

BOSSIER PARISH POLICE JURY
BENTON, LOUISIANA
MINUTES
June 1, 2011

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The Bossier Parish Police Jury met in regular and legal session on the 1st day of June, 2011, at 2:00 p.m., in the Police Jury Meeting Room, Bossier Parish Courthouse, Benton, Louisiana. The President, Mr. Rick Avery, called the meeting to order. The invocation was given by Mr. Barry Butler and the pledge of allegiance was led by Ms. Wanda Bennett. The Parish Secretary, Ms. Cindy Dodson, called the roll, with the following members present:

Mr. William Altimus	Mr. Brad Cummings
Mr. Rick Avery	Mr. Jerome Darby, absent
Ms. Wanda Bennett	Mr. Wayne Hammack
Mr. Glenn Benton	Mr. Winfred Johnston
Mr. Barry Butler	Mr. Hank Meachum
Mr. Jimmy Cochran	Mr. Mac Plummer

Others present were Mr. Bill Altimus, Parish Administrator; Mr. Patrick Jackson, Parish Attorney, Mr. Joe E. "Butch" Ford, Jr., Parish Engineer; Ms. Cindy Dodson, Parish Secretary.

Sealed bids were opened and read aloud for Official Journal of the Bossier Parish Police Jury for the period July 1, 2011, through June 30, 2012, as follows:

Bidder:	Bid Amount:
BOSSIER-PRESS TRIBUNE	
For printing the official proceedings	\$21,000
For other printing	\$5.00 per column inch
Bidder:	Bid Amount:
THE TIMES	
For printing the official proceedings	\$0.27 per line or \$6.30/inch
For other printing	\$6.30 per column inch

Mr. Patrick Jackson, Parish Attorney, stated that there are certain State mandated requirements that must be met in bidding for Official Journal. He stated that the newspaper selected as Official Journal must publish in an office physically located in the parish for five years preceding its selection as Official Journal. Mr. Jackson stated that he has contacted The Times' legal counsel to advise them of the requirements, and advised that the jury has no discretion in this matter. He requested that this matter be taken under advisement and placed on the June 15, 2011, regular meeting agenda for consideration. Mr. Jackson stated that he will meet with counsel for the Bossier-Press Tribune and The Times to discuss this matter and review state requirements. **Motion was made by Ms. Bennett, seconded by Mr. Plummer, to take the bids under advisement, to be reviewed and awarded at the June 15, 2011, regular meeting.**

The President called for public comment. Ms. Laura Adley, 3411 Pinehaven Circle, requested the circulation count from The Times and Bossier-Press Tribune. Ms. Dodson provided the following circulation information:

THE TIMES	
Circulation	\$54,823 total
	\$11,733 Bossier only
Number of paid subscribers	\$36,809 total
	\$8,656 Bossier only
Numbers of Copies per printing	\$57,000 total
Commercial advertising income	\$264,000
Single copy sales distribution	\$19,431 total
	\$3,077 Bossier only

Copy must be received by newspaper five days prior to first publication date.

BOSSIER-PRESS TRIBUNE	
Circulation	\$4,900
Number of paid subscribers	\$3,600
Numbers of Copies per printing	\$5,000
Commercial advertising income	\$700,000
Single copy sales distribution	\$1,200

Copy must be received by newspaper seven days prior to first publication date.

Votes were cast and the motion carried unanimously.

Motion was made by Ms. Bennett, seconded by Mr. Johnston, to authorize the advertising for bids for the Palmetto Park Drainage Improvements Project No. 2011-321, bids to be received July 12, 2011.

The President called for public comment. There being none, **votes were cast and the motion carried unanimously.**

Motion was made by Mr. Altimus, seconded by Ms. Bennett, to authorize the advertising for bids for the Cypress Forest Drainage Improvements Project No. 2011-329, bids to be received July 12, 2011.

The President called for public comment. There being none, **votes were cast and the motion carried unanimously.**

Ms. Dodson announced the public hearing to consider approval of the plat of the proposed development of Redwood Place at Legacy, Unit No. 6, being a Planned Unit Development, located in Section 21, Township 19 North, Range 13 West, Bossier Parish, LA.

Mr. Steve Vercher, Mohr and Associates, Inc., was present and advised that this is a continuation of the existing units of Redwood Place at Legacy Subdivision and consists of 52 additional lots. Mr. Altimus asked the average selling price of the homes in this unit. Mr. Vercher stated that the average cost of these homes is approximately \$200,000 to

\$225,000. There being no opposition, **motion was made by Mr. Benton, seconded by Mr. Hammack, to approve the plat of the proposed development of Redwood Place at Legacy, Unit No. 6, being a Planned Unit Development, located in Section 21, Township 19 North, Range 13 West, Bossier Parish, LA.**

The President called for public comment. There being none, **votes were cast and the motion carried unanimously.**

Ms. Dodson announced the public hearing to consider approval of the plat of the proposed development of Belle Rose at Legacy, Unit No. 4, located in Section 22, Township 19 North, Range 13 West, Bossier Parish, LA.

Mr. Steve Vercher, Mohr and Associates, Inc., was present and advised that this is a continuation of the existing units of Belle Rose at Legacy Subdivision. He stated that the average cost of these homes is approximately \$225,000 to \$250,000. Mr. Ford discussed maintenance of the drainage easements in the proposed development, and requested that the developer submit a letter to the police jury confirming that the homeowners association will maintain the drainage easements in Belle Rose at Legacy, Unit No. 4. There being no opposition, **motion was made by Mr. Butler, seconded by Mr. Benton, to approve the plat of the proposed development of Belle Rose at Legacy, Unit No. 4, located in Section 22, Township 19 North, Range 13 West, Bossier Parish, LA.**

The President called for public comment. There being none, **votes were cast and the motion carried unanimously.**

Ms. Bennett advised that the Benton-Parish MPC has denied the application of Mr. Roy Gene "Trey" Hicks, III, for a zoning amendment to change the zoning classification at Lot 8-F, Ester Miles Estate, from R-A, Residential Agriculture District, to B-3, Community and Central Business District. She referred to the police jury's current civil litigation against Mr. Hicks for his continued non-compliance with parish zoning regulations and asked if the police jury is required to schedule a public hearing. Mr. Jackson stated that the police jury cannot deny the request for a public hearing, but that the facts concerning this matter can be presented at the scheduled public hearing for the police jury's consideration in making their decision. He stated that a two-thirds vote of the jury is required to overturn the unfavorable recommendation of the MPC and approve Mr. Hicks' application for a zoning amendment.

Motion was made by Mr. Butler, seconded by Mr. Plummer, to schedule a public hearing on July 6, 2011, to consider the application of Roy Gene "Trey" Hicks, III, to the Benton-Parish MPC for a zoning amendment to change the zoning classification of a tract of land located in Ester Miles Estate, Lot 8-F, in Section 3, Township 19 North, Range 13 West, Bossier Parish, LA, from R-A, Residential-Agriculture District, to B-3, Community and Central Business District.

The President called for public comment. Ms. Laura Adley, 3411 Pinehaven Circle, asked why a B-3, Community and Central Business District zoning classification, is being requested at this location. Ms. Bennett advised that she attended the hearing at the Benton-Parish MPC and questioned the requested B-3 zoning. She stated that she feels that B-3 zoning is excessive for the commercial warehouse type of business Mr. Hicks has proposed. Mr. Avery stated that businesses that are zoned B-3 are allowed to stay open 24 hours per day, and that with B-2 zoning, the business must close at 10:00 p.m.

Ms. Winnie Gillard, 1271 Linton Road, stated that she attended the public hearing for Mr. Hicks' zoning amendment application at the Benton-Parish MPC, and that she understands that the application was unanimously denied because it is considered spot zoning.

Ms. Leigh Collier spoke on behalf of Mr. Darnell Ford, 1271 Linton Road. She stated that petitions signed by persons in opposition of Mr. Hicks' request were presented to the Benton-Parish MPC, and asked if the police jury has received a copy of those petitions. Mr. Jackson stated that the police jury will review and consider all documents that were submitted to the Benton-Parish MPC prior to its July 6, 2011, public hearing. Ms. Collier stated that the proposed B-3, Community and Central Business District zoning classification, is not appropriate for this mostly residential/farm area and stated that the people of the area are opposed. Ms. Bennett requested that Ms. Collier provide Mr. Jackson with a copy of the documents she has regarding the property.

Votes were cast and the motion carried unanimously.

Motion was made by Mr. Hammack, seconded by Mr. Johnston, to adopt an ordinance amending Ordinance No. 4391 of May 23, 2011, which adopted Bossier Parish Redistricting Plan 4A, to make technical corrections in the boundary description language in various election precincts.

The President called for public comment. There being none, **votes were cast and the motion carried, as follows:**

YEAS: Mr. Altimus, Mr. Avery, Ms. Bennett, Mr. Benton, Mr. Butler, Mr. Cochran, Mr. Cummings, Mr. Hammack, Mr. Johnston, Mr. Meachum, Mr. Plummer.

NAYS: None

ABSENT: Mr. Darby

ORDINANCE NO. 4392

AN ORDINANCE AMENDING ORDINANCE NO. 4391 OF MAY 23, 2011, ORDINANCE NO. 4213 OF APRIL 16, 2008, ORDINANCE NO. 3955 OF JULY 21, 2004, ORDINANCE NO. 3867 OF MARCH 19, 2003, ORDINANCE NO. 3812 OF MARCH 6, 2002, ORDINANCE NO. 3750 OF MARCH 7, 2001; ORDINANCE NO. 3702 OF JUNE 21, 2000; ORDINANCE NO. 3667 OF OCTOBER 13, 1999; AND ORDINANCE NO. 3558 OF JUNE 10, 1998; ESTABLISHING ELECTION PRECINCTS FOR THE PARISH OF BOSSIER, STATE OF LOUISIANA, EFFECTIVE THE NEXT DATE OF QUALIFYING FOR MEMBERS OF THE BOSSIER PARISH POLICE JURY ON SEPTEMBER 6, 2011, DEFINING THE TERRITORIAL LIMITS OF EACH, ESTABLISHING ELECTION DISTRICTS FOR THE BOSSIER PARISH POLICE JURY AND DEFINING THE TERRITORIAL LIMITS OF EACH.

1.

BE IT ORDAINED by the Bossier Parish Police Jury in regular and legal session on this 1st day of June, 2011, that it does hereby establish election precincts for the Parish of Bossier, State of Louisiana, to be effective the next date of qualifying for members of the Bossier Parish Police Jury on September 6, 2011, and does describe boundaries of said election precincts, in accordance with the 2010 decennial census of population, as required by law.

BE IT FURTHER ORDAINED by the Bossier Parish Police Jury that it does hereby describe technical corrections in the boundary description language in various election precincts originally described in Ordinance No. 4391 of May 23, 2011, said technical corrections defined below.

Act 670 of the 1985 Regular Session of the Louisiana Legislature directed the governing authority of each parish to establish voting precincts on visible boundary lines. Revised Statute 18:532 and the sub-paragraphs as amended by the Louisiana Legislature meeting in regular session in 1997, require the visible boundary lines to conform with strict guidelines. Ordinance No. 4391 of May 23, 2011, Ordinance No. 4213 of April 16, 2008, Ordinance No. 3955 of July 21, 2004, Ordinance No. 3867 of March 19, 2003, Ordinance No. 3812 of March 6, 2002, Ordinance No. 3750 of March 7, 2001, Ordinance No. 3702 of June 21, 2000, Ordinance No. 3667 of October 13, 1999, and Ordinance No. 3558 of June 10, 1998, which established voting precincts for Bossier Parish, be and are hereby amended and voting precincts for Bossier Parish are described as follows:

PRECINCTS FOR BOSSIER PARISH REDISTRICTING PLAN 4A:

PRECINCT 1-1

Beginning at the junction of the center right-of-way of Barksdale Boulevard and the center right-of-way of West Gate Drive, thence proceed in a northeasterly direction on the center right-of-way of West Gate Drive to the junction with the center right-of-way of the Kansas City Southern Railroad, thence proceed in a southeasterly direction on the center right-of-way of the Kansas City Southern Railroad to the junction with the Barksdale Air Force Base railroad spur, thence proceed in an easterly direction on the center right-of-way of said railroad spur to the junction with the center right-of-way of First Street, thence proceed in a southerly direction on First Street to the junction with the center right-of-way of Lessie Lane, thence proceed in a southerly direction on the center right-of-way of Lessie Lane to the junction with the center right-of-way of Holiday Place, thence proceed in an easterly direction on the center right-of-way of Holiday Place to the junction with the center right-of-way of Sheridan Avenue, thence proceed in a southerly direction on the center right-of-way of Sheridan Avenue to the junction with the center right-of-way of Fox Street, thence proceed in a westerly direction on the center right-of-way of Fox Street to the junction with the center right-of-way of Ella Street, thence proceed in a southeasterly direction on the center right-of-way of Ella Street to the junction with the center right-of-way of Shady Grove Drive, thence proceed in a westerly direction on the center right-of-way of Shady Grove Drive to the junction with the center right-of-way of Barksdale Boulevard, thence proceed in a northwesterly direction on the center right-of-way of Barksdale Boulevard to the junction with the center right-of-way of West Gate Drive, which is the point of beginning.

PRECINCT 1-2

Beginning at the junction of the center right-of-way of Cove Street and the center right-of-way of Ella Street, thence proceed in an easterly direction on the center right-of-way of Cove Street to the junction with the center right-of-way of Success Street, thence proceed southeasterly on the center right-of-way of Success Street to the junction with the center right-of-way of Wayne Avenue, thence proceed in a northeasterly direction on the center right-of-way of Wayne Avenue to the junction with the center right-of-way of Diana Street, thence proceed in a northerly direction on the center right-of-way of Diana Street to the junction with the center right-of-way of Fox Street, thence proceed westerly on the center right-of-way of Fox Street to the junction with the center flow channel of Mack's Bayou, thence proceed northwesterly on the center flow channel of Mack's Bayou to the junction with a fence line separating Barksdale Air Force Base from private property, thence proceed in a southwesterly direction on said fence line to the junction with the center right-of-way of Lessie Lane, thence proceed in a southerly direction on the center right-of-way of Lessie Lane to the junction with the center right-of-way of Holiday Place, thence proceed in an easterly direction on the center right-of-way of Holiday Place to the junction with the center right-of-way of Sheridan Avenue, thence proceed in a southerly direction on the center right-of-way of Sheridan Avenue to the junction with the center right-of-way of Fox Street, thence proceed in a westerly direction on the center right-of-way of Fox Street to the junction with the center right-of-way of Ella Street, thence proceed in a southerly direction on the center right-of-way of Ella Street to the junction with Cove Street, which is the point of beginning.

PRECINCT 1-3

Beginning at the junction of the center right-of-way of Barksdale Boulevard and the center right-of-way of Panther Drive, formerly Curtis Loop, thence proceed in a northeasterly direction on the center right-of-way of Panther Drive, formerly Curtis Loop, to the junction with the center right-of-way of Parkway Drive, thence proceed in a northwesterly direction on the center right-of-way of Parkway Drive to the junction with the center right-of-way of Oriole Street, thence proceed in an easterly direction on the center right-of-way of Oriole Street to the junction with the center right-of-way of Van Deeman Street, thence proceed in a northerly direction on the center right-of-way of Van Deeman Street to the junction with the center right-of-way of San Saba Street, thence proceed in an easterly direction on the center right-of-way of San Saba Street to the junction with the center right-of-way of Alison Avenue, thence proceed in a southerly, thence easterly direction on the center right-of-way of Alison Avenue to the junction with the center right-of-way of Helene Street, thence proceed southerly on the center right-of-way of Helene Street to the junction with the center right-of-way of Venus Drive, thence proceed easterly on the center right-of-way of Venus Drive to the junction with the center right-of-way of Solar Lane, thence proceed northerly on the center right-of-way of Solar Lane to the junction with the center right-of-way of Meteor Street, thence proceed southerly on the center right-of-way of Meteor Street to the junction with the center right-of-way of Venus Drive, thence proceed southerly on the center right-of-way of Venus Drive to the center right-of-way of Orbit Drive, then westerly on the center right-of-way of Orbit Drive to the junction with the center flow channel of Alison Bayou, thence proceed southerly on the center flow channel of Alison Bayou to the junction with the terminus of a line extension of Gaston Lane, thence proceed westerly along the line extension of Gaston Lane to the junction with the center right-of-way of Gaston Lane, thence proceed westerly on the center right-of-way of Gaston Lane to the junction with the center right-of-way of Columbia Circle, thence proceed generally in a westerly then northerly direction to the junction with the center-right-of-way of Telfair Lane, thence proceed easterly on the center right-of-way of Telfair Lane to the junction with the center right-of-way of Whitefield Lane, then proceed southeasterly then southwesterly on the center-right-of-way of Whitefield Lane to the junction with the center right-of-way of Barksdale Boulevard, thence proceed northwesterly on the center right-of-way of Barksdale Boulevard to the intersection with Panther Driver, the point of beginning.

PRECINCT 1-3A

Beginning at the intersection of Barksdale Blvd and Rossie Lee Drive, thence proceed in an easterly direction along Rossie Lee Drive to its intersection with Longstreet Place, thence proceed northerly along Longstreet Place to its intersection with General Ewell Drive, thence proceed easterly then southeasterly along General Ewell Drive to its intersection with General Taylor Drive, thence proceed westerly along General Taylor Drive to its intersection with General Polk Drive, thence proceed southerly along General Polk Drive to its intersection with Lauri Lane, thence proceed easterly along Lauri Lane to its intersection with Golden Meadows Drive, thence proceed southerly along Golden Meadows Drive to its intersection with Macks Bayou, thence proceed northwesterly then southwesterly along Macks Bayou to its intersection with Barksdale Blvd, thence proceed northwesterly along Barksdale Blvd to its intersection with Rossie Lee Drive, the point of beginning.

NEW PRECINCT 1-3B

Beginning at the junction of Alison Bayou and the junction with the terminus of a line extension of Gaston Lane, thence proceed westerly along the line extension of Gaston Lane to the junction with the center right-of-way of Gaston Lane, thence proceed westerly on the center right-of-way of Gaston Lane to the junction with the center right-of-way of Columbia Circle, thence proceed generally in a westerly then northerly direction to the junction with the center-right-of-way of Telfair Lane, thence proceed easterly on the center right-of-way of Telfair Lane to the junction with the center right-of-way of Whitefield Lane, then proceed southeasterly then southwesterly on the center-right-of-way of Whitefield Lane to the junction with the center right-of-way of Barksdale Boulevard, thence proceed southeasterly on the center right-of-way of Barksdale Boulevard to the junction with the center right-of-way of Rossie Lee Drive, thence proceed easterly on the center right-of-way of Rossie Lee Drive, to the junction with the center flow channel of a drainage canal, thence proceed northerly on the center flow channel of the drainage canal to the junction with Alison Bayou, thence proceed northerly on the center flow channel of Alison Bayou to the junction with the center right-of-way of Gaston Lane, the point of beginning.

PRECINCT 1-4

Beginning at the intersection of Niles Street and Alison Avenue, thence proceed in a westerly then northerly direction along Alison Avenue to its intersection with the San Saba Street, thence proceed in a westerly direction along San Saba Street to its intersection with Van Deeman Street, thence proceed in a northerly direction along Van Deeman Street to its intersection with Shady Grove Drive, thence proceed in a westerly direction along Shady Grove Drive to its intersection with Wayne Avenue, thence proceed in a northerly direction along Wayne Avenue to its intersection with Ray Avenue, thence proceed in a northeasterly direction along Ray Avenue to its intersection with Diana Street, thence proceed in a northerly direction along Diana Street to its intersection with Fox Street, thence proceed in a westerly direction along Fox Street to its intersection with Macks Bayou, thence proceed in a northwesterly direction along Macks Bayou to its intersection with the fence line of Barksdale Air force Base, thence proceed easterly then southeasterly then northeasterly direction along the fence line of Barksdale Air Base to its intersection with Macks Bayou, thence proceed southwesterly along Macks Bayou to its intersection with an unnamed road, thence proceed northerly along the unnamed road to its intersection with Ray Avenue, thence proceed northwesterly along Ray Avenue to its intersection with Shady Grove Drive, thence proceed southwesterly along Shady Grove Drive to its intersection with Macks Bayou, thence proceed southwesterly along Macks Bayou to its intersection with Normand Avenue, thence proceed southeasterly along Normand Avenue to its intersection with Niles Street, thence proceed southerly along Niles Street to its intersection with Alison Avenue, the point of beginning.

PRECINCT 1-4A

Beginning at the intersection of the fence line of Barksdale Air Force Base and the Flat River, thence proceed southwesterly along the Flat River to its intersection with Allison Bayou, thence proceed in a northwesterly then southerly then southwesterly then westerly then northerly direction along Allison Bayou to its intersection with Venus Drive, thence proceed northerly along Venus Drive to its intersection with Meteor Street, thence proceed northerly along Meteor Street to its intersection with an unnamed street, thence proceed westerly along the unnamed street to its intersection with Solar Lane, thence proceed southwesterly along Solar Lane to its intersection with Venus Drive, thence proceed westerly along Venus Drive to its intersection with Helene Street, thence proceed northerly along Helene Street to its intersection with Alison Avenue, thence proceed easterly along Alison Avenue to its intersection with Niles Street, thence proceed northerly along Niles Street to its intersection with Normand Avenue, thence proceed northwesterly along Normand Avenue to its intersection with Macks Bayou, thence proceed northeasterly along Macks Bayou to its intersection with Shady Grove Drive, thence proceed northeasterly along Shady Grove Drive to its intersection with Ray Avenue, thence proceed southeasterly then northeasterly along Ray Avenue to its intersection with an unnamed street, thence proceed southerly along the unnamed street to its intersection with Macks Bayou, thence proceed in a northeasterly direction along Macks Bayou to its intersection with the fence line of Barksdale Air Force Base, thence proceed southeasterly then southerly then southeasterly then northeasterly along the fence line of Barksdale Air Force Base to its intersection with Flat River, the point of beginning.

PRECINCT 1-5

Beginning at the junction of the center right-of-way of Shady Grove Drive and the center right-of-way of Ella Street, thence proceed in a northwesterly direction on the center right-of-way of Ella Street to the junction with the center right-of-way of Cove Street, thence proceed in a northeasterly then easterly direction on the center right-of-way of Cove Street to the junction with the center right-of-way of Success Street, thence proceed in a southeasterly direction on the center right-of-way of Success Street to the junction with the center right-of-way of Wayne Avenue, thence proceed in a southerly direction on the center right-of-way of Wayne Avenue to the junction with the center right-of-way of Shady Grove Drive, thence proceed in an easterly direction on the center right-of-way of Shady Grove Drive to the junction with the center right-of-way of Van Deeman Street, thence proceed in a southerly direction on the center right-of-way of Van Deeman Street to the junction with the center right-of-way of Oriole Street, thence proceed in a westerly direction on the center right-of-way of Oriole Street to the junction with the center right-of-way of Parkway Drive, thence proceed in a southeasterly direction on the center right-of-way of Parkway Drive to the junction with the center right-of-way of Panther Drive, formerly Curtis Loop, thence proceed in a southwesterly direction on the center right-of-way of Panther Drive, formerly Curtis Loop, to the junction with the center right-of-way of Barksdale Boulevard, thence proceed in a northwesterly direction on the center right-of-way of Barksdale Boulevard to the junction with the center right-of-way of Shady Grove Drive, thence proceed easterly on the center right-of-way of Shady Grove Drive to the junction with the

center right-of-way of Ella Street, which is the point of beginning.

PRECINCT 2-1

Precinct 2-1 contains all territory contained within the corporate limits of the Town of Benton.

PRECINCT 2-2

Beginning at the junction of the center right-of-way of Louisiana Highway 3 (Benton Road) and the center right-of-way of Greenacres Boulevard, thence proceed northeasterly on the center right-of-way of Greenacres Boulevard to the junction with the center right-of-way of Southwood Drive, thence proceed northwesterly on the center right-of-way of Southwood Drive to the junction with the center right-of-way of Northpark Drive, thence proceed easterly on the center right-of-way of Northpark Drive to the junction with the center right-of-way of Summit Drive, thence proceed southerly on the center right-of-way of Summit Drive to the junction with the center right-of-way of Greenacres Boulevard, thence proceed southeasterly on the center right-of-way of Greenacres Boulevard to the junction with the center right-of-way of Airline Drive, thence proceed southerly on the center right-of-way of Airline Drive to the junction with the center right-of-way of Interstate Highway I-220, thence proceed westerly on the center right-of-way of Interstate Highway I-220 to the junction with the center right-of-way of Louisiana Highway 3 (Benton Road), thence proceed northerly on the center right-of-way of Louisiana Highway 3 (Benton Road) to the junction with the center right-of-way of Greenacres Boulevard, which is the point of beginning.

PRECINCT 2-3

Beginning at the junction of the Kansas City Southern Railroad and the center right-of-way of Interstate Highway I-220, thence proceed southwesterly along the Kansas City Southern Railroad to the junction with the center right-of-way of Shed Road, thence southwesterly on the center right-of-way of Shed Road to the junction with the center flow channel of Alligator Bayou, thence southwesterly on the center flow channel of Alligator Bayou to the junction with the center right-of-way of Swan Lake Road, thence southeasterly along the center right-of-way of Swan Lake Road to the junction with the center right-of-way of East Texas Street (U.S. Highway 80), thence proceed southwesterly on the center right-of-way of East Texas Street (U.S. Highway 80), to the junction with the center flow channel of Mack's Bayou, thence proceed southerly along the center flow channel of Mack's Bayou to the junction with the center flow channel of Cooper's Bayou, thence southeasterly, northeasterly and southeasterly on the center flow channel of Cooper's Bayou to the junction with the boundary fence of Barksdale Air Force Base, thence proceed easterly, thence generally northeasterly along the Barksdale Air Force Base fence line to the junction with the center flow channel of Red Chute Bayou, thence proceed northwesterly along the center flow channel of Red Chute Bayou to the junction with the center right-of-way of U.S. Highway 80 (Dixie Overland Road), thence proceed southwesterly along the center right-of-way of Dixie Overland Road to the junction with the center right-of-way of Stockwell Road, thence proceed northwesterly along the center right-of-way of Stockwell Road to the junction with the Kansas City Southern Railroad, thence proceed southwesterly along the Kansas City Southern Railroad to the junction with the center right-of-way of Interstate Highway I-220 which is the point of beginning.

PRECINCT 2-3A

Beginning at the junction of the Kansas City Southern Railroad and the center right-of-way of Interstate Highway I-220, thence proceed southwesterly along the Kansas City Southern Railroad to the junction with the center right-of-way of Shed Road, thence southwesterly on the center right-of-way of Shed Road to the junction with the center flow channel of Alligator Bayou, thence southwesterly on the center flow channel of Alligator Bayou to the junction with the center right-of-way of Swan Lake Road, thence northwesterly along the center right-of-way of Swan Lake Road to the junction with the center right-of-way of Interstate Highway I-220, thence easterly along the center right-of-way of Interstate I-220 to the junction with the Kansas City Southern Railroad, the point of beginning.

PRECINCT 2-4

Beginning at the junction of the center right-of-way of Airline Drive and the center right-of-way of Brown Boulevard, thence proceed westerly on Brown Boulevard to the center right-of-way of Brown Street, thence northerly then westerly on the center right-of-way of Brown Street to the junction with the center right-of-way of Spruce Street, thence proceed westerly on the center right-of-way of Spruce Street to the junction with the center right-of-way of Old Brownlee Road, thence proceed southerly then westerly on the center right-of-way of Old Brownlee Road to the junction with the center right-of-way of Brownlee Road, thence proceed westerly on the center right-of-way of Brownlee Road to the junction with the center right-of-way of Walnut Lane, thence proceed northerly, thence proceed northwesterly then southwesterly on the center right-of-way of Walnut lane to the junction with the center right-of-way of Northland Street, thence proceed northerly on the center right-of-way of Northland Street to the junction with the center right-of-way of Benoist Circle, thence proceed westerly on the center right-of-way of Benoist Circle to the junction with the center right-of-way of Louisiana Highway 3 (Benton Road), thence proceed southerly on the center right-of-way of Louisiana Highway 3 (Benton Road) to the junction with the center right-of-way Greenacres Boulevard, thence proceed northeasterly on the center right-of-way of Greenacres Boulevard to the junction with the center right-of-way of Southwood Drive, thence proceed northwesterly on the center right-of-way of Southwood Drive to the junction with the center right-of-way of Northpark Drive, thence proceed easterly on the center right-of-way of Northpark Drive to the junction with the center right-of-way of Summit Drive, thence proceed southerly on the center right-of-way of Summit Drive to the junction with the center right-of-way of Greenacres Boulevard, thence proceed southeasterly on the center right-of-way of Greenacres Boulevard to the junction with the center right-of-way of Airline Drive, thence proceed northerly on the center right-of-way of Airline Drive to the junction with the center right-of-way of Brown Boulevard, which is the point of beginning.

NEW PRECINCT 2-5

Beginning at the junction of the center right-of-way Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad, and the center right-of-way of the northern main line of the Kansas City Southern Railroad, formerly the Illinois Central and Gulf Railroad, thence proceed in a southwesterly direction on the center right-of-way of the northern main line of the Kansas City Southern Railroad/ Illinois Central and Gulf Railroad to the junction with the center right-of-way of the southern main line of the Kansas City Southern Railroad, formerly the Louisiana and Arkansas Railway, thence proceed southeasterly direction on the center right-of-way of the southern main line of the Kansas City Southern Railroad/Louisiana and Arkansas Railway to the junction of the center right-of-way Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad, thence proceed generally in a northerly direction on the center right-of-way of the Union Pacific/Southern Pacific Railroad to the junction with the

center right-of-way of the northern main line of the Kansas City Southern Railroad, which is the point of beginning.
PRECINCT 2-5A

Beginning at the junction of the center right-of-way of the Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad, and the center flow channel of the Red River as it existed in 1838, thence proceed in a northeasterly direction on the center right-of-way of the southern main line of the Kansas City Southern Railroad, formerly the Louisiana and Arkansas Railway, thence proceed in a northwesterly direction to the junction with the center right-of-way of the southern main line of the Kansas City Southern Railroad, formerly the Illinois Central and Gulf Railroad, thence proceed in a southwesterly direction on the center right-of-way of the Kansas City Southern Railroad, formerly the Illinois Central and Gulf Railroad to the junction with the center flow channel of the Red River as it existed in 1838, thence proceed in a southeasterly direction on the center flow channel of the Red River to the junction with the center right-of-way of the Union Pacific/Southern Pacific Railroad, formerly St. Louis and Southwestern Railroad, which is the point of beginning.

PRECINCT 2-6

Beginning at the junction of the Kansas City Southern Railroad, formerly the Illinois Central Gulf Railroad, and the center flow channel of the Red River as it existed in 1838, thence proceed in a northeasterly direction on the Kansas City Southern Railroad, formerly the Illinois Central Gulf Railroad, to the junction with the Union Pacific/Southern Pacific Railroad, formerly the St. Louis Southwestern Railway, thence proceed in a northeasterly direction on the Union Pacific/Southern Pacific Railroad, formerly the St. Louis Southwestern Railway to the junction with the center right-of-way of Shed Road, thence proceed in an easterly direction on the center right-of-way of Shed Road to the junction with the Union Pacific/Southern Pacific Railroad, formerly the St. Louis Southwestern Railway, thence proceed in a northwesterly direction on the Union Pacific/Southern Pacific Railroad, formerly the St. Louis Southwestern Railway, to the junction with the center right-of-way of Interstate Highway I-220, thence proceed in a westerly direction on the center right-of-way of Interstate Highway I-220 to the junction with the center flow channel of the Red River, thence proceed in a generally southerly direction on the center flow channel of the Red River as it existed in 1838 to the junction with the Kansas City Southern Railroad, formerly the Illinois Central Railroad, which is the point of beginning.

PRECINCT 2-7

Beginning at the junction of the center right-of-way of Interstate Highway I-220 and the center right-of-way of Louisiana Highway 3 (Benton Road), thence proceed in a southerly direction on the center right-of-way of Louisiana Highway 3 (Benton Road) to the junction with the center right-of-way of Melrose Avenue, thence proceed in an easterly direction on the center right-of-way of Melrose Avenue to the junction with the center right-of-way of Airline Drive, thence proceed in a northerly direction on the center right-of-way of Airline Drive to the junction with the center right-of-way of Interstate Highway I-220, thence proceed in a westerly direction on the center right-of-way of Interstate Highway I-220 to the junction with the center right-of-way of Louisiana Highway 3 (Benton Road), which is the point of beginning.

PRECINCT 2-8

Beginning at the junction of the Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad, and the Kansas City Southern Railroad, formerly the Illinois Central Railroad, thence proceed in a northerly direction on the center right-of-way of the Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad, to the junction with the center right-of-way of Shed Road, thence proceed in a westerly direction on the center right-of-way of Shed Road to the junction with the center right-of-way of a railroad spur of the Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad, which runs in a southwesterly direction, thence proceed in a southwesterly direction on the center right-of-way of the spur of the Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad, to the junction with the center right-of-way of the Kansas City Southern Railroad, formerly the Illinois Central Railroad, thence proceed in an easterly direction on the center right-of-way of the Kansas City Southern Railroad, formerly the Illinois Central Railroad, to the junction with the center right-of-way of the Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad, which is the point of beginning.

PRECINCT 2-9

Beginning at the intersection of the Douglas Drive and Louisiana Highway 3 (Benton Road), thence proceed in an easterly direction along Douglas Drive to its intersection with Airline Drive, thence proceed in a southerly direction along Airline Drive to its intersection with the Kansas City Southern Railroad, formerly the Louisiana and Arkansas Railroad, thence proceed in a southwesterly direction along the Kansas City Southern Railroad, formerly the Louisiana and Arkansas Railroad, to its intersection with Louisiana Highway 3 (Benton Road), thence proceed in a southerly direction along Louisiana Highway 3 (Benton Road) to its intersection with Shed Road, thence proceed in a westerly direction along Shed Road to its intersection with the St. Louis Southwestern Railway, thence proceed northwesterly along the St. Louis Southwestern Railway to its intersection with I-220, thence proceed easterly along I-220 to its intersection with Louisiana Highway 3 (Benton Road), thence proceed in a southerly direction along Louisiana Highway 3 (Benton Road) to its intersection with Douglas Drive, the point of beginning.

PRECINCT 2-10

Beginning at the junction of the center right-of-way of Melrose Avenue and the center right-of-way of Louisiana Highway 3 (Benton Road), thence proceed in a southerly direction on the center right-of-way of Louisiana Highway 3 (Benton Road) to the junction with the center right-of-way of Douglas Drive, thence proceed in an easterly direction on the center right-of-way of Douglas Drive to the junction with the center right-of-way of Airline Drive, thence proceed northerly on the center right-of-way of Airline Drive to the junction with the center right-of-way of Melrose Avenue, thence proceed westerly on the center right-of-way of Melrose Avenue to the junction with the center right-of-way of Louisiana Highway 3 (Benton Road), which is the point of beginning.

PRECINCT 2-11

Beginning at the intersection of the St. Louis Southwestern Railway and Shed Road, thence proceed easterly along Shed Road to its intersection with Airline Drive, thence proceed southeasterly along Airline Drive to its intersection with the Illinois Central Railroad, thence proceed westerly along the Illinois Central Railroad to its intersection with the St. Louis Southwestern Railway, thence proceed northwesterly along the St. Louis Southwestern Railway to its intersection with Shed Road, the point of beginning.

PRECINCT 2-11A

Beginning at the intersection of Benton Road and Shed Road, thence proceed easterly along Shed Road to its intersection with Airline Drive, thence proceed northwesterly along Airline Drive to its intersection with the Kansas City Southern Railway, thence proceed southwesterly along the Kansas City Southern Railway to its intersection with Benton Road, thence proceed southeasterly along Benton Road to its intersection with Shed Road, the point of beginning.

PRECINCT 2-12A

Beginning at the intersection of Old Minden Road and Jacquelyn Street, thence proceed southerly on Jacquelyn Street to its intersection with Bobbie Street, thence proceed northeasterly along Bobbie Street to its intersection with Airline Drive, thence proceed southeasterly along Airline Drive to its intersection with June Lane, thence proceed northeasterly along June Lane to its intersection with Northgate Road, thence proceed northwesterly along Northgate Road to its intersection with Old Minden Road, thence proceed in a northeasterly direction along Old Minden Road to its intersection with the Illinois Central Railroad, thence proceed westerly along the Illinois Central Railroad to its intersection with Interstate Hwy I-20, thence proceed southwesterly along Interstate Hwy I-20 to its intersection with Old Minden Road, thence proceed northeasterly along Old Minden Road to its intersection with Jacquelyn Street, the point of beginning.

PRECINCT 2-12B

Beginning at the junction of the center right-of-way of Old Minden Road and the center right-of-way of Interstate Highway I-20, thence proceed in a southwesterly direction on Old Minden Road to the junction with the center right-of-way of the Kansas City Southern Railroad, formerly the Louisiana and Arkansas Railroad, thence northwesterly along the Kansas City Southern Railroad, formerly the Louisiana and Arkansas Railroad to the junction with the center right-of-way Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad, thence proceed in a northerly direction on said railroad to the junction with the center right-of-way of the Kansas City Southern Railroad, formerly the Illinois Central Railroad, thence proceed in a easterly direction on the Kansas City Southern Railroad, formerly the Illinois Central Railroad, to the junction with the center right-of-way of Interstate Highway I-20, thence proceed southwesterly on said interstate highway to the junction with Old Minden Road, which is the point of beginning.

PRECINCT 2-12C

Beginning at the junction of the center right-of-way of Old Minden Road and the center right-of-way of Patricia Drive, thence proceed in a southerly direction on the center right-of-way of Patricia Drive to the junction with the center right-of-way of Bobby Street, thence proceed in an easterly direction along the center right-of-way of Bobby Street to the center right-of-way of Patricia Drive, thence proceed in a southerly and easterly direction along the center right-of-way of Patricia Drive to the junction with the center right-of-way of Margaret Street, thence proceed in a southerly direction on the center right-of-way of Margaret Street to the junction with the center right-of-way of Loreco Street, thence proceed in a westerly direction on the center right-of-way of Loreco Street to the junction with the center right-of-way of Boone Street, thence proceed in a southerly direction on the center right-of-way of Boone Street to the junction with the Kansas City Southern Railroad, formerly the Louisiana and Arkansas Railroad, thence proceed in a northwesterly direction on said railroad to the junction with the center right-of-way of Old Minden Road, thence proceed in an easterly direction on the center right-of-way of Old Minden Road to the junction with the center right-of-way of Patricia Drive, which is the point of beginning.

PRECINCT 2-13

Beginning at the junction of the Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad and the Bossier Parish/Caddo Parish boundary line, thence proceed in a northeasterly direction on the center right-of-way of the Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad to the junction with the center right-of-way of the Kansas City Southern Railroad, thence proceed in a southeasterly direction on the center right-of-way of the Kansas City Southern Railroad to the junction with the center right-of-way of Boone Street, thence proceed in a southerly direction on the center right-of-way of Boone Street to the junction with the center right-of-way of Barksdale Boulevard, thence proceed in a southeasterly direction on the center right-of-way of Barksdale Boulevard to the junction with the center right-of-way of Garden Street, thence proceed in a southwesterly direction on the center right-of-way of Garden Street to the junction with the Red River, thence proceed in a southwesterly direction on the Red River to the center flow channel as it existed in 1838 which, at that point, forms the Bossier Parish/Caddo Parish boundary line, thence proceed in a northwesterly direction on said stream to the junction with the center right-of-way of the Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad, which is the point of beginning.

PRECINCT 2-14

Beginning at the junction of the center right-of-way of Barksdale Boulevard and the center right-of-way of Boone Street, thence proceed in a northeasterly direction on the center right-of-way of Boone Street to the junction with the center right-of-way of Loreco Street, thence proceed in an easterly direction on the center right-of-way of Loreco Street to the junction with the center right-of-way of Margaret Street, thence proceed in a northerly direction on the center right-of-way of Margaret Street to the junction with the center right-of-way of Patricia Drive, thence proceed first in an easterly then southerly direction on the center right-of-way of Patricia Drive to the junction with the center right-of-way of Shamrock Drive, thence proceed in a southerly direction on the center right-of-way of Shamrock Drive to the junction with the center right-of-way of Murphy Street, thence proceed in a northwesterly direction on the center right-of-way of Murphy Street to the junction with the center right-of-way of Patricia Drive, thence proceed in a southwesterly direction on the center right-of-way of Patricia Drive to the junction with the center right-of-way of Inda Street, thence proceed in a southeasterly direction on the center right-of-way of Inda Street to the junction with the center right-of-way of Airline Drive, thence proceed in a southwesterly direction on the center right-of-way of Airline Drive to the junction with the center right-of-way of Barksdale Boulevard, thence proceed in a northwesterly direction on the center right-of-way of Barksdale Boulevard to the junction with the center right-of-way of Boone Street, which is the point of beginning.

PRECINCT 2-15

Beginning at the intersection of Macks Bayou and Cooper Bayou, thence proceed northwesterly then southwesterly then southeasterly then southwesterly along Macks Bayou to the fence line of Barksdale Air Force Base, thence proceed northwesterly along the fence line of Barksdale Air Force Base to its intersection with an unnamed stream, thence proceed westerly along the unnamed stream to its intersection with Mark Avenue, thence proceed

northeasterly along Mark Avenue to its intersection with Murphy Street, thence proceed northwesterly along Murphy Street to its intersection with Airline Drive, thence proceed northeasterly along Airline Drive to its intersection with Murphy Street, thence proceed northwesterly along Murphy Street to its intersection with Foster Street, thence proceed southwesterly along Foster Street to its intersection with India Street, thence proceed southeasterly along India Street to its intersection with Airline Drive, thence proceed southwesterly along Airline Drive to its intersection with Barksdale Blvd, thence proceed southeasterly along Barksdale Blvd to its intersection with Barksdale Blvd E, thence proceed northeasterly along Barksdale Blvd E to its intersection with a spur of the Kansas City Southern Railway, thence proceed southeasterly along the spur of the Kansas City Southern Railway to its intersection with 1st Street South, thence proceed southeasterly along 1st Street South to its intersection with Lessie Lane, thence proceed southeasterly along Lessie Lane to its intersection with the fence line of Barksdale Air Force Base, thence proceed northeasterly along the fence line of Barksdale Air Force Base to its intersection with Macks Bayou, thence proceed southeasterly along Macks Bayou to its intersection with the fence line of Barksdale Air Force Base, thence proceed southwesterly then in an easterly direction and continuing along the entire length of the fence line of Barksdale Air Force Base to its intersection with Cooper Bayou, thence proceed northwesterly then southwesterly then northwesterly along Coopers Bayou to its intersection with Macks Bayou, the point of beginning.

PRECINCT 2-16

Beginning at the intersection of Mark Avenue and Patricia Drive, thence proceed northeasterly along Patricia Drive to its intersection with Northgate Road, thence proceed northwesterly along Northgate Road to its intersection with Old Minden Road, thence proceed northeasterly along Old Minden Road to its intersection with the Illinois Central Railroad, thence proceed easterly along the Illinois Central Railroad to its intersection with Industrial Drive, thence proceed northeasterly then easterly along Industrial Drive to its intersection with Macks Bayou, thence proceed southeasterly then northwesterly then southwesterly then southeasterly then southwesterly along Macks Bayou to the fence line of Barksdale Air Force Base, thence proceed northwesterly along the fence line of Barksdale Air Force Base to its intersection with an unnamed stream, thence proceed westerly along the unnamed stream to its intersection with Mark Avenue, thence proceed northeasterly then northerly along Mark Avenue to its intersection with Patricia Drive, the point of beginning.

PRECINCT 2-16A

Beginning at the intersection of Murphy Street and Mark Avenue, thence proceed northeasterly then northerly along Mark Avenue to its intersection with Patricia Drive, thence proceed westerly along Patricia Drive to its intersection with Airline Drive, thence proceed southerly along Airline Drive to its intersection with Murphy Street, thence proceed southeasterly along Murphy Street to its intersection with Mark Avenue, the point of beginning.

PRECINCT 2-16B

Beginning at the intersection of Murphy Street and Airline Drive, thence proceed northeasterly then northerly along Airline Drive to its intersection with Patricia Drive, thence proceed westerly along Patricia Drive to its intersection with Michael Street, thence proceed southeasterly along Michael Street to its intersection with Foster Street, thence proceed southwesterly along Foster Street to its intersection with Shamrock Street, thence proceed southwesterly along Shamrock Street to its intersection with Murphy Street, thence proceed southeasterly along Murphy Street to its intersection with Airline Drive, the point of beginning.

PRECINCT 2-17A

Beginning at the junction of the center right-of-way of Swan Lake Road and the center right-of-way of Shed Road, thence proceed in a northwesterly direction on the center right-of-way of Swan Lake Road to the junction with the Kansas City Southern Railroad, thence proceed southwesterly on said railroad to the junction with the center right-of-way of Alpine Boulevard, thence proceed in a southerly direction on the center right-of-way of Alpine Boulevard to the junction with the center right-of-way of Shed Road, thence proceed in an easterly direction on the center right-of-way of Shed Road to the junction with the center right-of-way of Swan Lake Road, which is the point of beginning.

PRECINCT 2-17B

Beginning at the junction of the center right-of-way of Swan Lake Road and the center right-of-way of U. S. Highway 80, thence proceed in a northerly direction on the center right-of-way of Swan Lake Road to the junction with the center right-of-way of Shed Road, thence proceed in a westerly direction on the center right-of-way of Shed Road to the junction with the center flow channel of Mack's Bayou, thence proceed in a southeasterly direction on the center flow channel of Mack's Bayou to the junction with the center right-of-way of U. S. Highway 80, thence proceed in a northeasterly direction on the center right-of-way of U. S. Highway 80 to the junction with the center right-of-way of Swan Lake Road, which is the point of beginning.

PRECINCT 2-18A

Beginning at the junction of the center right-of-way of Louisiana State Highway 160 and the center right-of-way of the Old Benton-Plain Dealing Road, thence proceed in an easterly direction on the center right-of-way of Louisiana State Highway 160 to the junction with the center right-of-way of New Bethel Booker Road, thence proceed southerly then easterly on the center right-of-way of New Bethel Booker Road to the center right-of-way of Louisiana State Highway 3, thence proceed southerly on the center right-of-way of Louisiana State Highway 3 to the junction with a power transmission line, thence proceed in a southeasterly direction along the power transmission line to the junction with an unnamed stream, thence proceed northwesterly then southwesterly along the unnamed stream to the junction with the center right-of-way of Peace Lane, thence proceed southwesterly along Peace Lane to the center right-of-way of Old Plain Dealing Road, thence proceed northerly along Old Plain Dealing Road to the center right-of-way of Louisiana State Highway 160 and the center right-of-way of the Old Benton-Plain Dealing Road, which is the point of beginning.

PRECINCT 2-18B

Beginning at the junction of the center right-of-way of Palmetto Road and the southern corporate limits of the Town of Benton, thence proceed in a southeasterly direction on the center right-of-way of Palmetto Road to the junction with the center flow channel of the Flat River Drainage Canal, thence proceed first westerly then northerly on the center flow channel of said canal to the junction with the center right-of-way of an unnamed road, thence proceed first westerly, then southerly, then westerly on the center right-of-way of said road to the junction with the center flow channel of Willow Chute Bayou, thence proceed southerly on the center flow channel of Willow Chute Bayou to the junction with the center right-of-way of another unnamed road, thence proceed westerly on the center right-of-way of said unnamed

road to the junction with the center right-of-way of Louisiana Highway 3 (Benton Road), thence proceed northeasterly on the center right-of-way of Louisiana Highway 3 (Benton Road) to the junction with the southern corporate limits of the Town of Benton, thence proceed easterly on the corporate limits of the Town of Benton to the junction with the center right-of-way of Palmetto Road, which is the point of beginning.

PRECINCT 2-18C

Beginning at the junction of the center right-of-way of Airline Drive and the center right-of-way of Wemple Road, thence proceed in an easterly direction on the center right-of-way of Wemple Road to the junction with the center flow channel of Willow Chute Bayou, thence proceed in a northeasterly, thence westerly direction on the center flow channel of Willow Chute Bayou to the junction with the center right-of-way of Myers Road, thence proceed northerly on the center right-of-way of Myers Road to the junction with the center right-of-way of West Swan Lake Road, thence proceed in easterly on the center right-of-way of West Swan Lake Road to the junction with the center right-of-way of Vanceville Road, thence proceed southerly on the center right-of-way of Vanceville Road to the junction with the center right-of-way of Bobby Boyd Road, thence proceed easterly on the center right-of-way of Bobby Boyd Road to the junction with the center right-of-way of Airline Drive, thence proceed southerly along the center right-of-way of Airline Drive to the junction with the center right-of-way of Wemple Road, which is the point of beginning.

PRECINCT 2-18D

Beginning at the junction of the center right-of-way of Louisiana State Highway 160 and the center right-of-way of New Bethel Booker Road, thence proceed in an easterly direction on the center right-of-way of Louisiana State Highway 160 to the junction with the center right-of-way of Butler Hill Road, thence proceed in a southerly direction on the center right-of-way of Butler Hill Road to the junction with the center right-of-way of Louisiana State Highway 162, thence proceed in a westerly direction on the center right-of-way of Louisiana Highway 162 to the junction with the eastern corporate limits of the Town of Benton, thence proceed in a generally northerly, thence westerly, thence southerly direction on said corporate limits to the junction with the center right-of-way of Stinson Road, thence proceed in a westerly direction on the center right-of-way of Stinson Road to the junction with a power transmission line, thence proceed southwesterly on said power transmission line to the junction with the center right-of-way of an unnamed road, thence proceed southwesterly on the center right-of-way of said road to the junction with the Caddo Parish/Bossier Parish boundary line, thence proceed in a northerly direction on the Caddo Parish/Bossier Parish boundary to a point due south of the termination of the center right-of-way of Adger Lake Road in Section 21, T20N, R14W, thence proceed in a northerly direction to the junction of the center right-of-way of Adger Lake Road, thence proceed in a northeasterly direction on the center right-of-way of Adger Lake Road to the junction with the center right-of-way of Old Benton-Plain Dealing Road and Peace Lane thence proceed northwesterly on the center right-of-way of Peace Lane to the center flow channel of an unnamed stream, thence proceed southeasterly along the center flow channel of the unnamed stream to the junction with the center right-of-way of a power transmission line, thence proceed northeasterly along the power transmission line to the junction with the center right-of-way of Louisiana State Highway 3, thence proceed northeasterly along the center right-of-way of Louisiana State Highway 3 to the junction with the center right-of-way of New Bethel Booker Road, thence proceed westerly then northerly along the center right-of-way of New Bethel Booker Road to the junction with the center right-of-way line of Louisiana State Highway 160, which is the point of beginning.

PRECINCT 2-18E

Beginning at the junction of the center right-of-way of Vanceville Road and Bobby Boyd Road, thence proceed northerly on center right-of-way of Vanceville Road to the junction with the center right-of-way of West Swan Lake Road, thence proceed in an easterly direction on the center right-of-way of Swan Lake Road to the junction with the center flow channel of Flat River, thence proceed northerly on the center flow channel of Flat River to the junction with the center right-of-way of Deen Point Road, thence proceed westerly on the center right-of-way of Deen Point Road to the junction with the center right-of-way of Airline Drive and the center right-of-way of Kingston Road, thence proceed westerly along the center right-of-way of Kingston Road to the center right-of-way of Louisiana State Highway 3, thence proceed southeasterly along the center right-of-way of Louisiana State Highway 3 to the center right-of-way of Cash point Road, thence proceed generally westerly along the center right-of-way of Cash Point Road to center right-of-way of an unnamed road, thence proceed northwesterly along the center right-of-way of the unnamed road to its terminus and a line extension to the junction with the Caddo Parish/Bossier Parish boundary line which is also the center flow channel of the Red River as it existed in 1838, thence proceed in a southerly direction on the Caddo Parish/Bossier Parish boundary to the junction with the center flow channel of an unnamed stream, thence proceed easterly on said stream to the center right-of-way of Maplewood Drive, thence proceed northerly then easterly on the center right-of-way of Maplewood Drive to the junction of the center right-of-way of Vanceville Road, thence proceed easterly on the center right-of-way line of Vanceville Road to the junction with the center right-of-way of Bobby Boyd Road, which is the point of beginning.

PRECINCT 2-18F

Beginning at the junction of the center right-of-way of Louisiana State Highway 3 and the center right-of-way of Kingston Road, thence proceed easterly along the center right-of-way of Kingston Road to the junction with the center right-of-way of Airline Drive, thence proceed northerly along the center right-of-way of Airline Drive to the junction with the center flow channel of the Flat River Drainage Canal, thence proceed first westerly then northerly on the center flow channel of said canal to the junction with the center right-of-way of an unnamed road, thence proceed first westerly then southerly then westerly on the center right-of-way of the unnamed road to the junction with the center flow channel of Willow Chute, thence proceed southerly on the center flow channel of Willow Chute to the junction with the center right-of-way of another unnamed road, thence proceed westerly on the center right-of-way of the unnamed road to the junction with the center right-of-way of Louisiana Highway 3 (Benton Road), thence proceed northeasterly on the center right-of-way of Louisiana Highway 3 (Benton Road) to the junction with the southern corporate limits of the Town of Benton, thence proceed westerly, then northerly on said corporate limits to the junction with the center right-of-way of Stinson Road, thence proceed in a westerly direction on the center right-of-way of Stinson Road to the junction with a power transmission line, thence proceed southwesterly on said power transmission line to the junction with the center right-of-way of an unnamed road, thence proceed westerly on the center right-of-way of the unnamed road to the junction with the Caddo Parish/Bossier Parish boundary line which is also the center flow channel of the Red River as it existed in 1838, thence proceed in a southerly direction on the Caddo Parish/Bossier Parish boundary to the junction with a line

extension of the center right-of-way of Cash Point Road, thence proceed easterly along the center right-of-way of Cash Point Road to the junction with the center right-of-way of Louisiana State Highway 3, thence proceed northerly along the center right-of-way of Louisiana State Highway 3 to the junction with the center right-of-way of Kingston Road, which is the point of beginning.

PRECINCT 2-19

Beginning at the junction of Industrial Drive and the Kansas City Southern Railroad, formerly the Illinois Central Railroad, thence proceed in a northeasterly direction on the center right-of-way of Industrial Drive to the junction with the center flow channel of Mack's Bayou, thence proceed in a northeasterly thence northwesterly direction on the center flow channel of Mack's Bayou, to the junction with the center right-of-way of Shed Road, thence proceed in a westerly direction on the center right-of-way of Shed Road to the junction with the center right-of-way of Alpine Boulevard, thence proceed in a northerly direction on the center right-of-way of Alpine Boulevard to the junction with the Kansas City Southern Railroad, formerly the Louisiana and Arkansas Railroad, thence proceed in a southwesterly direction on the Kansas City Southern Railroad, formerly the Louisiana and Arkansas Railroad to the junction with the center right-of-way of Airline Drive, thence proceed in a southeasterly direction on the center right-of-way of Airline Drive to the junction with the Kansas City Southern Railroad, formerly the Illinois Central Gulf Railroad, thence proceed in an easterly direction on the Kansas City Southern Railroad, formerly the Illinois Central Gulf Railroad to the junction with the center right-of-way of Industrial Drive, which is the point of beginning.

PRECINCT 2-20

Beginning at the intersection of Old Minden Road and Jacquelyn Street, thence proceed southerly on Jacquelyn Street to its intersection with Bobbie Street, thence proceed northeasterly along Bobbie Street to its intersection with Airline Drive, thence proceed southeasterly along Airline Drive to its intersection with June Lane, thence proceed northeasterly along June Lane to its intersection with Northgate Road, thence proceed southeasterly along Northgate Road to its intersection with Patricia Drive, thence proceed southwesterly then westerly then in a northerly direction along Patricia Drive to its intersection with Old Minden Road, thence proceed northeasterly along Old Minden Road to its intersection with Jacquelyn Street, the point of beginning.

PRECINCT 2-21A

Beginning at the intersection of Airline Drive and an unnamed unimproved road which is the extension of Bobby Byrd Road, thence proceed southerly along Airline Drive to its intersection with Brown Blvd, thence proceed westerly along Brown Blvd to its intersection with Brown Street, thence proceed northerly then westerly along Brown Street to its intersection with Spruce Drive, thence proceed westerly along Spruce Drive to its intersection with Old Brownlee Road, thence proceed southerly then westerly along Old Brownlee Road to its intersection with Brownlee Road, thence proceed westerly along Brownlee Road to its intersection with Walnut Lane, thence proceed northerly then northwesterly then southwesterly along Walnut Lane to its intersection with Northland Street, thence proceed northerly along Northland Street to its intersection with Benoist Circle, thence proceed westerly along Benoist Circle to its intersection with Benton Road, thence proceed southeasterly along Benton Road to its intersection I-220, thence proceed westerly along I-220 to its intersection with the Bossier Parish/Caddo Parish boundary line, thence proceed in a generally northerly direction on the said Bossier Parish/Caddo Parish boundary line to the center flow channel of an unnamed stream, thence proceed easterly on said stream to the intersection with Maplewood Drive, thence proceed northerly then easterly along Maplewood Drive to its intersection with Vanceville Road, thence proceed easterly along Vanceville Road to its intersection with Old Brownlee Road, thence proceed southerly along Old Brownlee Road to its intersection with Bobby Byrd Road, thence proceed easterly along Bobby Byrd Road to an unnamed unimproved road which is an extension of Bobby Byrd Road, thence proceed in a northeasterly then easterly direction along the unnamed unimproved road which is an extension of Bobby Byrd Road to its intersection with Airline Drive, the point of beginning.

PRECINCT 2-21B

Beginning at the intersection of Airline Drive and Wemple Road, thence proceed easterly along Wemple Road to its intersection with Crosscreek Drive, thence proceed easterly along Crosscreek Drive to its intersection with Willow Chute Bayou, thence proceed northeasterly then westerly along Willow Chute Bayou to its intersection with Myers Road, thence proceed northerly along Myers Road to its intersection with Swan Lake Road, thence proceed northeasterly then southeasterly then southerly along Swan Lake Road to its intersection with U.

S. Interstate Highway 220, thence proceed westerly along U.S. Interstate Highway 220 to the intersection with Airline Drive, thence proceed northerly along Airline Drive to the intersection with Wemple Road, the point of beginning.

PRECINCT 2-21C

Beginning at the intersection with Deen Point Road and the Flat River Drainage Canal, thence proceed southerly along the Flat River Drainage Canal to the intersection with West Swan Lake Road, thence proceed southeasterly along West Swan Lake Road to the intersection with Swan Lake Road, thence proceed southerly along Swan Lake Road to its intersection with I-220, thence proceed easterly along I-220 to the intersection with Flat River, thence proceed northwesterly along Flat River to the intersection with Macks Bayou, thence proceed southwesterly along Macks Bayou to the intersection with Bedford Place, thence proceed northerly along Bedford Place to the intersection with Lake Side Drive, thence proceed northeasterly along Lake Side Drive to the intersection with Parliament Drive, thence proceed westerly along Parliament Drive to the intersection with Spearman Place, thence proceed northwesterly along Spearman Place to the intersection with the corporate boundary of Bossier City as it appeared on the 2010 Decennial Census maps, thence proceed generally northwesterly, northerly, westerly, northerly, easterly, southerly, then easterly along the corporate limits of Bossier City to the intersection with Macks Bayou, thence proceed westerly then northeasterly then northerly along Macks Bayou to the intersection with an unnamed stream, thence proceed northeasterly then northwesterly along the unnamed stream to its intersection with Deen Point Road, thence proceed westerly along Deen Point Road to the intersection with the Flat River Drainage Canal, the point of beginning.

PRECINCT 2-21D

Beginning at the intersection of I-220 and Flat River, thence proceed southeasterly along I-220 to its intersection with Louisiana and Arkansas Railroad, thence proceed northeasterly along the Louisiana and Arkansas Railroad to its intersection with Red Chute Bayou, thence proceed in a northeasterly direction along Red Chute Bayou to its intersection with an unnamed stream which is located south and west of Cypress Bayou, thence proceed northerly along the unnamed stream to its intersection with Cypress Bayou, thence proceed northerly along Cypress Bayou to its intersection with an

unnamed stream, thence proceed southwesterly along the unnamed stream to its intersection with Macks Bayou, thence proceed southeasterly along Macks Bayou to its intersection with Flat River, thence proceed southeasterly along Flat River to its intersection with I-220, the point of beginning.

PRECINCT 2-21E

Beginning at the intersection of U.S. Interstate Highway 220 and Swan Lake Road, thence proceed southeasterly then southerly along Swan Lake Road to its intersection with Louisiana and Arkansas Railroad, thence proceed southwesterly along the Louisiana and Arkansas Railroad to its intersection with Airline Drive, thence proceed northerly along Airline Drive to its intersection with U.S. Interstate Highway 220, thence proceed easterly on U.S. Interstate Highway 220 to the intersection with Swan Lake Road, the point of beginning.

PRECINCT 2-21F

Beginning at the intersection of Flat River and Macks Bayou, thence proceed southwesterly along Macks Bayou to the intersection with Bedford Place, thence proceed northerly along Bedford Place to the intersection with Lake Side Drive, thence proceed northeasterly along Lake Side Drive to the intersection with Parliament Drive, thence proceed westerly along Parliament Drive to the intersection with Spearman Place, thence proceed northwesterly along Spearman Place to the intersection with the corporate boundary of Bossier City as it appeared on the 2010 Decennial Census maps, thence proceed generally northwesterly, northerly, westerly, northerly, easterly, southerly, then easterly along the corporate limits of Bossier City to the intersection with Macks Bayou, thence proceed southerly then southwesterly along Macks Bayou to the intersection with Flat River, the point of beginning.

PRECINCT 2-21G

Beginning at the intersection of Red Chute Bayou and its intersection with an unnamed stream which is located south and west of Cypress Bayou, thence proceed northerly along the unnamed stream to its intersection with Cypress Bayou, thence proceed northerly along Cypress Bayou to its intersection with an unnamed stream, thence proceed southwesterly along the unnamed stream to its intersection with Macks Bayou, thence proceed southeasterly along Macks Bayou to its intersection with Flat River, thence proceed southeasterly along Flat River to its intersection with an unnamed road, thence proceed easterly then southerly along the unnamed road to its intersection with an unnamed stream, thence proceed generally easterly on the unnamed stream to its intersection with Red Chute Bayou, which is the point of beginning.

PRECINCT 2-22A

Beginning at the intersection of the eastern corporate limits of the Town of Benton and Louisiana State Highway 162, thence proceed in a southeasterly then northeasterly direction along Louisiana State Highway 162 to its intersection with the center flow channel of Cypress Bayou Reservoir, thence proceed in a southerly direction following along the center flow channel of Cypress Bayou Reservoir to its intersection with an unnamed stream, thence proceed southwesterly along the unnamed stream to its intersection with the center flow channel of Black Bayou, thence proceed in a northwesterly direction following along the center flow channel of Black Bayou to its intersection with the eastern corporate limits of the Town of Benton, thence proceed in a northerly direction along the corporate limits of the Town of Benton to its intersection with Louisiana State Highway 162, the point of beginning.

PRECINCT 2-22B

Beginning at the intersection of the southern corporate limits of the Town of Benton and Palmetto Road, thence proceed in a southeasterly direction along Palmetto Road to its intersection with Old Palmetto Road, thence proceed in an easterly direction along Old Palmetto Road to its intersection with Lakeway Boulevard, thence proceed northeasterly along Lakeway Boulevard to its intersection with Willowchase Drive, thence proceed southerly along Willowchase Drive to its intersection with Wisteria Street, thence proceed northeasterly along Wisteria Street to its intersection with Old Oak Road, thence proceed northerly on Old Oak Road to its intersection with Ashford Circle, thence proceed easterly on Ashford Circle to its termination and a line extension of Ashford Circle to its intersection with the south bank of Black Bayou, thence proceed easterly along the south bank of Black Bayou to its intersection with Linton Road, thence proceed in a northeasterly direction along Linton Road to its intersection with the center flow channel of Black Bayou, thence proceed along the center flow channel of Black Bayou to its intersection with the eastern corporate limits of the Town of Benton, thence proceed southerly then westerly along the corporate limits of the Town of Benton to its intersection with Palmetto Road, the point of beginning.

PRECINCT 2-22C

Beginning at the intersection of Airline Drive and its intersection with Deen Point Road, thence proceed in an easterly along Deen Point Road to its intersection with its unimproved extension, thence continue in a southeasterly, thence southerly, thence northwesterly direction along the unimproved extension of Deen Point Road to its intersection with an unnamed stream, thence proceed in a southwesterly direction along the unnamed stream to its intersection with Flat River Drainage Canal, thence proceed in a southeasterly direction along the Flat River Drainage Canal to its intersection with an unnamed stream, thence proceed in a northeasterly direction along the unnamed stream to its intersection with Cypress Bayou, thence proceed in a northwesterly direction along Cypress Bayou to its intersection with the center flow channel of Cypress Bayou Reservoir, thence continue in a northwesterly, then southwesterly direction along the center flow channel of Cypress Bayou Reservoir to its intersection with an unnamed stream, thence proceed southwesterly along the unnamed stream to its intersection with the center flow channel of Black Bayou, thence proceed in a northwesterly direction along the center flow channel of Black Bayou to its intersection with Linton Road, thence proceed southeasterly on Linton Road with the south bank of Black Bayou, thence proceed westerly along the bank of Black Bayou to a termination point of a line extension of Ashford Circle, thence proceed westerly along the line extension of Ashford Circle to its intersection with Ashford Circle, thence proceed westerly along Ashford Circle to its intersection with Old Oak Road, thence proceed southerly along Old Oak Road to its intersection with Wisteria Street, thence proceed southwesterly along Wisteria Street to its intersection with Willowchase Drive, thence proceed northerly along Willowchase Drive to its intersection with Lakeway Boulevard, thence proceed southwesterly along Lakeway Boulevard to its intersection with Palmetto Road, thence proceed southerly along Palmetto Road and its extension, Airline Drive, thence proceed southerly on Airline Drive to its intersection with Deen Point Road, the point of beginning.

PRECINCT 2-23

Precinct 2-23 is that portion of the City of Shreveport and the unincorporated portion adjoining it that is wholly contained on Wright Island in Bossier Parish.

PRECINCT 3-1

Precinct 3-1 contains all territory contained within the corporate limits of the Town of Plain Dealing.

PRECINCT 3-2

Beginning at the junction of the Bossier Parish, Louisiana and Lafayette County, Arkansas boundary and the center right-of-way of the Chalybeate Springs Road, thence proceed in a southerly direction on the center right-of-way of the Chalybeate Springs Road to the junction with the center right-of-way of Louisiana State Highway 157, thence proceed in an easterly direction on the center right-of-way of Louisiana State Highway 157 to the junction with the center right-of-way of Salem Cemetery Road, thence proceed in a southerly direction on the center right-of-way of the Salem Cemetery Road to the junction with the center right-of-way of Louisiana State Highway 2, thence proceed in a westerly direction on the center right-of-way of Louisiana State Highway 2 to the junction with the eastern corporate limits of the Town of Plain Dealing, thence proceed in a northerly, thence westerly, thence southerly direction on the corporate limits of the Town of Plain Dealing to the junction with the center right-of-way of Louisiana State Highway 2, thence proceed in a westerly direction on the center right-of-way of Louisiana State Highway 2 to the junction with the Bossier Parish/Caddo Parish boundary which in the Red River center flow channel as it existed in 1838, thence proceed in a northerly, thence easterly direction on the Bossier Parish, Louisiana and Lafayette County, Arkansas boundary to the junction with the center right-of-way of the Chalybeate Springs Road, which is the point of beginning.

PRECINCT 3-3

Beginning at the junction of the Bossier Parish, Louisiana, and Lafayette County, Arkansas boundary and the center right-of-way of the Chalybeate Springs Road, thence proceed in a southerly direction on the center right-of-way of the Chalybeate Springs Road to the junction with the center right-of-way of Louisiana State Highway 157, thence proceed in an easterly direction on the center right-of-way of Louisiana State Highway 157 to the junction with the center right-of-way of the Salem Cemetery Road, thence proceed in a southerly direction on the center right-of-way of the Salem Cemetery Road to the junction with the center right-of-way of the Pleasant Hill Cemetery Road, thence proceed in a southerly direction on the center right-of-way of the Pleasant Hill Cemetery Road, to its junction with the Pleasant Hill Road, then southerly on the center right-of-way of the Pleasant Hill Road to the junction with the center right-of-way of McBeth Road, thence proceed in an easterly direction on the center right-of-way of McBeth Road to the junction with the center right-of-way of the Fire Tower Road, thence proceed in a northerly direction on the center right-of-way of the Fire Tower Road to the junction with the center right-of-way of Martin Road, thence proceed in an easterly direction on the center right-of-way of Martin Road to the junction with the center right-of-way of Louisiana State Highway 529 (Emma Cemetery Road), thence proceed in a southerly direction on the center right-of-way of Louisiana State Highway 529 (Emma Cemetery Road) to the junction with the center right-of-way of Louisiana State Highway 160, thence proceed in an easterly direction on the center right-of-way of Louisiana State Highway 160 to the junction with the Bossier Parish/Webster Parish boundary line which is also Bodcau Bayou, thence proceed in a northerly, thence westerly direction on the Bossier Parish, Louisiana and Lafayette County, Arkansas boundary line to the junction with the center right-of-way of the Chalybeate Springs Road, which is the point of beginning.

PRECINCT 3-4

Beginning at the junction of Bossier Parish/Caddo Parish boundary which is also the center flow channel of the Red River as it existed in 1838 and the center right-of-way of Louisiana State Highway 2, thence proceed in an easterly direction on the center right-of-way of Louisiana State Highway 2 to the junction with the western corporate limits of the Town of Plain Dealing, thence proceed in a southerly, thence easterly, thence northerly direction on the corporate limits of the Town of Plain Dealing to the junction with the center right-of-way of Louisiana State Highway 2, thence continue in an easterly direction on the center right-of-way of Louisiana State Highway 2 to the junction with the center right-of-way of Pleasant Hill Cemetery Road, thence proceed in a southerly direction on the center right-of-way of Pleasant Hill Cemetery Road to the junction with the center right-of-way of Pleasant Hill Road, thence continue in a southerly direction on the center right-of-way of Pleasant Hill Road to the junction with the center right-of-way of Louisiana State Highway 157, thence proceed in a southerly direction on the center right-of-way of Louisiana State Highway 157 to the junction with the center right-of-way of Louisiana State Highway 160, thence proceed in a southwesterly direction on the center right-of-way of Louisiana State Highway 160 to the junction with the center right-of-way of the Old Benton-Plain Dealing Road, thence proceed in a southwesterly direction on the center right-of-way of the Old Benton-Plain Dealing Road to the junction with the center right-of-way of Adger Lake Road, thence proceed in a southwesterly direction on the center right-of-way of Adger Lake Road to its termination, thence proceed due south from the termination of Adger Lake Road in Section 21, T20N, R14W, to the junction with the western boundary line of Bossier Parish which is the center flow channel of the Red River as it existed in 1838, thence proceed in a northerly direction on the Bossier Parish boundary line to the junction with the center right-of-way of Louisiana State Highway 2, which is the point of beginning.

PRECINCT 4-1A

Beginning at the junction of Louisiana State Highway 160, and the Bossier Parish/Webster Parish boundary line; thence proceed in a westerly direction on the center right-of-way of Louisiana State Highway 160 to the junction with the center right-of-way of Louisiana State Highway 157; thence proceed in a northerly direction on the center right-of-way of Louisiana State Highway 157 to the junction with the center right-of-way of Bodcau Dam Road; thence proceed southerly along the center right-of-way line of Bodcau Dam Road to the junction with the center right-of-way of Louisiana State Highway 157; thence proceed in a southeasterly direction on the center right-of-way of Louisiana State Highway 157 to the junction with the center right-of-way of Louisiana State Highway 528; thence proceed in an easterly direction on the center right-of-way of Highway 528 to its junction with the Bossier/Webster Parish boundary line; thence proceed in a northerly, then westerly, then northerly direction on the Bossier Parish/Webster Parish boundary line to the junction with the center right-of-way of Louisiana State Highway 160, which is the point of beginning.

PRECINCT 4-1B

Beginning at the junction of Louisiana State Highway 160 and the center right-of-way of Louisiana State Highway 529 (Emma Cemetery Road); thence proceed in a northerly direction on the center right-of-way of Louisiana State Highway 529 (Emma Cemetery Road) to the junction with the center right-of-way of Martin Road; thence proceed in a northwesterly direction on the center right-of-way of Martin Road to the junction with the center right-of-way of Fire Tower Road; thence proceed in a southerly direction on the center right-of-way of Fire Tower Road to the junction with the center right-of-way of McBeth Road; thence proceed in a northwesterly direction on the center right-of-way of McBeth Road to the junction with the

center right-of-way of Louisiana State Highway 157; thence proceed to a southerly direction on the center right-of-way of Louisiana State Highway 157 to the junction with the center right-of-way of Louisiana State Highway 160; thence proceed in a southwesterly direction on the center right-of-way of Louisiana State Highway 160 to the junction with the center right-of-way of Butler Hill Road; thence proceed in a southerly direction on the center right-of-way of Butler Hill Road to the junction with the center right-of-way of Louisiana State Highway 162; thence proceed in an easterly direction on the center right-of-way of Louisiana State Highway 162 to the junction with the center right-of-way of Louisiana State Highway 157; thence proceed in a southeasterly direction on the center right-of-way of Louisiana State Highway 157 to the junction with the center right-of-way of Bellevue Cemetery Road, thence proceed northeasterly along the center right-of-way of Bellevue Cemetery Road to the junction with the center right-of-way of an unnamed road, thence proceed easterly along the center right-of-way of the unnamed road to the junction with the center right-of-way of Bodcau Dam Road, thence proceed northerly on the center right-of-way of Bodcau Dam Road to the junction with the center right-of-way of Louisiana State Highway 160, thence proceed northeasterly on the center right-of-way of Louisiana State Highway 160 to the center right-of-way of Louisiana State Highway 529 (Emma Cemetery Road), the point of beginning.

PRECINCT 4-2

Beginning at the junction of the center right-of-way of Louisiana State Highway 157 and the center flow channel of Bodcau Bayou, thence proceed in a northwesterly direction on the center right-of-way of Louisiana State Highway 157 to the junction with the center right-of-way of Louisiana State Highway 162, thence proceed in a westerly direction on the center right-of-way of Louisiana State Highway 162 to the junction with the center flow channel of Cypress Bayou Reservoir, thence proceed in a southerly direction on the center flow channel of Cypress Bayou Reservoir, which is the flow channel of Cypress Bayou, to the junction with the spillway and the Cypress Bayou, thence proceed in a southerly direction on the center flow channel of Cypress Bayou to the junction with the center flow channel of Red Chute Bayou, thence proceed in a northeasterly direction on the center flow channel of Red Chute Bayou to the junction with the center flow channel of Bodcau Bayou, thence proceed in a northeasterly direction on the center flow channel of Bodcau Bayou to the junction with the center right-of-way of Louisiana State Highway 157, which is the point of beginning.

PRECINCT 4-3A

Beginning at the intersection of LA Hwy 157 and Bellevue Road, thence proceed in a southwesterly direction along Bellevue Road to its intersection with Winfield Road, thence proceed easterly along Winfield Road to its intersection with Princeton Road, thence proceed northerly then easterly along Princeton Road to its intersection with LA Hwy 157, thence proceed southerly then along LA Hwy 157 to its intersection with LA Hwy 80, thence proceed northeasterly along LA Hwy 80 to its intersection with the Bossier Parish/Webster Parish boundary line, thence proceed northerly along the Bossier Parish/Webster Parish boundary line to its intersection with LA Hwy 528, thence proceed westerly along LA Hwy 528 to its intersection with LA Hwy 157, thence proceed northwesterly along LA Hwy 157 to its intersection with Bellevue Road, the point of beginning.

PRECINCT 4-3B

Beginning at the junction of the center right-of-way of Louisiana State Highway 157 and the center right-of-way of Princeton Road, thence proceed southerly on the center right-of-way of Louisiana State Highway 157 to the junction with the center right-of-way of U. S. Highway 80, thence proceed westerly on the center right-of-way of U. S. Highway 80 to the junction with the center right-of-way of Ward Lane, thence proceed northerly on Ward Lane to the junction with the center right-of-way of Jennifer Lane, thence proceed westerly on the center right-of-way of Jennifer Lane to the junction with the center right-of-way of Princeton Road, thence proceed northerly then easterly along the center right-of-way of Princeton Road to the junction with the center right-of-way of Louisiana State Highway 157, which is the point of beginning.

PRECINCT 4-3C

Beginning at the intersection of LA Hwy 157 and Bellevue Road, thence proceed in a southwesterly direction along Bellevue Road to its intersection with an unnamed stream, thence proceed northwesterly then southwesterly along the unnamed stream to its intersection with Red Chute Bayou, thence proceed in a northeasterly direction along Red Chute Bayou to its intersection with Bodcau Bayou, thence proceed northeasterly then northwesterly along Bodcau Bayou to its intersection with LA Hwy 157, thence proceed southeasterly along LA Hwy 157 to its intersection with Bellevue Road, the point of beginning.

PRECINCT 4-3D

Beginning at the junction of the center right-of-way of Princeton Road and Winnfield Road, thence proceed southerly on the center right-of-way of Princeton Road to the junction with the center right-of-way of Jennifer Lane, thence proceed easterly on the center right-of-way of Jennifer Lane to the junction of Ward Lane, thence proceed southerly on the center right-of-way of Ward Lane to the junction with the center right-of-way of U. S. Highway 80, thence proceed westerly on the center right-of-way of U. S. Highway 80 to the junction with the center right-of-way of Wafer Road, thence proceed northerly on the center right-of-way of Wafer Road to the junction with the center right-of-way of Winnfield Road, thence proceed in an easterly direction on the center right-of-way of Winnfield Road to the junction with the center right-of-way of Princeton Road, which is the point of beginning.

PRECINCT 4-4A

Beginning at the junction of the center right-of-way of U.S. Highway 80 and the center right-of-way of Wafer Road, thence proceed in a northerly direction on the center right-of-way of Wafer Road to the junction with the center right-of-way of Winnfield Road, thence proceed in a westerly direction on the center right-of-way of Winnfield Road to the junction with the center right-of-way of Red Chute-Bellevue Road, thence proceed in a southerly direction on the center right-of-way of Red Chute-Bellevue Road to the junction with the center right-of-way of U.S. Highway 80, thence proceed easterly on the center right-of-way of U.S. Highway 80 to the junction with the center right-of-way of Wafer Road, which is the point of beginning.

PRECINCT 4-4B

Beginning at the junction of the center right-of-way of U.S. Highway 80 and the center right-of-way of Louisiana State Highway 157, thence proceed in a westerly direction on the center right-of-way of U.S. Highway 80 to the junction with the center right-of-way of Bodcau Station Road, thence proceed in a southerly direction on the center right-of-way of Bodcau Station Road to the junction with the Kansas City Southern Railroad, formerly the Illinois Central Gulf Railroad, thence proceed in an easterly direction on the Kansas City Southern Railroad, formerly the Illinois Central Gulf Railroad, to the

junction with the corporate limits of the Town of Haughton, thence proceed in a northerly, thence easterly, thence northerly, thence easterly direction on the corporate limits of the Town of Haughton to the junction with the center right-of-way of Louisiana State Highway 157, thence proceed in a northerly direction on the center right-of-way of Louisiana State Highway 157 to the junction with the center right-of-way of U.S. Highway 80, which is the point of beginning.

PRECINCT 4-5A

Beginning at the intersection of LA Hwy 157 and LA Hwy 80, thence proceed northeasterly along LA Hwy 80 to its intersection with the Bossier Parish/Webster Parish boundary line, thence proceed southerly then easterly then southerly along the Bossier Parish/Webster Parish boundary line to its intersection with Camp Zion Road, thence proceed northwesterly along Camp Zion Road to its intersection with Oliver Road, thence proceed westerly along Oliver Road to its intersection with Alford Road, thence proceed southwestwardly along Alford Road to its intersection with LA Hwy 157, thence proceed northwesterly along LA Hwy 157 to its intersection with the Corporate Limits of the Town of Haughton, thence follow along the Corporate Limits of the Town of Haughton in a northerly then westerly direction to its intersection with LA Hwy 157, thence proceed northerly along LA Hwy 157 to its intersection with LA Hwy 80, the point of beginning.

PRECINCT 4-6

Precinct 4-6 contains all territory contained within the corporate limits of the Town of Haughton.

PRECINCT 4-7

Beginning at the junction of the center right-of-way of Louisiana State Highway 527 and the Bossier Parish/Webster Parish boundary, thence proceed in a westerly, thence southwestwardly direction on the center right-of-way of Louisiana State Highway 527 to the junction with the center right-of-way of U. S. Highway 71, thence proceed in a northwesterly direction on the center right-of-way of U. S. Highway 71 to the junction with the center right-of-way of the Caplis-Sligo Road, thence proceed in an easterly, thence northerly direction on the center right-of-way of the Caplis-Sligo Road to the junction with the center flow channel of Red Chute Bayou, thence proceed westerly then northwesterly then northeasterly on the center flow channel of said bayou to the junction with center right-of-way of Louisiana State Highway 612, thence proceed easterly on the center right-of-way of Louisiana Highway 612 to the junction with the center right-of-way of Mayflower Road, thence proceed in a northerly direction on the center right-of-way of Mayflower Road to the junction with the center flow channel of an unnamed stream, thence proceed in a southerly direction on the center flow channel of said unnamed stream to the junction with the center flow channel of Red Chute Bayou, thence proceed in a westerly direction on the center flow channel of Red Chute Bayou to the junction with a fence line lying south of and running parallel to the southern boundary to Barksdale Air Force Base, thence proceed easterly, northeasterly, easterly then northerly on said fence line at all times running parallel to the southern then eastern boundary of Barksdale Air Force Base, to the fence's junction with the Kansas City Southern Railroad, thence proceed easterly on said railroad to the junction with the western corporate limits of the Town of Haughton, thence proceed in a southerly, thence easterly direction on the corporate limits of the Town of Haughton to the junction with the center right-of-way of Louisiana State Highway 157, thence proceed in a southerly direction on the center right-of-way of Louisiana State Highway 157 to the junction with the center right-of-way of Alford Road, then southeasterly on Alford Road to the junction with the center right-of-way of Oliver Road, thence proceed in an easterly direction on the center right-of-way of Oliver Road to the junction with the center right-of-way of Camp Zion Road, thence proceed in a southeasterly direction on the center right-of-way of Camp Zion Road to the junction with the Bossier Parish/Webster Parish boundary, thence proceed in a southerly direction on the Bossier Parish/Webster Parish boundary to the junction with the center right-of-way of Louisiana State Highway 527, which is the point of beginning.

PRECINCT 4-8A

Beginning at the intersection of the fence line of Barksdale Air Force Base and Flat River, thence proceed southwestwardly along Flat River to its intersection with Allison Bayou, thence proceed in a northwesterly then southerly then southwestwardly then westerly then northerly direction along Allison Bayou to its intersection with an unnamed canal, thence proceed southerly along the unnamed canal to its intersection with Rossie Lee Drive, thence proceed in an easterly direction along Rossie Lee Drive to its intersection with Longstreet Place, thence proceed northerly along Longstreet Place to its intersection with General Ewell Drive, thence proceed easterly then southeasterly along General Ewell Drive to its intersection with General Taylor Drive, thence proceed westerly along General Taylor Drive to its intersection with General Polk Drive, thence proceed southerly along General Polk Drive to its intersection with Lauri Lane, thence proceed easterly along Lauri Lane to its intersection with Golden Meadows Drive, thence proceed southerly along Golden Meadows Drive to its intersection with Macks Bayou, thence proceed in a southeasterly direction along Macks Bayou to its intersection with Flat River, thence proceed southeasterly then easterly along Flat River to its intersection with Sligo Road, thence proceed northeasterly then southeasterly then northeasterly along Sligo Road to its intersection with Mayflower Road, thence proceed northwesterly then northeasterly then northwesterly then southwestwardly then northwesterly along Mayflower Road to its intersection with an intermittent stream, thence proceed southwestwardly along the intermittent stream to its intersection with Red Chute Bayou, thence proceed northwesterly then southwestwardly then northwesterly along Red Chute Bayou to its intersection with the fence line of Barksdale Air Force Base, then proceed westerly then northerly then westerly then northerly then northwesterly along the fence line of Barksdale Air Force Base to its intersection with Flat River, the point of beginning.

PRECINCT 4-8B

Beginning at the junction of the center right-of-way of Louisiana State Highway 511 (Jimmie Davis Highway) and the center right-of-way of Barksdale Boulevard, thence proceed in a southeasterly direction on the center right-of-way of Barksdale Boulevard to the junction with the center right-of-way of Sligo Road (Louisiana State Highway 612), thence proceed easterly on Sligo Road to the corporate limits of Bossier City, thence proceed southerly, then generally westerly, southeasterly, then southerly along the corporate limits of Bossier City, thence proceed to the junction with the center right-of-way of Barksdale Boulevard, thence proceed in a southeasterly direction on the center right-of-way of Barksdale Boulevard to the junction with the center right-of-way of Ash Point Road, thence proceed in a southwestwardly direction on the center right-of-way of Ash Point Road to the junction with the center right-of-way of an unnamed road, thence proceed in a southwestwardly direction on the center right-of-way of said unnamed road to the junction with the Red River, thence proceed in a line extension to the center flow channel of the Red River as it existed in 1838 which is also the boundary line between Caddo Parish and Bossier Parish, thence proceed in a generally northerly direction on the

center flow channel of the Red River to the junction with the center right-of-way of Louisiana State Highway 511 (Jimmie Davis Highway), thence proceed in an easterly direction on the center right-of-way of Louisiana State Highway 511 to the junction with the center right-of-way of Barksdale Boulevard, which is the point of beginning.

PRECINCT 4-8C

Beginning at the intersection of Westgate Drive and Barksdale Blvd, thence proceed southeasterly along Barksdale Blvd to its intersection with Medical Drive, thence proceed southwesterly then southerly on Medical Drive to the intersection with Jimmie Davis Hwy, thence proceed westerly along Jimmie Davis Hwy to its intersection with the Bossier Parish/Caddo Parish boundary line, thence proceed in a northerly direction along the Bossier Parish/Caddo Parish boundary line to its intersection with an extension of Westgate Drive, thence proceed northeasterly along the extension of Westgate Drive and continue along Westgate Drive to its intersection with Barksdale Blvd, the point of beginning.

PRECINCT 4-8D

Beginning at the intersection of Westgate Drive and Barksdale Blvd, thence proceed northwesterly along Barksdale Blvd to its intersection with Garden Street, thence proceed southwesterly along Garden Street and extending to the center flow channel of the Red River, thence proceed in a southeasterly direction along the center flow channel of the Red River to its intersection with an extension from Westgate Drive, thence proceed northeasterly along the extension of Westgate Drive and then continue along Westgate Drive to its intersection with Barksdale Blvd, the point of beginning.

PRECINCT 4-8E

Beginning at the junction of the corporate limits of Bossier City and Louisiana State Highway 612 (Sligo Road), thence proceed along the center right-of-way of Sligo Road easterly to the junction with the center flow channel of Red Chute Bayou, thence proceed in a southerly then easterly direction on the center flow channel of Red Chute Bayou to the junction with the center right-of-way of Caplis Sligo Road, thence proceed in a southerly then westerly direction on the center right-of-way of Caplis Sligo Road to the junction with the center right-of-way of U.S. Highway 71, thence proceed in a northwesterly direction on the center right-of-way of U.S. Highway 71 to the junction with the corporate limits of Bossier City, thence proceed northerly, then northwesterly, easterly and northerly on the corporate limits of Bossier City to the junction with the center right-of-way of Sligo Road, which is the point of beginning.

PRECINCT 4-8F

Beginning at the intersection of Barksdale Blvd and Medical Drive, thence proceed southeasterly along Barksdale Blvd to its intersection with Jimmie Davis Hwy, thence proceed southwesterly then westerly along Jimmie Davis Hwy to its intersection with Medical Drive, thence proceed northerly then northeasterly along Medical Drive to Barksdale Blvd, the point of beginning.

PRECINCT 4-9

Beginning at the junction of the center right-of-way of U. S. Highway 71 and the center right-of-way of Ash Point Road and the junction with Louisiana State Highway 527, thence proceed for approximately 3,000 feet in a southwesterly direction on Ash Point Road to the junction with an unimproved road which intersects Ash Point Road and runs in an east/west direction, thence proceed in a westerly direction on the center right-of-way of said unnamed road to its termination, thence proceed due south from the termination point of said unnamed road to the Bossier Parish/Caddo Parish boundary line, which is also the center flow channel of the Red River as it existed in 1838, thence proceed in a generally southeasterly direction on the Caddo Parish/Bossier Parish boundary line, which is also the Red River center flow channel as it existed in 1838, to the junction with the Bossier Parish/Red River Parish boundary line, thence proceed easterly on the Bossier Parish/Red River Parish boundary line to the junction with the center flow channel of Bodcau Bayou, thence proceed northeasterly on the center flow channel of Bodcau Bayou to the junction with the Bossier Parish/Webster Parish boundary line, thence proceed westerly, thence northerly on the Bossier Parish/Webster Parish boundary line to the junction with the center right-of-way of Louisiana State Highway 527, thence proceed westerly, thence southwesterly on Louisiana State Highway 527 to the junction with U.S. Highway 71 and the center right-of-way of Ash Point Road, which is the point of beginning.

PRECINCT 4-10

Beginning at the junction of the center right-of-way of Barksdale Boulevard and the center flow channel of Macks Bayou, thence proceed in an easterly direction along the center flow channel of Macks Bayou to the junction with the center flow channel of Flat River, thence proceed in a southeasterly direction on the center flow channel of Flat River to the junction with the center right-of-way of Sligo Road, thence proceed westerly on the center right-of-way of Sligo Road to the junction with the center right-of-way of Barksdale Boulevard, thence proceed northwesterly on the center right-of-way of Barksdale Boulevard to the center flow channel of Macks Bayou, which is the point of beginning.

PRECINCT 4-11A

Beginning at the junction of the center right-of-way of Dogwood Drive and the center right-of-way of the Red Chute-Bellevue Road, thence proceed in a northerly direction on the center right-of-way of the Red Chute-Bellevue Road to the junction with the center flow channel of an unnamed creek, thence proceed in a northwesterly direction on the center flow channel of said creek to its junction with the center flow channel of Red Chute Bayou, thence continue in a southwesterly direction on the center flow channel of Red Chute Bayou to the junction with the center right-of-way of Dogwood Drive, thence proceed in an easterly direction on Dogwood Drive to the center right-of-way of Red Chute-Bellevue Road, which is the point of beginning.

PRECINCT 4-11B

Beginning at the junction of the Kansas City Southern Railroad formerly the Louisiana and Arkansas Railroad, and the center right-of-way of the Red Chute-Bellevue Road, thence proceed in a northerly direction on the center right-of-way of Red Chute-Bellevue Road to the junction with the center right-of-way of Dogwood Drive, thence proceed in a westerly direction on the center right-of-way of Dogwood Drive to the junction with the center flow channel of Red Chute Bayou, thence proceed in a southerly direction on the center flow channel of Red Chute Bayou to the junction with the Kansas City Southern Railroad formerly the Louisiana and Arkansas Railroad, thence proceed in an easterly direction on the Kansas City Southern Railroad formerly the Louisiana and Arkansas Railroad, to the junction with the center right-of-way of the Red Chute-Bellevue Road, which is the point of beginning.

PRECINCT 4-11C

Beginning at the junction of the Kansas City Southern Railroad, formerly the Illinois Central Gulf Railroad, and the center right-of-way of Bodcau Station Road, thence proceed in a northerly direction on the center right-of-way of

Bodcau Station Road to the junction with the center right-of-way of the Red Chute-Bellevue Road, thence proceed in a northerly direction on the center right-of-way of Red Chute-Bellevue Road to the junction with the Kansas City Southern Railroad formerly the Louisiana and Arkansas Railroad, thence proceed southwesterly on the Kansas City Southern Railroad, formerly the Louisiana and Arkansas Railroad, to the junction with the center right-of-way of Stockwell Road, thence proceed in a southerly direction on the center right-of-way of Stockwell Road to the junction with the center right-of-way of Dixie Overland Road, thence proceed in a northeasterly direction on the center right-of-way of Dixie Overland Road to the junction with the center right-of-way of U.S. Highway 80, thence proceed in a northeasterly direction on the center right-of-way of U.S. Highway 80 to the junction with the center flow channel of Red Chute Bayou, thence proceed in a southeasterly direction on the center flow channel of Red Chute Bayou to the junction with the Kansas City Southern Railroad, formerly the Illinois Central Gulf Railroad, thence proceed in an easterly direction on the Kansas City Southern Railroad, formerly the Illinois Central Gulf Railroad, to the junction with the center right-of-way of the Bodcau Station Road, which is the point of beginning.

2.

BE IT FURTHER ORDAINED, by the Bossier Parish Police Jury, that it does hereby establish twelve police jury districts which, in total, shall comprise the whole of Bossier Parish, Louisiana.

DISTRICT ONE:

Precinct 4-6, Precinct 4-7, Precinct 4-8E and Precinct 4-9.

DISTRICT TWO:

Precinct 4-3D, Precinct 4-4A, Precinct 4-4B, and Precinct 4-11B.

DISTRICT THREE:

Precinct 2-1, Precinct 2-18B, Precinct 2-18D, Precinct 2-18F, Precinct 2-22A, Precinct 2-22B, and Precinct 4-2.

DISTRICT FOUR:

Precinct 2-18A, Precinct 3-1, Precinct 3-2, Precinct 3-3, Precinct 3-4, Precinct 4-1A, Precinct 4-1B, Precinct 4-3A, Precinct 4-3B and Precinct 4-5A.

DISTRICT FIVE:

Precinct 2-3A, Precinct 2-18E, Precinct 2-21B, Precinct 2-21C, Precinct 2-21G, Precinct 2-22C, Precinct 4-11A, and Precinct 4-3C.

DISTRICT SIX:

Precinct 2-2, Precinct 2-4, Precinct 2-7, Precinct 2-18C, and Precinct 2-21A.

DISTRICT SEVEN:

Precinct 2-5A, Precinct 2-6, Precinct 2-9, Precinct 2-10, Precinct 2-17A, Precinct 2-19 and Precinct 2-21E.

DISTRICT EIGHT

Precinct 2-3, Precinct 2-17B, Precinct 2-21D, Precinct 2-21F and Precinct 4-11C.

DISTRICT NINE:

Precinct 2-5, Precinct 2-8, Precinct 2-11, Precinct 2-11A, Precinct 2-12A, Precinct 2-12B, Precinct 2-12C, Precinct 2-14, Precinct 2-16B and Precinct 2-20.

DISTRICT TEN:

Precinct 2-13, Precinct 2-15, Precinct 2-16, Precinct 2-16A, Precinct 2-23 and Precinct 4-8D.

DISTRICT ELEVEN:

Precinct 1-1, Precinct 1-2, Precinct 1-3, Precinct 1-4, Precinct 1-4A, Precinct 1-5 and Precinct 4-8C.

DISTRICT TWELVE:

Precinct 1-3A, Precinct 1-3B, Precinct 4-8A, Precinct 4-8B, Precinct 4-8F, and Precinct 4-10.

3.

BE IT FURTHER ORDAINED, etc., that if any provision or item of this ordinance or the application thereof is held invalid, such invalidity shall not effect other provisions, items or applications, which can be given effect without the invalid provisions, items or applications, and to this end, the provisions of this ordinance are hereby declared severable.

The ordinance was offered by Mr. Hammack, seconded by Mr. Johnston. It was duly adopted on this 1st day of June, 2011, with the following vote recorded:

YEAS: Mr. Altimus, Mr. Avery, Ms. Bennett, Mr. Benton, Mr. Butler, Mr. Cochran, Mr. Cummings, Mr. Hammack, Mr. Johnston, Mr. Meachum, Mr. Plummer.

NAYS: None

ABSENT: Mr. Darby

CINDY A. DODSON
PARISH SECRETARY

RICK AVERY, PRESIDENT
BOSSIER PARISH POLICE JURY

Mr. Altimus advised that resumes have been received from eight applicants seeking appointment to the Board of Commissioners for Bossier Parish Emergency Medical Services District. He stated that votes will be cast on applicants individually and asked that jurors cast a vote for the five applicants of their choice. Mr. Altimus stated that the five applicants receiving the highest number of votes will be appointed as the Bossier Parish EMS Board of Commissioners. The President called for votes, as follows:

Votes cast for Mr. Thurman Dale Barnette: Mr. Cochran, Mr. Johnston

Votes cast for Mr. Robert A. Berry: Mr. Avery, Ms. Bennett, Mr. Benton, Mr. Butler, Mr. Cummings, Mr. Hammack, Mr. Plummer

Votes cast for Dr. David R. Brian: Mr. Altimus, Mr. Avery, Mr. Benton, Ms. Bennett, Mr. Butler, Mr. Cochran, Mr. Cummings, Mr. Hammack, Mr. Johnston, Mr. Plummer

Votes cast for Ms. Tammy J. Gray: Mr. Benton, Mr. Cochran, Mr. Johnston, Mr. Plummer

Votes cast for Mr. Richard M. Harrell: Mr. Altimus, Mr. Avery, Mr. Butler, Mr. Cochran, Mr. Johnston

Votes cast for Mr. Donald R. Hebert: Mr. Altimus, Ms. Bennett, Mr. Cummings, Mr. Hammack, Mr. Plummer

Votes cast for Mr. Ronald W. (Ronnie) Jordan: Mr. Altimus, Mr. Avery, Mr. Benton, Ms. Bennett, Mr. Butler, Mr. Cummings, Mr. Hammack, Mr. Meachum, Mr. Plummer

Votes cast for Mr. Michael Ballard Williams: Mr. Altimus, Mr. Avery, Mr. Benton, Ms. Bennett, Mr. Butler, Mr. Cochran, Mr. Cummings, Mr. Hammack, Mr. Johnston, Mr. Meachum

Mr. Jackson advised that Mr. Harrell and Mr. Hebert received the same number of votes and the jury will now need to cast votes to appoint one.

Votes cast for Mr. Harrell: Mr. Altimus, Mr. Avery, Mr. Benton, Mr. Butler, Mr. Cochran

Votes cast for Mr. Donald R. Hebert: Ms. Bennett, Mr. Cummings, Mr. Hammack, Mr. Johnston, Mr. Meachum, Mr. Plummer

Mr. Altimus advised that as a result of the votes cast by the police jury, Mr. Robert A. Berry, Dr. David R. Brian, Mr. Donald R. Hebert, Mr. Ronald W. (Ronnie) Jordan, and Mr. Michael Ballard Williams are appointed as the Bossier Parish Emergency Medical Services Board of Commissioners. He stated that according to La. R.S. 33:9055, two of the commissioners will serve two-year terms each, two commissioners will serve four-year terms each, and one commissioner will serve a term of six years. Mr. Altimus recommended that Mr. Berry and Dr. Brian serve two-year terms each, Mr. Hebert and Mr. Jordan serve four-year terms each, and Mr. Williams serve a six year term. The jury concurred.

Mr. Altimus stated that the new board is now required by law to hold a meeting within sixty days from today, and once the meeting is held, will begin its search for a new Bossier Parish EMS Director.

Mr. Avery requested that letters be sent to each applicant expressing the jury's appreciation for their applications.

Mr. Altimus advised of a request from the Bossier Parish Library Board of Control that the police jury adopt a proclamation declaring June 30, 2011, as Bossier Parish Library day in Bossier Parish. He stated that the Bossier Parish Library is celebrating its 70th anniversary this month and will hold a reception on Thursday, June 30, 2011, at 10:00 a.m., at the Bossier Parish Library Historical Center, 2206 Beckett Street, Bossier City, LA.

Motion was made by Mr. Altimus, seconded by Mr. Hammack, to adopt a proclamation proclaiming June 30, 2011, as Bossier Parish Library Day in Bossier Parish.

The President called for public comment. There being none, **votes were cast and the motion carried unanimously.**

PROCLAMATION

WHEREAS, the Bossier Parish Library received approval to operate on "a permanent basis with the passage of a one-half mill sustaining tax in June of 1941"; and

WHEREAS, the Bossier Parish Library has grown to seven locations throughout the parish; and

WHEREAS, the Bossier Parish Library has strived to be a good steward of the monies Bossier Parish citizens have entrusted to them by promoting a love of reading, opening doors through education with unlimited access to information, and providing quality programs for all ages;

NOW, THEREFORE, We, The Bossier Parish Police Jury, do hereby proclaim the 30th day of June, 2011, as
BOSSIER PARISH LIBRARY DAY

in the Parish of Bossier, and do hereby express our congratulations to the Bossier Parish Library on the commemoration and celebration of its 70th anniversary.

The proclamation was offered by Mr. Altimus, seconded by Mr. Hammack. Upon unanimous vote, it was duly adopted on this 1st day of June, 2011.

CINDY A. DODSON
PARISH SECRETARY

RICK AVERY, PRESIDENT
BOSSIER PARISH POLICE JURY

Mr. Russell Craig, Commercial Vehicle Enforcement Unit Officer, advised that the Commercial Vehicle Enforcement Unit has had an ongoing case with Mr. James Rahme and his company for approximately one year, and that Mr. Rahme has refused to pay outstanding fines for CVEU violations. Mr. Jackson advised that Mr. Rahme's company is based in Florida, and that rather than to pursue this matter in the Western District Federal Court, it is more cost effective to prohibit Mr. Rahme and any other affiliates associated with Mr. Rahme, Sr., from doing business in the Parish of Bossier until such time as they pay their fines and obtain the necessary permits. Mr. Jackson stated that if permits are withheld and Mr. Rahme is found to be doing business in Bossier Parish, the jury will need to make a decision at that time as to whether to pursue litigation against Mr. Rahme in federal court. Mr. Craig stated that his office has attempted to contact Mr. Rahme on several occasions, but he has refused to return calls. **Motion was made by Ms. Bennett, seconded by Mr. Plummer, to place a hold on the issuance of any and all Bossier Parish permits for James Rahme, Sr., CJS Trucking, CJS Dump Trucks, Inc., and any other affiliates associated with James Rahme, Sr., for conducting business operations in Bossier Parish due to failure to pay fines assessed by the Bossier Parish Commercial Vehicle Enforcement Office for permit violations, and to assess fines if found to be conducting any trucking operations on Bossier Parish roads due to failure to pay permit violation fines, until such time as all fines are paid and proper permits are obtained.**

The President called for public comment. There being none, **votes were cast and the motion carried unanimously.**

Mr. Ford requested that the proposal of Nixon Engineering Solutions in the amount of \$6,370 to provide engineering and surveying services for the Bull Fight Drive crossing of Bull Fight Bayou project be tabled for further review. **Motion was made by Mr. Meachum, seconded by Mr. Plummer, to table consideration of a proposal from Nixon Engineering Solutions in the amount of \$6,370, to provide engineering and surveying services for the Bull Fight Drive crossing of Bull Fight Bayou project.**

The President called for public comment. There being none, **votes were cast and the motion carried unanimously.** The matter is to be considered at the June 15, 2011, regular meeting.

Mr. Ford presented Plan Change No. 6 on the Bellevue Road Improvements Project No. 2010-277, advising that this change results in an additional amount of \$17,034.00. **Motion was made by Mr. Butler, seconded by Mr. Johnston, to approve Plan Change No. 6 on the Bellevue Road Improvements Project No. 2010-277, and to authorize the President to execute documents.**

The President called for public comment. There being none, **votes were cast and the motion carried unanimously.**

RESOLUTION

BE IT RESOLVED by the Bossier Parish Police Jury in regular and legal session on this 1st day of June, 2011, that it does hereby approve Plan Change No. 6 on the Bellevue Road Improvements Project No. 2010-277.

BE IT FURTHER RESOLVED that Rick Avery, President, be and is hereby authorized to execute said Plan Change No. 6.

The resolution was offered by Mr. Butler, seconded by Mr. Johnston. Upon unanimous vote, it was duly adopted on this 1st day of June, 2011.

CINDY A. DODSON
PARISH SECRETARY

RICK AVERY, PRESIDENT
BOSSIER PARISH POLICE JURY

Mr. Butler stated that he has requested that the 2012 Road Overlay Program be amended to add Woodlake Drive. Mr. Altimus stated that the three-year road overlay program is established and based on a projected budget. He stated that normally when a juror requests to amend the three-year road overlay program to add a road, another road is removed in an effort to maintain the budgeted amount. Mr. Butler requested that this matter be tabled for further review.

Motion was made by Mr. Butler, seconded by Mr. Plummer, to table the matter of amending the 2012 Road Overlay Program to add Woodlake Drive for further review.

The President called for public comment. There being none, **votes were cast and the motion carried unanimously.** The matter is to be considered at the June 15, 2011, regular meeting.

Mr. Altimus stated that at the request of Mr. Darby, he has attempted to schedule a meeting with Ms. Debra Hamilton, Bossier Office of Community Services, to discuss rental fees for office space occupied by the Bossier Office of Community Services. He stated that he has not received a response at this time, but that he will forward the meeting date and time to jurors once Ms. Hamilton responds.

Mr. Ford reported on a meeting with U.S. Fish and Wildlife officials regarding the Sligo Road Extension project. He stated that a meeting with representatives of Denmon Engineering is scheduled next week, and a walk of the site is planned. Mr. Ford stated that there are some necessary modifications to the plan. Mr. Jackson requested that the issues with Petrohawk be made a part of the revised plan.

Mr. Nguyen Kha, Assistant Parish Engineer, reported that plans for the Buckhall Road water project have been received and that the estimated cost for the project is approximately \$200,000. He stated that LGAP funds have been approved in the amount of \$119,000, which will cover one-half the cost of the project. Mr. Avery asked if the estimate of \$200,000 will complete the project. Mr. Kha stated that the cost does not include tying the homes on Buckhall Road to the new water main. Mr. Ford stated that the parish cannot access private property and it is the residents' responsibility to tie into the water main if they chose to do so. He advised that a plan will be submitted to the Department of Health and Hospitals, and once approved, the project will begin on the south end of Buckhall Road. Mr. Avery requested that a letter be sent to the City of Bossier City asking if they may be willing to participate in the cost of this project. Mr. Ford is to discuss this matter with Bossier City officials.

Mr. Kha reported on a meeting with Mr. Charlie Coyle regarding the parish monumentation program, and stated that it has been requested that all parish monuments be blue booked. He stated that this is a process in which the monuments are published with National Geographic Surveys. Mr. Ford stated that comments were requested from surveyors regarding the parish monumentation program, and advised that no comments were received. He stated that it is possible that surveyors may request that an azimuth marking be placed at each of the 19 parish monuments. Mr. Ford advised that Mr. Coyle is preparing a proposal for the cost associated with this project, and he will submit the proposal at a later date.

Mr. Ronnie Andrews, Public Works Director, presented an update on activities of the highway department and on several road projects in the parish. He stated that 8.25 miles of the 2011 Road Overlay Program are complete.

Mr. Andrews presented a request for signs to be placed on Atkins Clark Road prohibiting unmuffled compression brakes. **Motion was made by Mr. Meachum, seconded by Mr. Plummer, to adopt an ordinance prohibiting the use of unmuffled compression brakes on Atkins Clark Road.**

The President called for public comment. There being none, **votes were cast and the motion carried unanimously.**

ORDINANCE NO. 4393

AN ORDINANCE PROHIBITING THE USE OF "UNMUFFLED COMPRESSION BRAKES" ON ATKINS CLARK ROAD, BOSSIER PARISH, LA, AND PROVIDING PENALTIES FOR VIOLATION THEREOF.

SECTION 1. BE IT ORDAINED by the Bossier Parish Police Jury in regular and legal session convened on this 1st day of June, 2011, that the use of an unmuffled compression brake device commonly known as "jake brake" is hereby prohibited on the Atkins Clark Road.

SECTION 2. BE IT FURTHER ORDAINED that the provisions of this ordinance shall not apply to emergency vehicles or equipment.

SECTION 3. BE IT FURTHER ORDAINED, etc., that any person found guilty of violating the provisions of this ordinance shall be punished by a fine not exceeding \$500, or imprisonment for a term not exceeding 30 days, or by both such fine and imprisonment within the discretion of the court.

The ordinance was offered by Mr. Meachum, seconded by Mr. Plummer. Upon unanimous vote, it was duly adopted on the 1st day of June, 2011.

CINDY A. DODSON
PARISH SECRETARY

RICK AVERY, PRESIDENT
BOSSIER PARISH POLICE JURY

Ms. Bennett presented a letter of appreciation to the jury from Benton Elementary School for the police jury's assistance in the purchase of new computers for the kindergarten classes.

Mr. Johnston requested an update on the Ivan Lake Dam pipe replacement project. Mr. Easterly stated that the project should be complete by next Friday.

Mr. Hammack requested an update on demand letters sent to oil and gas companies regarding royalties owed to Bossier Parish. Mr. Jackson advised that letters have been received from legal counsel for the oil companies, and that responses to those letters are being prepared. He stated that he will submit a detailed report in July.

Mr. Jackson advised of a possible new economic development issue that may be presented at the Bossier City Council meeting on Tuesday, and stated that he will contact jurors individually to discuss this matter.

There being no further business to come before the Bossier Parish Police Jury in regular and legal session on this 1st day of June, 2011, the meeting was adjourned by the President at 3:05 p.m.

CINDY A. DODSON
PARISH SECRETARY

RICK AVERY, PRESIDENT
BOSSIER PARISH POLICE JURY