

MAINE STATE LEGISLATURE

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ACTS AND RESOLVES
AS PASSED BY THE
Eighty-ninth and Ninetieth
Legislatures

OF THE
STATE OF MAINE

From April 21, 1939 to April 26, 1941
AND MISCELLANEOUS STATE PAPERS

Published by the Revisor of Statutes in accordance
with the Resolves of the Legislature approved June
28, 1820, March 18, 1840, March 16, 1842, and Acts
approved August 6, 1930 and April 2, 1931.

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PUBLIC LAWS

OF THE

STATE OF MAINE

As Passed by the Ninetieth Legislature

1941

Chapter 213

AN ACT Relating to State Aid on State Aid Highways.

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

R. S., c. 28, § 22, amended. Section 22 of chapter 28 of the revised statutes, as amended by section 3 of chapter 229 of the public laws of 1937, is hereby further amended to read as follows:

'Sec. 22. State aid highways, increase of state aid, when; limitation. If any town shall in any single year increase its appropriation for state aid roads to an amount not exceeding ~~twice~~ $1\frac{1}{2}$ times the maximum amount which it may annually appropriate under section 19, the commission may, from any balance of said fund for state aid construction, after the appropriations contemplated in section 21 and subject to the provisions of section 24 as to apportionment, appropriate a like increase of state aid; such appropriation shall not deprive the town of its right to the regular annual state aid in other years; the appropriations contemplated by this section shall be united with and become a part of the joint fund referred to in section 21. Towns may, upon petition of the selectmen of the town and approval of the state highway commission, use a portion or all of the state aid joint fund of the town toward the town's share of the cost of construction or reconstruction of bridges under the bridge act.'

Approved April 12, 1941

Chapter 214

AN ACT Relating to Time of Completion of Work on Third Class Roads.

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

R. S., c. 28, § 45, amended. Section 45 of chapter 28 of the revised statutes, as amended, is hereby further amended to read as follows:

'Sec. 45. Municipal officers may recommend roads for construction; standards regulated. Municipal officers of any town may file with the state highway commission the description or location of the road whose construction and improvement they recommend under the provisions of sections 44 to 47. After acceptance by the commission of a location as above, construction shall proceed and continue on that location until the entire length of the road has been constructed, or until the location is changed. Upon the completion of any road located as above, municipal officers shall file with

CHAP. 215

the commission recommendation for location upon another road. In case the municipal officers are unable to agree upon the designation of a third class road, it shall then be the right of the commission to make such designation and to proceed with the construction of the road as provided in said sections. The work performed under said sections shall conform to standards adopted by the commission taking into consideration the width and type of construction suited to the conditions there existing. ~~Work shall be completed before the thirtieth day of October annually.~~

Approved April 12, 1941

Chapter 215

AN ACT Relating to Maintenance of Third Class Roads.

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

Sec. 1. R. S., c. 28, § 46, amended. Section 46 of chapter 28 of the revised statutes, as amended, is hereby further amended to read as follows:

'Sec. 46. Maintenance of 3rd class highways; towns shall raise not less than 2%. Roads constructed on 3rd class highways under the provisions of sections 44 to 47 shall be suitably maintained by the several towns under penalty of forfeiture of the right of the town to receive the benefit of future apportionments under said sections. In order for a town to be entitled to 3rd class apportionment, the town shall annually raise for maintaining the improved sections on 3rd class highways designated to receive 3rd class apportionments in such town, a sum not less than ~~3%~~ 2% of the total expenditures for constructing these highways made during and after the year 1927. In case the town maintenance appropriation should be more than sufficient to satisfactorily maintain said improved sections, the balance of the fund may be used in connection with the state apportionment for 3rd class construction work. Expenditures of the town maintenance appropriation shall be under the direction and supervision of the state-highway commission. In case a town fails to provide funds for maintenance as herein stated, a sum not to exceed 50% of any year's apportionment to a town may be expended by the state highway commission for maintenance of improved sections of 3rd class highway therein, and the balance of the apportionment shall be reapportioned in the year following to the various towns entitled to 3rd class aid. Where 3rd class apportionments have been expended on state or state aid roads, such roads shall be maintained in accordance with the provisions of sections 9, 18, 27 and 28.'