

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

RESOLVES
OF THE
STATE OF MAINE

AS PASSED AT THE
SECOND REGULAR SESSION

of the
ONE HUNDRED AND ELEVENTH LEGISLATURE

1983

Designation of Grady Mountain. Resolved: That a certain unnamed mountain, with an elevation of 2,640', located in the north easterly part of Andover North Surplus, bounded on the north by the north line of Andover North Surplus; on the east by the Appalachian Trail; on the south east by Surplus Pond; on the south by an unnamed mountain, the West Branch of the Ellis River and the highway from Andover to Route 26; and on the west by Spruce Mountain, so called, be designated as "Grady Mountain."

Effective July 25, 1984.

CHAPTER 71

S.P. 844 - L.D. 2291

RESOLVE, Authorizing and Directing the Department of Transportation to Continue to Study and Report on the Condition of State and Local Bridges on the Local and Collector Systems and to Recommend Strategies for Improving their Overall Condition.

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

Whereas, safe and efficient highway transportation depends upon a system of well-maintained state and local bridges; and

Whereas, in general there is insufficient information on the condition of short spans, especially on the local road system; and

Whereas, the information that is available suggests that a problem exists; and

Whereas, these bridges represent potential hazards to the traveling public and potential liabilities to municipalities; and

Whereas, many municipalities have difficulty in raising the financial resources to adequately reconstruct and maintain local bridges; 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

Study to be conducted. Resolved: That the Department of Transportation shall continue its study of the overall condition of state and local bridges, including those located on town ways and on the state collector system. The study shall determine the sufficiencies of these bridges, using accepted engineering criteria. The study shall take into consideration such factors as traffic volume. The department is further directed to fully consider bridges with clear spans of at least 10 feet, but not more than 20 feet; which bridges are not eligible for federal bridge reconstruction or rehabilitation funds; and be it further

Strategy developed. Resolved: That the Department of Transportation, with the advice and assistance of the Maine Municipal Association, develop an overall strategy for the management of state and local bridges. Such a strategy shall take into consideration the needs and abilities of municipalities. The strategy shall include alternate methods of financing reconstruction and maintenance; the transferring of custody to appropriate levels of government; the determination of levels and type of maintenance to be performed by the State and local governments regardless of bridge ownership; and the investigation of innovative and promising alternate methods of maintenance and reconstruction; and be it further

Report required. Resolved: That the Department of Transportation submit a report to the joint standing committee of the Legislature having jurisdiction over transportation by February 1, 1985, on the overall condition of state and local bridges. The report shall outline possible strategies to correct any deficiencies that may be determined to exist.

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

Effective April 9, 1984.
