

# MAINE STATE LEGISLATURE

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LAWS  
OF THE  
STATE OF MAINE

AS PASSED BY THE

ONE HUNDRED AND EIGHTH LEGISLATURE

FIRST REGULAR SESSION

January 5, 1977 to July 25, 1977

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

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PORTLAND LITHOGRAPH COMPANY  
PORTLAND, MAINE  
1977

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RESOLVES  
OF THE  
**STATE OF MAINE**

AS PASSED AT THE  
**FIRST REGULAR SESSION**

of the  
**ONE HUNDRED AND EIGHTH LEGISLATURE**

1977

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1075 — Sheriff:

1075-3205	Part-time deputies	\$15,000
1075-3212	Part-time deputies	732
1075-4205	Gas, oil and grease	1,378
1075-4210	Repairs	5,285
1075-4315	Telephone	3,379
1075-4755	Workmen's compensation	857
1075-5335	Office supplies	811
1075-5405	Uniforms	500

Human Services:

Food stamps	4,005
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**Emergency clause.** In view of the emergency cited in the preamble, this resolve shall take effect when approved.

Effective May 11, 1977

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## CHAPTER 10

### RESOLVE, to Apportion Multimember Districts of the House of Representatives into Single Member Districts.

Whereas, in accordance with the Constitution of Maine, Article IV, Part First, Section 2, as amended by 1975 Constitutional Resolutions chapters 1 and 5, the Legislature has ascertained a plan to divide 11 multimember districts of the House of Representatives into districts for the choice of one Representative for each district; now, therefore, be it

Multimember districts of the House of Representatives apportioned into single member districts. **Resolved:** That for the 109th Legislature to and including 1983 the following Districts of the House of Representatives shall be apportioned as follows:

**District Number Four (One)**, consisting of that part of the City of Auburn described as follows: Beginning at the Auburn-Minot town line in the center of the Little Androscoggin River; thence northwesterly along the center of the river to Morgan Brook; thence northerly along Morgan Brook to the center line of Pottle Road; thence northwesterly along the center line of Pottle Road to the center line of Verrill Road; thence northeasterly along the center line of Verrill Road to the center of Morgan Brook; thence easterly along Morgan Brook to the center line of Woodman Hill Road; thence northerly in the center line of Woodman Hill Road to the center line of

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Center Minot Hill Road; thence southeasterly in the center line of Center Minot Hill Road to the center line of Marston Hill Road; thence northeasterly in the center line of Marston Hill Road to Lapham Brook; thence northerly along Lapham Brook to the Auburn-Minot town line; thence northeasterly along the Auburn-Minot town line to the Auburn-Turner town line; thence easterly along the Auburn-Turner town line to the center of the Androscoggin River; thence southerly along the Androscoggin River to the center of the Maine Central Railroad bridge; thence southwesterly along the center of the Maine Central Railroad tracks to the center line of Turner Street; thence northwesterly along the center line of Turner Street to the center line of Summer Street; thence northwesterly along the center line of Summer Street to the center line of Dennison Street; thence southwesterly along the center line of Dennison Street to the center line of Gamage Avenue; thence generally westerly and northerly along the center line of Gamage Avenue, Lake Street and Hotel Road to the center line of Youngs Corner Road; thence westerly and southerly along the center line of Youngs Corner Road to the Auburn-Minot town line; thence southerly along the Auburn-Minot town line to the point of beginning, 1 Representative;

**District Number Four (Two)**, consisting of that part of the City of Auburn described as follows: Beginning in the center line of the Little Androscoggin River at the Auburn-Minot town line; thence northerly in the Auburn-Minot town line to the center line of the Youngs Corner Road; thence generally easterly and southerly in the center line of Youngs Corner Road, Hotel Road and the center line of Lake Street to the center line of Gamage Avenue to the center line of Dennison Street; thence northeasterly in the center line of Dennison Street to the center line of Summer Street; thence southeasterly in the southerly line of Summer Street; thence southeasterly in the southerly line of Summer Street to the center line of Union Street; thence southwesterly in the center line of Union Street to the center line of Hampshire Street; thence northwesterly in the center line of Hampshire Street to the center line of Willow Street; thence southwesterly in the center line of Willow Street to the center line of Goff Street; thence southerly in the center line of Goff Street to the center line of Grant Street; thence westerly in the center line of Grant Street to the center line of James Street; thence southerly in the center line of James Street to the center line of Court Street; thence generally southwesterly in the center line of Court Street and the center line of Manley Road to the center line of Pride Road; thence southeasterly in the center line of Pride Road to the center line of Poland Road; thence southwesterly in the center line of Poland Road to the center line of Hotel Road; thence southwesterly in the center line of Hotel Road to the center of the Little Androscoggin River; thence northwesterly in the center of the Little Androscoggin River to the point of beginning, 1 Representative;

**District Number Four (Three)**, consisting of that part of the City of Auburn described as follows: Beginning in the center line of the Androscoggin River in the Auburn-Lewiston city line at a point in the extension of the center line of Troy Street; thence southwesterly in the extension of Troy Street to the center line of Turner Center Street and Summer Street; thence northwesterly in the center line of Summer Street to the center line of Union Street; thence southwesterly in the center line of Union Street to the center line of Hampshire Street; thence northwesterly in the center line of Hampshire Street to the center line of Willow Street; thence southwesterly in the center line of Willow Street to the center line of Goff Street; thence southerly in the center line of Goff Street to the center line of Grant Street; thence westerly in the center line of Grant Street to the center line of James Street; thence

southerly in the center line of James Street to the center line of Court Street; thence generally westerly and southerly in the center line of Court Street to the center line of Summit Street; thence southeasterly and southwesterly along the center line of Summit Street to the center line of Western Avenue; thence southeasterly along the center line of Western Avenue to the center line of Minot Avenue; thence northeasterly along the center line of Minot Avenue to the center line of Washington Street; thence southerly along the center line of Washington Street to a point on an extension of the center line of 9th Street; thence southeasterly on an extension of and then in the center line of 9th Street to the center line of South Main Street; thence southerly in the center line of South Main Street to the center line of Loring Avenue; thence southeasterly in the center line of Loring Avenue to the center line of Foster Street; thence northeasterly in the center line of Foster Street to the center line of 7th Street; thence northwesterly in the center line of 7th Street to the center line of Mary Carroll Street; thence northeasterly in the center line of Mary Carroll Street and an extension thereof to the center of the Androscoggin River; thence northerly along the center of the Androscoggin River to the Maine Central Railroad bridge and the point of beginning, 1 Representative;

**District Number Four (Four)**, consisting of that part of the City of Auburn described as follows: That part of the City of Auburn not included in Districts Number Four (One), Four (Two) and Four (Three), 1 Representative;

**District Number Six (One)**, consisting of that part of the City of Lewiston described as follows: Beginning on the Greene-Lewiston town line at the Androscoggin River; thence easterly in said town line to the center line of College Road; thence southerly along the center line of College Road to the center line of Elm Street; thence westerly along the center line of Elm Street to the center line of Oak Street; thence southerly along the center line of Oak Street to the center line of Union Street; thence westerly in the center line of Union Street to the center line of Main Street; thence southerly along the center line of Main Street to the center line of Hammond Street; thence westerly in the center line of Hammond Street to the center line of Lowell Street; thence southwesterly along the center line of Lowell Street and an extension thereof to the Auburn city line; thence northerly in the Lewiston-Auburn city line to the point of beginning, 1 Representative;

**District Number Six (Two)**, consisting of that part of the City of Lewiston described as follows: Beginning at the intersection of College Road and Stetson Road; thence southerly along College Road to the center line of Holland Street; thence easterly along the center line of Holland Street to the center line of Nichols Street; thence southerly along the center line of Nichols Street to the center line of Sabattus Street; thence easterly in the center line of Sabattus Street to the center line of Webster Avenue; thence southeasterly in the center line of Webster Avenue to the center line of Sylvan Avenue; thence northerly in the center line of Sylvan Avenue to the center line of Sabattus Street; thence easterly in the center line of Sabattus Street to the center line of Old Greene Road; thence northerly along the center line of Old Greene Road to the center line of Montello Street; thence northwesterly in the center line of Montello Street to the center line of Hogan Road; thence northerly in the center line of Hogan Road to the center line of Stetson Road; thence westerly in the westerly line of Stetson Street to the point of beginning, 1 Representative;

**District Number Six (Three)**, consisting of that part of the City of Lewiston described as follows: Beginning at the center line of Sabattus Street and Jefferson Street; thence southeasterly along Jefferson Street to the center line of Walnut Street; thence southwesterly along the center line of Walnut Street to the center line of Blake Street; thence southeasterly in the center line of Blake Street to the center line of Birch Street; thence southwesterly along the center line of Birch Street to the center line of Lisbon Street; thence northwesterly in the center line of Lisbon Street to the center line of Cedar Street; thence southwesterly in the center line of Cedar Street to the Auburn city line; thence northerly along the Auburn-Lewiston city line to the southwesterly corner of District Number Six (One); thence easterly along the southerly line of District Number Six (One) to the southwesterly line of District Number Six (Two); thence southerly and easterly along the southerly line of District Number Six (Two) to the point of beginning, 1 Representative;

**District Number Six (Four)**, consisting of that part of the City of Lewiston described as follows: Beginning at the Auburn-Lewiston city line in the center line of Cedar Street at the southwesterly corner of District Number Six (Three); thence easterly and northerly along the southerly and easterly line of District Number Six (Three) to the intersection of District Six (Three) and District Number Six (Two) in the center of the intersection of Sabattus and Webster Streets; thence southeasterly in the center line of Webster Street to the center line of East Avenue; thence generally southerly along East Avenue to the center line of Lisbon Street; thence northwesterly along the center line of Lisbon Street to the center line of a stream just south of Willow Street; thence southwesterly along the center line of the stream to the Lewiston-Auburn city line; thence northwesterly along the Lewiston-Auburn city line to the point of beginning, 1 Representative;

**District Number Six (Five)**, consisting of that part of the City of Lewiston described as follows: Beginning in the center line of Sabattus Street and the center line of Old Greene Road; thence easterly along the center line of Sabattus Street to the center line of Pond Road; thence southwesterly along the center line of Pond Road to the center line of Webster Street; thence northwesterly along the center line of Webster Street to the center line of Mitchell Street; thence southwesterly along the center line of Mitchell Street to the center line of Pleasant Street; thence northwesterly along the center line of Pleasant Street to the center line of East Avenue; thence northerly along East Avenue to the center line of Webster Street; thence northwesterly along the center line of Webster Street to the center line of Sylvan Avenue; thence northeasterly along the center line of Sylvan Avenue to the center line of Sabattus Street; thence northeasterly along the center line of Sabattus to the point of beginning, 1 Representative;

**District Number Six (Six)**, consisting of that part of the City of Lewiston described as follows: Beginning in the center line of Sabattus Street and the center line of Pond Road; thence northeasterly in the center line of Sabattus Street to the Lewiston-Sabattus town line; thence southerly along the Lewiston-Sabattus town line to the Lewiston-Lisbon town line; thence southerly along the Lewiston-Lisbon town line to the Lewiston-Durham town line in the center of the Androscoggin River; thence northerly in the center line of the Androscoggin River to a stream southerly of Willow Street at the southwesterly corner of District Number Six (Four); thence generally easterly and northerly along the westerly and southerly lines of Districts Number Six (Four) and Six (Five) to the point of beginning, 1 Representative;

**District Number Twenty-One (One)**, consisting of that part of the City of Portland described as follows: Beginning at the southeast end of Hancock Street; thence northwest on Hancock Street to Federal Street; thence northeast on Federal Street to Mountfort Street; thence west on Mountfort Street to Congress Street; thence northeast on Congress Street to North Street; thence northeast on North Street to the southerly end of Tukey's Bridge; thence easterly and southerly along the shore line to a point opposite the southeasterly end of Hancock Street; thence from the shore in a direct line to the point of beginning.

In addition to the above, all islands located in the municipality of Portland, 1 Representative;

**District Number Twenty-One (Two)**, consisting of that part of the City of Portland described as follows: Beginning at a point on the southerly end of Tukey's Bridge; thence southeast on North Street to Congress Street; thence southwest on Congress Street to Mountfort Street; thence east on Mountfort Street to Federal Street; thence south on Federal Street to Hancock Street; thence southeast on Hancock Street and in a straight line to a point on the shore line of Portland Harbor; thence southwest along said shore line, including all wharfs and piers, to a point directly opposite the southeast end of Center Street; thence in a straight line to Center Street and along Center Street to Spring Street; thence south on Spring Street to Oak Street; thence west on Oak Street to Cumberland Avenue; thence northeast on Cumberland Avenue to Hanover Street; thence northwest on Hanover Street to Portland Street; thence northeast on Portland Street to Alder Street; thence northwest on Alder Street to the Preble Street Connector; thence northwest along Preble Street Connector to Baxter Boulevard; thence north on Baxter Boulevard to the shore line of Back Cove; thence east and north along Back Cove to the point of beginning, 1 Representative;

**District Number Twenty-One (Three)**, consisting of that part of the City of Portland described as follows: Beginning at a point along the shore line of Portland Harbor directly opposite the southeast end of Center Street; thence south along the shore line of Portland Harbor, including all wharfs and piers, to a point directly opposite the southeast end of School Street; thence in a straight line to the southeast end of School Street and northwest along School Street to Danforth Street; thence southwest on Danforth Street to Emery Street; thence northeast and north on Emery Street to Pine Street; thence north on Pine Street to Congress Street; thence east on Congress Street to Avon Street; thence north on Avon Street to Deering Street; thence east on Deering Street to High Street; thence west on High Street to Cumberland Avenue; thence northeast on Cumberland Avenue to Oak Street; thence southeast on Oak Street to Spring Street; thence northeast on Spring Street to Center Street; thence southeast on Center Street and in a direct line to the point of beginning, 1 Representative;

**District Number Twenty-One (Four)**, consisting of that part of the City of Portland described as follows: Beginning at the intersection of the Portland-Westbrook city line and Brighton Avenue; thence east on Brighton Avenue to Walcott Street; thence south on Walcott Street to Rockland Avenue; thence west on Rockland Avenue to Colonial Road; thence south on Colonial Road to Capisic Street; thence east on Capisic Street to Riverview Street; thence south on Riverview Street to railroad tracks; thence east on railroad tracks to Congress Street; thence east on Congress Street to Edwards Street; thence north on Edwards Street to Scott Street; thence east on Scott Street to Whitney Avenue; thence north on Whitney Avenue to Elizabeth Road; thence east on Elizabeth Road to Bolton Street; thence north on Bolton



Street to Brighton Avenue; thence east on Brighton Avenue to St. John Street; thence southeast on St. John Street to Congress Street; thence northeast on Congress Street to Gilman Street; thence southeast on Gilman Street to its end; thence east to the intersection of Bramhall Street and Western Promenade; thence northeast along Bramhall Street to Brackett Street; thence east on Brackett Street to Pine Street; thence south on Pine Street to Emery Street; thence south and southeast on Emery Street to Danforth Street; thence northeast on Danforth Street to School Street; thence southeast on School Street and extending in a straight line into Portland Harbor to the intersection of the Portland-South Portland city line; thence westerly along Portland-South Portland city line to the intersection of the Westbrook-Portland city line; thence north along the Portland-Westbrook city line to the point of beginning, 1 Representative;

**District Number Twenty-One (Five)**, consisting of that part of the City of Portland described as follows: Beginning at the intersection of St. John Street and Falmouth Street; thence northeast on Falmouth Street to Forest Avenue; thence southeast on Forest Avenue to Baxter Boulevard; thence north on Baxter Boulevard to Alder Street; thence southeast on Alder Street to Portland Street; thence southwest on Portland Street to Hanover Street; thence southeast on Hanover Street to Cumberland Avenue; thence southwest on Cumberland Avenue to High Street; thence southeast on High Street to Deering Street; thence southwest on Deering Street to Avon Street; thence southeast on Avon Street to Congress Street; thence west on Congress Street to Pine Street; thence southeast on Pine Street to Brackett Street; thence west on Brackett Street to Bramhall Street; thence southeast on Bramhall Street to the intersection of Western Promenade; thence west in a straight line to the south end of Gilman Street; thence northwest on Gilman Street to Congress Street; thence southwest on Congress Street to St. John Street; thence northwest on St. John Street to point of beginning, 1 Representative;

**District Number Twenty-One (Six)**, consisting of that part of the City of Portland described as follows: Beginning at the intersection of Brighton Avenue and Columbia Road; thence north on Columbia Road to Concord West Street; thence east and north on Concord West Street to Pleasant Avenue; thence east on Pleasant Avenue to Hunt Street; thence north on Hunt Street to Clinton Street; thence east on Clinton Street to Forest Avenue; thence south on Forest Avenue to railroad tracks; thence south on railroad tracks to Brighton Avenue; thence west on Brighton Avenue to Bolton Street; thence south on Bolton Street to Elizabeth Road; thence west on Elizabeth Road to Whitney Avenue; thence south on Whitney Avenue to Scott Street; thence west on Scott Street to Edwards Street; thence south on Edwards Street to Congress Street; thence west on Congress Street to railroad tracks; thence west on railroad tracks to Riverview Street; thence north on Riverview Street to Capisic Street; thence west on Capisic Street to Colonial Road; thence north on Colonial Road to Rockland Avenue; thence east on Rockland Avenue to Walcott Street; thence north on Walcott Street to Brighton Avenue; thence west on Brighton Avenue to point of beginning, 1 Representative;

**District Number Twenty-One (Seven)**, consisting of that part of the City of Portland described as follows: Beginning at the intersection of Canco Road and Dudley Street; thence east on Dudley Street to Ocean Avenue; thence northeast on Ocean Avenue to its intersection with the north boundary line of Payson Park; thence east and north along said boundary line to the intersection of Front Street and Kidder West Road; thence north on Kidder West

Road to Washington Avenue; thence east on Washington Avenue to its intersection with Interstate 295; thence southerly along Interstate 295 and Tukey's Bridge to the south end of Tukey's Bridge; thence southerly and westerly along the east shore of Back Cove to its intersection with Baxter Boulevard; thence southerly on Baxter Boulevard to Forest Avenue; thence northwesterly on Forest Avenue to Falmouth Street; thence southwest on Falmouth Street to St. John Street; thence northwest on St. John Street to Brighton Avenue; thence west on Brighton Avenue to railroad tracks; thence north on railroad tracks to Walton Street; thence east on Walton Street to Canco Road; thence north on Canco Road to point of beginning, 1 Representative;

**District Number Twenty-One (Eight)**, consisting of that part of the City of Portland described as follows: Beginning at the intersection of Allen Avenue and the Portland-Falmouth city line; thence south and easterly along the Portland-Falmouth city line to Portland Harbor; thence southerly along the shore line to the north end of Tukey's Bridge and Interstate 295; thence northerly along Interstate 295 and westerly on Washington Avenue to Kidder West Road; thence south on Kidder West Road to its intersection with Payson Park; thence west on the northerly boundary line of Payson Park to Ocean Avenue; thence south on Ocean Avenue to Dudley Street; thence west on Dudley Street to Canco Road; thence south on Canco Road to Walton Street; thence west on Walton Street to the center line of Maine Central Railroad tracks; thence south in center line of Maine Central Railroad tracks to a point on the extension of Mayland Street; thence westerly on an extension of the center line of Mayland Street to Stevens Avenue; thence north on Stevens Avenue to Forest Avenue; thence northeast on Forest Avenue to Allen Avenue; thence north on Allen Avenue to Knight Street; thence east on Knight Street to Maplewood Street; thence north on Maplewood Street to Washington Avenue; thence northwest on Washington Avenue to Allen Avenue; thence north on Allen Avenue to point of beginning, 1 Representative;

**Distirct Number Twenty-One (Nine)**, consisting of that part of the City of Portland described as follows: Beginning at the intersection of the Portland-Westbrook city line and Brighton Avenue; thence north on Portland-Westbrook city line to the railroad tracks; thence east on railroad tracks to the north boundary line of Evergreen Cemetery; thence east on the north boundary line of Evergreen Cemetery to College Street; thence east on College Street to Stevens Avenue; thence south on Stevens Avenue to Mayland Street; thence east on Mayland Street to railroad tracks; thence south on railroad tracks to a point east of Clinton Street; thence west in a straight line to Clinton Street; thence west on Clinton Street to Hunt Street; thence south on Hunt Street to Pleasant Avenue; thence west on Pleasant Avenue to Concord West Street; thence south and west on Concord West Street to Columbia Road; thence south on Columbia Road to Brighton Avenue; thence west on Brighton Avenue to the point of beginning, 1 Representative;

**District Number Twenty-One (Ten)**, consisting of that part of the city of Portland described as follows: All of that part of the municipality of Portland not included in Districts Number Twenty-One (One) through Twenty-One (Nine), 1 Representative;

**District Number Thirty-One (One)**, consisting of that part of the City of Westbrook described as follows: Beginning at the intersection of the Westbrook-Gorham and Windham city and town lines in the center of the Pre-sumpscot River; thence north on the Westbrook-Windham city line to its

intersection with the Westbrook-Falmouth city line; thence southeasterly on the Westbrook-Falmouth city line to the Presumpscot River and its intersection with the Portland city line; thence following the Presumpscot River upstream to the point of beginning, 1 Representative;

**District Number Thirty-One (Two)**, consisting of that part of the City of Westbrook not included in Districts Number Thirty and Thirty-One (One), 1 Representative;

**District Number Thirty-Five (One)**, consisting of that part of the City of South Portland described as follows: Beginning at the northeasterly boundary line of the U. S. Coast Guard Station where it intercepts Fore River; thence east and south along the shore line, including all wharfs and piers, to the South Portland-Cape Elizabeth city line; thence west along the city line to Edgewood Road; thence northeast on Edgewood Road to Cottage Road; thence west on Cottage Road to Margaret Street South; thence north on Margaret Street South crossing Fifth Street to Margaret Street North; thence north on Margaret Street North to Third Street; thence east on Third Street to Mussey Street; thence north on Mussey Street to High Street; thence northeast on High Street to the easterly boundary line of the U. S. Coast Guard Station; thence north on said boundary line to point of beginning, 1 Representative;

**District Number Thirty-Five (Two)**, consisting of that part of the City of South Portland described as follows: Beginning on the easterly boundary line of the U. S. Coast Guard Station; thence south on said boundary line to High Street; thence southwest on High Street to Mussey Street; thence south on Mussey Street to Third Street; thence west on Third Street to Margaret Street North; thence south on Margaret Street North to Fifth Street crossing Fifth Street south on Margaret Street South to Cottage Road; thence east on Cottage Road to Edgewood Road; thence southwest on Edgewood Road to South Portland-Cape Elizabeth city line; thence southwest on South Portland-Cape Elizabeth city line to Spurwink Avenue; thence northwest on Spurwink Avenue to Sawyer Street; thence northeast on Sawyer Street to Cormier Road; thence northwest on Cormier Road to Parrott Street; thence west on Parrott Street to Fessenden Street; thence north on Fessenden Street to Trout Brook; thence north on Trout Brook to Highland Avenue; thence southwest on Highland Avenue to Grant Street; thence northwest on Grant Street to McKinley Street following McKinley Street to McKinley Street-Evans Street intersection; thence northwest on Evans Street to Evans Street-Hill Street intersection; thence northeast on Hill Street to Broadway; thence east on Broadway to Kelsey Street; thence northwest on Kelsey Street to Portland Terminal Co. railroad tracks; thence due north to the shore line of the Fore River; thence north and east along the shore line, including all wharfs and piers, to the point of beginning, 1 Representative;

**District Number Thirty-Five (Three)**, consisting of that part of the City of South Portland not included in District Number Thirty-Two, Thirty-Five (One) and Thirty-Five (Two); 1 Representative;

**District Number Fifty-One (One)**, consisting of that part of the City of Augusta described as follows: Beginning at the intersection of the Augusta-Manchester town line as it intersects with Western Avenue; thence easterly on Western Avenue to Cushman Street; thence northerly on Cushman Street to Green Street; thence easterly on Green Street to South Chestnut Street; thence northerly on South Chestnut Street crossing Winthrop Street to North

Chestnut Street; thence north on North Chestnut Street to Bridge Street; thence east on Bridge Street to the east end of the Father Curran Bridge; thence southerly along the east shore of the Kennebec River; thence easterly along the northern boundary line of the Augusta Mental Health Institute; thence southerly along Hospital Street, thence westerly along the south line of the Augusta Mental Health Institute; thence south along the east shore line of the Kennebec River to the Augusta-Chelsea city line; thence west and north along the Augusta-Chelsea-Hallowell-Manchester city line to the point of beginning, 1 Representative;

**District Number Fifty-One (Two)**, consisting of that part of the City of Augusta described as follows: Beginning at the intersection of the Augusta-Manchester town line at Western Avenue; thence westerly along the Augusta-Manchester town line to the Augusta-Sidney town line; thence easterly along the Augusta-Sidney town line to the center of the Kennebec River; thence southerly along the Kennebec River to the Father Curran Bridge; thence westerly on Bridge Street to North Chestnut Street; thence southerly on North Chestnut Street across Winthrop Street; thence southerly on South Chestnut Street to Green Street; thence westerly on Green Street to Cushman Street; thence southerly on Cushman Street to Western Avenue; thence west on Western Avenue to the point of beginning, 1 Representative;

**District Number Fifty-One (Three)**, consisting of all of that part of the City of Augusta not included in Districts Fifty-One (One), Fifty-One (Two) and in District Number Fifty, 1 Representative;

**District Number Fifty-Two (One)**, consisting of that part of the City of Waterville described as follows: Beginning in the center of the Kennebec River at the Waterville-Fairfield town line; thence southerly along the Waterville-Winslow town line to the center line of Bridge Street; thence westerly along Bridge Street to the center line of Main Street; thence northerly along the center line of Main Street to the center line of the Maine Central Railroad tracks; thence westerly along the Maine Central Railroad tracks to the center line of North Street; thence northwesterly along the center line of North Street and the center line of the County Road to the Waterville-Oakland town line; thence northerly along the Waterville-Oakland town line to the Waterville-Fairfield town line; thence easterly along the Waterville-Fairfield town line to the point of beginning and that part of the municipality of Winslow described as follows: Beginning at the intersection of the Winslow-Albion town line and the Abbott Road; thence, northwest along the Abbott Road to the Nowell Road; thence southwest along the Nowell Road to Lambs Corner at Route 137; thence northwest and west along Route 137 to Outlet Stream which runs into Sebasticook River; thence crossing the Sebasticook River to Mar Val Terrace as extended to and opposite Outlet Stream; thence north along said Mar Val Terrace as extended to Halifax Street, also known as Benton Road, said Halifax Street being Alternate Route 100; thence east along Halifax Street to Clinton Avenue; thence west along Clinton Avenue to a transmission line approximately 1,000 feet west of the Clinton Avenue-Halifax Street intersection; thence north along the transmission line to Roderick Road; thence west along Roderick Road to Benton Avenue; thence north on Benton Avenue to Simpson Street; thence west on Simpson Street to the Winslow-Waterville town line in the Kennebec River; thence along the Winslow-Waterville town line northeasterly to the Winslow-Benton town line; thence easterly along the Winslow-Benton town line to the Winslow-Albion town line; thence southerly along the Winslow-Albion town line to the point of beginning, 1 Representative;

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**District Number Fifty-Two (Two)**, consisting of that part of the City of Waterville described as follows: Beginning at the Waterville-Oakland town line in the center line of Kennedy Memorial Drive; thence easterly in the center line of Kennedy Memorial Drive to the center line of First Rangeway; thence northerly along the center line of First Rangeway to the center line of Western Avenue; thence easterly along the center line of Western Avenue to the center line of Cool Street; thence southerly along the center line of Cool Street to the center line of Kennedy Memorial Drive; thence westerly along the center line of Kennedy Memorial Drive to the center line of Nelson Street; thence southerly in the center line of Nelson Street to the center line of Gilbert Street; thence westerly in the center line of Gilbert Street to the center line of Carver Street; thence southerly in the center line of Carver Street to the center line of Franklin Street; thence easterly in the center line of Franklin Street to the center line of the West River Road; thence northerly in the center line of West River Road to the center line of Silver Street; thence northerly in the center line of Silver Street to the center line of Gold Street; thence easterly in the center line of Gold Street to the center line of Summer Street; thence northerly in the center line of Summer Street to the center line of Sherwin Street; thence westerly in the center line of Sherwin Street to the center line of Silver Street; thence northerly in the center line of Silver Street to the center line of Western Avenue; thence westerly in the center line of Western Avenue to the center line of Elm Street; thence northerly in the center line of Elm Street to the center line of School Street; thence westerly in the center line of School Street to the center line of Pleasant Street; thence northerly in the center line of Pleasant Street to the center line of Center Street; thence easterly in the center line of Center Street to the center line of Main Street; thence northerly in the center line of Main Street to the center line of the Maine Central Railroad tracks; thence westerly along the center line of the Maine Central Railroad tracks to the center line of North Street; thence northerly along the center line of North Street and the County Road to the Waterville-Oakland town line; thence southerly along the Waterville-Oakland town line to the point of beginning, 1 Representative;

**District Number Fifty-Two (Three)**, consisting of that part of the City of Waterville not in Districts Number Fifty-Two (One), or Fifty-Two (Two), 1 Representative;

**District Number Eighty-Three (One)**, consisting of that part of the City of Bangor described as follows: Beginning in the center of the Penobscot River at the Bangor-Hampden town line; thence northwesterly in the Bangor-Hampden town line to U.S. Route 202; thence northerly along U.S. Route 202 to Interstate Route 395; thence westerly along Interstate Route 395 to the center line of Webster Avenue; thence northeasterly along Webster Avenue to the center line of Crestmont Road; thence southeasterly and north-easterly along Crestmont Road to the center line of Silver Road; thence northwesterly along the center line of Silver Road to the center line of Seventh Street; thence northeasterly along the center line of Seventh Street to the center line of Buck Street; thence northwesterly along the center line of Buck Street to the center line of West Broadway; thence northeasterly along the center line of West Broadway to the center line of Hammond Street; thence easterly along the center line of Hammond Street to the center line of Cedar Street; thence southeasterly along the center line of Cedar Street to the center line of Sanford Street; thence northeasterly along the center line of Sanford Street to the center line of Union Street; thence northwesterly in the center line of Union Street to the center line of Clinton Street; thence northeasterly in the center line of Clinton Street to the center line of Ohio

Street; thence northwesterly in the center line of Ohio Street to the center line of James Street; thence northeasterly of James Street to the center line of Ohio Street; thence southerly to the center line of Bower Street; thence southeasterly to the center line of Drummond Street; thence northeasterly on Drummond Street to the center line of Nelson Street; thence northeasterly on Nelson Street to the center line of Valley Avenue; thence southerly in the center line of Valley Avenue to the center line of Spring Street; thence easterly along the center line of Spring Street to the center line of Center Street; thence southerly in the center line of Center Street to the center line of Somerset Street; thence easterly in the center line of Somerset Street to the center line of Essex Street; thence southerly in the center line of Essex Street to the center line of State Street; thence easterly in the center line of State Street to the center line of Newbury Street; thence southerly in the center line of Newbury Street and an extension thereof to the center line of the Penobscot River; thence southwesterly in the center of the Penobscot River to the point of beginning, 1 Representative;

**District Number Eighty-Three (Two)**, consisting of that part of the City of Bangor described as follows: Beginning in the Bangor-Hampden town line at its intersection with U.S. Route 202; thence westerly along the Bangor-Hampden town line to the Bangor-Herman town line; thence northerly along the Bangor-Herman town line to the center line of Union Street; thence southeasterly in the center line of Union Street to the Interstate Route 95; thence easterly in the center line of Interstate 95 to the center of the Kenduskeag Stream; thence southerly along the center of the Kenduskeag Stream to the center line of Valley Avenue near Nelson Street at the boundary line of District Number Eighty-Three (One); thence generally southwesterly along the boundary line of District Number Eighty-Three (One) to the point of beginning, 1 Representative;

**District Number Eighty-Three (Three)**, consisting of that part of the City of Bangor described as follows: Beginning in the Bangor-Hermon town line at the center line of Union Street; thence southeasterly in the center line of Union Street to the center line of Interstate Route 95; thence northeasterly in the center line of Interstate Route 95 to the center line of Kenduskeag Avenue; thence northwesterly in the center line of Kenduskeag Avenue to the southwest corner of Husson College property; thence generally easterly and northerly in and along the Husson College property line to the center line of Broadway; thence northerly in the center line of Broadway to the center line of Hudson Road; thence northerly and westerly in the center line of Hudson Road to the Bangor-Glenburn town line; thence westerly along the Bangor-Glenburn town line to the Bangor-Hermon town line; thence southerly in the Bangor-Hermon town line to the point of beginning, 1 Representative;

**District Number Eighty-Three (Four)**, consisting of that part of the City of Bangor described as follows: Beginning in the center line of Interstate Route 95 at the center of the Kenduskeag Stream; thence southeasterly along the Kenduskeag Stream to the center line of Valley Avenue at the intersection with District Number Eighty-Four (One); thence generally southerly and easterly along the boundary line of District Number Eighty-Three (One); to the center line of Essex Street; thence northerly along the center line of Essex Street to the center line of Stillwater Avenue; thence northeasterly along the center line of Stillwater Avenue to the center line of Interstate Route 95; thence northeasterly along the center line of Interstate Route 95 to the Bangor-Veazie town line; thence northerly in the Bangor-Veazie town line to the Bangor-Orono town line; thence along the Bangor-

Orono town line to the Bangor-Glenburn town line; thence westerly in the Bangor-Glenburn town line to the intersection of the District Number Eighty-Three (Three) boundary line; thence generally southerly and westerly along the District Eighty-Three (Three) boundary line to the point of beginning, 1 Representative;

**District Number Eighty-Three (Five)**, consisting of all of that part of the City of Bangor not in Districts Number Eighty-Three (One), Eighty-Three (Two), Eighty-Three (Three) or Eighty-Three (Four), 1 Representative;

**District Number Ninety-One (One)**, consisting of that part of the municipality of Brunswick described as follows: Beginning at the intersection of Maine Street and McKeen Street; thence westerly along McKeen Street to Church Road; thence southerly along Church Road to Greenwood Road; thence westerly on Greenwood Road across U. S. Route 1 to Durham Road to Interstate 95; thence northeasterly along Interstate 95 and along Interstate 95 exit leading east to unnamed stream; thence east on unnamed stream to Androscoggin River to unnamed stream which runs immediately north of Patricia Road to the Androscoggin River; thence easterly on Androscoggin River to a point in the river 1,400 feet southerly of Cow Island; thence southerly along unnamed dirt road lying westerly of the Central Maine Power Company easement to Bath Road; thence westerly along the Bath Road to westerly property line of United States Naval Air Station; thence south and west along United States Naval Air Station property line to its intersection with the Harpswell Road; thence northerly along the Harpswell Road to Bath Road crossing Bath Road northerly along Federal Street to School Street; thence west along School Street to Maine Street; thence southerly along Maine Street to the point of beginning, 1 Representative;

**District Number Ninety-One (Two)**, consisting of all that part of the municipality of Brunswick not included in District Number Eighty-Nine and Ninety-One (One), 1 Representative;

**District Number One Hundred Thirteen (One)**, consisting of that part of the municipality of Sanford described as follows: Beginning at the intersection of Deering Neighborhood Road and Main Street; thence north on Main Street 1,100 feet to an intersection with unnamed road; thence 6/10 of a mile to Littlefield Road; thence east and south on Littlefield Road to Elm Street; thence southwest on Elm Street 500 feet to power line; thence south on power line to Beaver Hill Road; thence east on Beaver Hill Road to Cebung Road; thence north on Cebung Road to the Sanford-Alfred town line; thence southeast on the Sanford-Alfred town line to the Sanford-Kennebunk town line; thence southwest on the Sanford-Kennebunk town line to the Sanford-Wells town line which continues in a southeast direction to the Sanford-North Berwick town line; thence north on the Sanford-North Berwick town line to the Great Works River; thence north along the Great Works River to Old Mill Road; thence west on Old Mill Road to Twombly Road; thence north on Twombly Road to Great Works River; thence southeast on Great Works River to Old Mill Road; thence east on Old Mill Road to the intersection with Main Street and dirt road; thence east and north on dirt road to Mousam River; thence northwest on Mousam River to School Street; thence east on School Street to Rushton Street; thence northeast on Rushton Street to High Street; thence west on High Street to Shington Street; thence south on Shington Street to Main Street; thence northwest on Main Street to Pleasant Avenue; thence northeast on Pleasant Avenue to William Oscar Emery Drive; thence north on William Oscar Emery Drive to River Street; thence

southeast on River Street to Shaw Road; thence north on Shaw Road to southerly end of intersection with Shaws Ridge Road; thence north on intersection with Shaws Ridge Road; thence northwest on Shaws Ridge Road crossing abandoned railroad grade to Pleasant Street; thence northwest on Pleasant Street to Bridge Street; thence southwest on Bridge Street to Main Street; thence northwest on Main Street to point of beginning, 1 Representative;

**District Number One Hundred Thirteen (Two)**, consisting of all of that part of the municipality of Sanford not included in Districts Number One Hundred Twelve and One Hundred Thirteen (One), 1 Representative;

**District Number One Hundred Fifteen (One)**, consisting of that part of the City of Biddeford described as follows: Beginning in the Biddeford-Arundel town line at the center line of Elm Street; thence northeasterly in the center line of Elm Street to the center line of Grayson Street; thence easterly in the center line of Grayson Street to the center of West Brook, also called Richardson Brook; thence northeasterly along the center of West Brook, also called Richardson Brook, to the center line of West Street; thence southeasterly in the center line of West Street to the center line of Marion Avenue; thence northerly in the center line of Marion Avenue to the center line of Williams Street; thence westerly in the center line of Williams Street to the center line of Granite Street; thence northerly in the center line of Granite Street to the center line of Hill Street; thence northerly in the center line of Hill Street to the center of the Saco River; thence easterly along the center of the Saco River to the Breakwater, said point being the boundary line for Legislative District Number One Hundred Fourteen; thence southerly and westerly along the District Number One Hundred Fourteen boundary line to the point of beginning, 1 Representative;

**District Number One Hundred Fifteen (Two)**, consisting of that part of the City of Biddeford described as follows: Beginning in the center line of Hill Street and Main Street; thence southwesterly in the center line of Main Street to the center line of Alfred Street; thence southwesterly in the center line of Alfred Street to the center line of West Myrtle Street; thence westerly in the center line of West Myrtle Street to the center line of Graham Street; thence northerly in the center line of Graham Street to the center line of Mason Street; thence westerly in the center line of Mason Street to the center line of Elm Street; thence southerly in the center line of Elm Street to the center line of Alfred Road; thence southwesterly in the center line of Alfred Road to the center line of the Maine Turnpike; thence southerly in the center line of the Maine Turnpike to the Biddeford-Arundel town line; thence easterly along the town line to Elm Street and the southwesterly corner of District Number One Hundred Fifteen (One); thence generally northerly along the District Number One Hundred Fifteen (One) boundary line to the point of beginning, 1 Representative;

**District Number One Hundred Fifteen (Three)**, consisting of all of that part of the City of Biddeford not included in Districts Number One Hundred Fourteen, One Hundred Fifteen (One) and One Hundred Fifteen (Two), 1 Representative;

and be it further

**Resolved:** That the Director of Legislative Research is hereby authorized



to publish in the Laws of Maine, with appropriate introductory material, that portion of the order: The Opinion of the Supreme Judicial Court in Re Apportionment of House of Representatives, 315 A. 2d 211 (Me., 1974), as amended by 316 A. 2d 508 (Me., 1974) which sets forth the districts for the choice of Representatives, and is further authorized to consolidate and publish into that portion the contents of this resolve.

Effective October 24, 1977

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## CHAPTER 11

**RESOLVE, Directing the Commissioner of Transportation and the Secretary of State to Evaluate and Determine the Feasibility of Transferring the Functions of the Motor Vehicle Division to the Department of Transportation.**

**Transferring functions of Motor Vehicle Division to Department of Transportation; feasibility. Resolved:** That the Commissioner of Transportation and the Secretary of State are directed to jointly evaluate and determine the feasibility of transferring the functions of the Motor Vehicle Division to the Department of Transportation; and be it further

**Resolved:** That a report of the findings shall be made to the 2nd regular session of the Legislature convening in January 1978; and be it further

**Resolved:** That the Commissioner of Transportation and the Secretary of State are directed to develop legislation that may be necessary to implement the findings and recommendations.

Effective October 24, 1977

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## CHAPTER 12

**RESOLVE, for Laying of the County Taxes and Authorizing Expenditures of Hancock County for the Year 1977.**

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

Whereas, Hancock County has certain expenses and liabilities which must be met as they become due; and