be the total cost of each bridge as a separate unit, and the apportionments shall be determined and assessed separately for each bridge. The cost of construction shall include the complete cost of the bridge proper, and such embankments, surfacing and other work as is necessary to provide proper, adequate, and safe approaches to the bridge; the maintenance of traffic by temporary detours and structures whenever existing highways cannot satisfactorily be used for such service; and such charges for engineering, advertising and inspection as may be incurred in the preliminary and actual construction phases of the work.

Unless otherwise expressed or implied, wherever the word "town" occurs in this act, it shall mean to include towns, cities, organized plantations, and unorganized townships.

The words "main thoroughfare" as used in this act shall mean only such state highways, state aid highways, and third class highways as have been so designated, determined and accepted by the state highway commission to receive aid from the state as provided by law, and the word "bridge" shall mean only such a structure as shall require a span of ten or more feet between the faces of the abutments thereof.'

So that said section two as amended, shall read as follows:

'Sect. 2. The cost of construction of a bridge built or
2 rebuilt under the provisions of this act shall be divided as
3 follows: When the cost of said construction makes a tax
4 rate of five mills or less on the valuation of the town last
5 made by the board of state assessors, forty-five per cent
6 by the town, thirty per cent by the county in which said
7 town is located and twenty-five per cent by the state; when
8 the tax rate determined as above is ten mills the cost shall
9 be borne as follows: Forty per cent by the town, thirty
10 per cent by the county and thirty per cent by the state;
11 when the tax rate determined as above is fifteen mills the
12 cost shall be borne as follows: Thirty-five per cent by the
13 town, thirty per cent by the county, and thirty-five per cent
14 by the state; when the tax rate determined as above is
15 twenty mills the cost shall be borne as follows: Thirty per
16 cent by the town, thirty per cent by the county, and forty
17 per cent by the state; when the tax rate determined as above
18 is thirty mills the cost shall be borne as follows: Twenty-
19 five per cent by the town, thirty per cent by the county and
20 forty-five per cent by the state; when the tax rate deter-
21 mined as above is forty mills the cost shall be borne as fol-
22 lows: Twenty per cent by the town, thirty per cent by the
23 county and fifty per cent by the state; when the tax rate
24 determined as above is sixty mills the cost shall be borne
25 as follows: Fifteen per cent by the town, thirty per cent
26 by the county and fifty-five per cent by the state; when
27 the tax rate determined as above is eighty mills the cost

28 shall be borne as follows: Twelve per cent by the town,
29 thirty per cent by the county and fifty-eight per cent by
30 the state; when the tax rate determined as above is one
31 hundred mills the cost shall be borne as follows: Ten per
32 cent by the town, thirty per cent by the county and sixty
33 per cent by the state. For intermediate tax rates the per-
34 centage of cost to be borne by the town and state shall be
35 proportional, computed to the nearest tenth of one per cent.
36 When the tax rate determined as above is over one hun-
37 dred mills the town shall pay a fixed sum, equivalent to
38 one per cent of its state valuation, the county thirty per cent
39 of the cost of construction, and the state the balance. The
40 cost of reconstruction of a bridge owned and maintained
41 wholly by the county, but located in a town or organized
42 plantation, shall be borne as follows: Fifty per cent by the
43 county and fifty per cent by the state. The division of cost
44 herein provided shall apply to all bridges, the construction
45 of which under the provisions of this act is begun after
46 January fifteenth, nineteen hundred and twenty-seven.

In the event of two bridges being built or rebuilt simul-
2 taneously, or practically so, in the same town the basis for
3 computing the tax rate applicable and used in determining
4 the apportionment of cost to be borne by the state and town
5 shall be the total cost of each bridge as a separate unit, and
6 the apportionments shall be determined and assessed sepa-
7 rately for each bridge. The cost of construction shall in-
8 clude the complete cost of the bridge proper, and such en-

9 bankments, surfacing and other work as is necessary to
10 provide proper, adequate, and safe approaches to the bridge;
11 the maintenance of traffic by temporary detours and struc-
12 tures whenever existing highways cannot satisfactorily be
13 used for such service; and such charges for engineering,
14 advertising and inspection as may be incurred in the pre-
15 liminary and actual construction phases of the work.

Unless otherwise expressed or implied, wherever the word
2 “town” occurs in this act, it shall mean to include towns,
3 cities, organized plantations, and unorganized townships.

The words “main thoroughfare” as used in this act shall
2 mean only such state highways, state aid highways, and
3 third class highways as have been so designated, determined
4 and accepted by the state highway commission to receive
5 aid from the state as provided by law, and the word
6 “bridge” shall mean only such a structure as shall require
7 a span of ten or more feet, between the faces of the abut-
8 ments thereof.’

Sect. 2. Said chapter three hundred and nineteen of the
2 public laws of nineteen hundred and fifteen, and acts
3 amendatory thereof and additional thereto, is hereby further
4 amended by adding thereto the following section:

‘Sect. 13. Under the provisions of this act not more than
2 two bridges may be built or rebuilt in any one town in any
3 one calendar year, except when in the unanimous judgment
4 of the joint board an emergency exists and public necessity
5 and safety require the immediate building or rebuilding of
6 the bridge petitioned for.’