

MAINE STATE LEGISLATURE

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LAWS
OF THE
STATE OF MAINE

AS PASSED BY THE
ONE HUNDRED AND ELEVENTH LEGISLATURE

SECOND SPECIAL SESSION

November 18, 1983

AND AT THE

SECOND REGULAR SESSION

January 4, 1984 to April 25, 1984

AND AT THE

THIRD SPECIAL SESSION

September 4, 1984 to September 11, 1984

PUBLISHED BY THE DIRECTOR OF LEGISLATIVE RESEARCH
IN ACCORDANCE WITH MAINE REVISED STATUTES
ANNOTATED, TITLE 3, SECTION 164, SUBSECTION 6.

J.S. McCarthy Co., Inc.
Augusta, Maine
1986

**PRIVATE AND
SPECIAL LAWS**

OF THE

STATE OF MAINE

AS PASSED AT THE

SECOND REGULAR SESSION

of the

ONE HUNDRED AND ELEVENTH LEGISLATURE

1983

Township 2, Range 9, to its terminus on land of the State at Roaring Brook in Township 3, Range 9, Piscataquis County, and the unimproved portion of the road which begins at Sourdnahunk Field, T. 4, R. 10, Piscataquis County; thence to Sourdnahunk Lake, T. 5, R. 10; thence to Dwelly Pond and McCarthy's which is located on the south branch of Trout Brook; thence to the end of the designated state aid road in T. 6, R. 8, Penobscot County, also the road from the last mentioned road to South Branch Lake in Township 5, Range 9, also the road from the west line of Township 5, Range 10, said west line being a portion of the west boundary of Baxter State Park, to the intersection of said road with the road from Dwelly Pond and McCarthy's to the end of the designated state aid road in T. 6, R. 8, Penobscot County, as much as shall be deemed necessary for their maintenance, including bridges and culverts, but not to exceed ~~\$32,000~~ \$60,000 per year, some portions of the above described being private roads, open to the public.

Sec. 2. Allocation. The following funds are allocated from the Highway Fund to carry out the purposes of this Act.

	<u>1983-84</u>	<u>1984-85</u>
<u>TRANSPORTATION, DEPARTMENT OF</u>		
Highway Maintenance		
All Other	\$28,000	\$28,000

Emergency clause. In view of the emergency cited in the preamble, this Act shall take effect when approved.

Effective April 23, 1984.

CHAPTER 95

S.P. 884 - L.D. 2392

AN ACT to Allow the Department of Transportation to Assume Responsibility for 100% of the Maintenance and Operation Costs of the Carleton Bridge Between Bath and Woolwich and to Allocate and Appropriate the Funds Necessary to Assume this Additional Responsibility.

Emergency preamble. Whereas, Acts of the Legislature do not become effective until 90 days after adjournment unless enacted as emergencies; and

Whereas, the Maine Central Railroad Company has indicated that it is losing a substantial amount of money providing service on the Rockland Branch line between Brunswick and Rockland; and

Whereas, a substantial portion of the cost associated with the operation of this line is to maintain and operate the Carleton Bridge between Bath and Woolwich; and

Whereas, the continued operation of this line depends on relief from the maintenance and operation costs of the bridge; and

Whereas, the Maine Central Railroad Company has expressed a willingness to guarantee service on the line at least until 1985, provided that the State resumes the responsibility for the cost of maintenance and operation of the bridge by February 1, 1984; and

Whereas, the responsibility for the maintenance and operation of the bridge would, upon abandonment, revert wholly to the Department of Transportation; and

Whereas, in the judgment of the Legislature, these facts create an emergency within the meaning of the Constitution of Maine and require the following legislation as immediately necessary for the preservation of the public peace, health and safety; now, therefore,

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

Sec. 1. Allocation. The following funds are allocated from the Highway Fund to carry out the purposes of this Act.

	<u>1983-84</u>	<u>1984-85</u>
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TRANSPORTATION, DEPARTMENT OF

Bridge Maintenance

All Other	\$100,000	\$150,000
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Sec. 2. Maintenance; operation costs; contracts. Notwithstanding any other provision of law,

the State may pay for the cost of maintenance and operation of the Carleton Bridge, and shall enter into a contract with the Maine Central Railroad, after January 31, 1984, for an amount not to exceed the allocation in this bill. The contract may remain in effect with successions and assigns of the Maine Central Railroad, provided that the State continue to bail responsibility for the costs of maintenance and operation of the bridge and that the successors and assigns fulfill their shared responsibilities to maintain the railroad line.

Emergency clause. In view of the emergency cited in the preamble, this Act shall take effect when approved.

Effective April 23, 1984.

CHAPTER 96

H.P. 1865 - L.D. 2469

**AN ACT to Fund and Implement Certain
Collective Bargaining Agreements and to Fund
and Implement Benefits for Certain State
Employees.**

Emergency preamble. Whereas, Acts of the Legislature do not become effective until 90 days after adjournment unless enacted as emergencies; and

Whereas, the 90-day period may not terminate until after the beginning of the next fiscal year; and

Whereas, certain obligations and expenses incident to the operation of state collective bargaining agreements will become due and payable immediately; and

Whereas, it is the responsibility of the Legislature to act upon those portions of tentative collective bargaining agreements negotiated by the Executive Branch which require legislative action; and

Whereas, in the judgment of the Legislature, these facts create an emergency within the meaning of the Constitution of Maine and require the following legislation as immediately necessary for the preservation of the public peace, health and safety; now, therefore,