

MAINE STATE LEGISLATURE

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N I N E T Y - F I F T H L E G I S L A T U R E

Legislative Document

No. 870

S. P. 355

In Senate, February 22, 1951.

Referred to Committee on Highways. Sent down for concurrence and ordered printed.

CHESTER T. WINSLOW, Secretary.

Presented by Senator Palmer of Lincoln.

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
FIFTY-ONE

AN ACT Relating to Reclassification of Highways.

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

R. S., c. 20, §, amended. Section 5 of chapter 20 of the revised statutes is hereby amended to read as follows :

'Sec. 5. Highways to be classified. The commission shall cause charts and maps to be made showing the location and mileage of all highways in the state, and shall classify the highways of the state into 4 general classes, and may from time to time amend such classification namely: 1st, state highways, which shall mean a system of connected main highways throughout the state and a state highway shall mean one which has been designated by the commission as having an average annual daily traffic count of at least 500; 2nd, state aid highways, which shall mean such highways not included in the system of state highways as shall be thoroughfares between principal settlements, or between settlements and their market or shipping point and in so far as practicable feeders to the state highway and a state aid highway shall mean one which has been designated by the commission as having an average annual daily traffic count of at least 100; 3rd, 3rd class highways, which shall mean other highways designated, determined,

and accepted by the state highway commission to receive aid from the state as provided by law; 4th, 4th class highways which shall mean all other highways not included in the 3 classes above mentioned.

Provided, however, that if any town shall have no highway which has an average daily traffic of at least 100 vehicles, the commission shall designate its main travelled road a state aid highway regardless of traffic; provided further, that no section of a highway, a major portion of which carries an average daily traffic sufficient to permit its classification as a state or state aid highway, shall be excluded by reason of low traffic.'