

BOSSIER PARISH POLICE JURY  
BENTON, LOUISIANA  
MINUTES  
March 6, 2002

The Bossier Parish Police Jury met in regular and legal session on this 6th day of March, 2002, at 2:00 p.m., in the Police Jury Meeting Room, Bossier Parish Courthouse, Benton, Louisiana. The President, Mr. Bill Altimus, called the meeting to order. The invocation was given by Mr. Dennis Woodward and the pledge of allegiance was led by Mr. Jerome Darby. The Secretary-Treasurer, Cheryl Martin, called the roll, with Mr. Rogers absent, as follows:

Mr. William Altimus	Mr. Winfred Johnston
Mr. Rick Avery	Mr. Hank Meachum
Mr. Jimmy Cochran	Mr. Henry Mitchell
Mr. Brad Cummings	Mr. Jeff Rogers, absent
Mr. Jerome Darby	Dr. Eddy Shell
Mr. Wayne Hammack	Mr. Jesse Williams

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Others present were Mr. Dennis Woodward, Parish Administrator; Mr. Patrick Jackson, Parish Attorney; Cheryl Martin, Secretary-Treasurer.

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Mr. Don Pierson, representing the Bossier Public Trust Financing Authority, addressed the jury. Mr. Altimus reported that the Bossier Public Trust Financing Authority was created in 1979 to assist in providing housing funds to low and moderate income families. Currently Mr. Wayne Davis, Mr. Tommy Boggs and Mr. Jim Johnson, serve as police jury representatives to the Bossier Public Trust Financing Authority.

Mr. Pierson stated that the Bossier Public Trust Financing Authority is active when home mortgage interest rates are high, working to secure housing funds for low to moderate income families at a lower interest rate. Mr. Pierson reported on various activities of the Bossier Public Trust Financing Authority and advised that the police jury's approval is obtained on all endeavors.

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Mr. Louis Covington, Bossier Parish Library Director, and Ms. Carolyn Logan, President of the Library Board of Control, requested that the President be authorized to execute a contract with Coyle Engineering Co., Inc., for architectural services for the proposed expansion of the Plain Dealing Branch Library. Mr. Covington advised that the Library Board of Control will take action at a later date to request an actual bid opening date for the project. **Motion was made by Mr.**

**Avery, seconded by Dr. Shell, to authorize the President to execute a contract with Coyle Engineering Services, Inc., for architectural services for the proposed expansion of the Plain Dealing Branch Library, subject to review and approval of the contract by the Parish Attorney. Motion carried unanimously.**

RESOLUTION

BE IT RESOLVED by the Bossier Parish Police Jury in regular and legal session on this 6th day of March, 2002, that Bill Altimus, President, be and is hereby authorized to execute on behalf of the Bossier Parish Police Jury, the contract with Coyle Engineering Co., Inc., for architectural services for the proposed expansion of the Plain Dealing Branch Library.

The resolution was offered by Mr. Avery, seconded by Dr. Shell. Upon unanimous vote, it was duly adopted on this 6th day of March, 2002.

CHERYL G. MARTIN  
SECRETARY-TREASURER

BILL ALTIMUS, PRESIDENT  
BOSSIER PARISH POLICE JURY

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Ms. Kathy McCallister, Executive Director of the Bossier Arts Council, and Ms. Patricia Gregory, Grants Coordinator, advised that the Louisiana Department of Culture, Recreation and Tourism has announced a grant program to support the 2003 bicentennial celebration of the Louisiana Purchase. She advised that Bossier Parish is eligible for a \$7,500 grant to be dedicated to activities of the celebration, and requested that the police jury serve as the requesting agency to secure these funds for the Bossier Arts Council for a planned theatre project to be performed a various areas throughout the parish. Ms. McCallister stated that the application for grant funding must be submitted in the police jury's name and advised that the Arts Council will prepare all necessary paperwork. **Motion was made by Dr. Shell, seconded by Mr. Mitchell, to authorize the Bossier Arts Council to submit an application to the Department of Culture, Recreation and Tourism for grant funds in the amount of \$7,500, to be dedicated to activities of the 2003 bicentennial celebration of the Louisiana Purchase. Motion carried unanimously.**

RESOLUTION

BE IT RESOLVED by the Bossier Parish Police Jury in regular and legal session on this 6th day of March, 2002, that it does hereby approve and support an application to the Louisiana Department of Culture, Recreation and Tourism for grant funds in the amount of \$7,500 to be dedicated to activities of the 2003 bicentennial celebration of the Louisiana Purchase.

The resolution was offered by Dr. Shell, seconded by Mr. Mitchell. Upon unanimous vote, it was duly adopted on this 6th day of March, 2002.

CHERYL G. MARTIN  
SECRETARY-TREASURER

BILL ALTIMUS, PRESIDENT  
BOSSIER PARISH POLICE JURY

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Sealed bids were opened and read aloud for the purchase various equipment items for the Bossier Parish Highway Department, as follows:

Item No. 1 - One four-wheel drive tractor	
Bidder:	Bid Amount:
Shreveport Tractor, Inc.	\$30,077.00
Item No. 2 - One 12-14 yard dump truck	
Bidder:	Bid Amount:
Shreveport Mack/Kenworth	\$52,995.00
Shreveport Truck Center	\$51,629.00
Rush Truck Center	\$57,991.00
Twin State Trucks, Inc.	\$53,595.00
Item No. 3 - One pneumatic tire roller	
Bidder:	Bid Amount:
Head & Engquist Equipment	\$42,860.00
Scott Construction Equipment	\$45,267.00
Item No. 4 - One self-propelled road sweeper	
Bidder:	Bid Amount:
Head & Engquist Equipment	No bid
Scott Construction Equipment	\$28,475.00
Item No. 5 - One double drum vibratory roller	
Bidder:	Bid Amount:
Head & Engquist Equipment	\$82,610.00
Scott Construction Equipment	\$71,898.00

**Motion was made by Mr. Darby, seconded by Mr. Hammack, to take the bids under advisement, to be tabulated and awarded at the March 20, 2002 regular meeting. Motion carried unanimously.**

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Sealed bids were opened and read aloud for the sale of timber on 22.89 acres located on the

site of the maximum security jail site, as follows:

Bidder:	Bid Amount:
Herschel Malone Logging, Inc.	\$14,255.00
Bayou State Timber	\$15,591.00
Armistead Land & Timber Co.	\$ 8,150.00

**Motion was made by Mr. Avery, seconded by Mr. Darby, to take the bids under advisement, to be tabulated and awarded at a later date. Motion carried unanimously.**

After discussion, **motion was made by Mr. Avery, seconded by Mr. Hammack, to accept the high bid of Bayou State Timber in the amount of \$15,591, for the sale of timber on 22.89 acres located on the site of the maximum security jail site. Motion carried unanimously.**

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Ms. Martin announced that no bids were received for the sale of surplus property at Lot 14, Block 22, Airport Annex Subdivision, 604 Edgar Street, Bossier City.

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**Motion was made by Mr. Hammack, seconded by Mr. Darby, to authorize the advertising for bids for a six-month supply of hot mix for the Bossier Parish Highway Department, bids to be received April 3, 2002. Motion carried unanimously.**

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**Motion was made by Mr. Meachum, seconded by Mr. Mitchell, to accept the bid of Twin State Trucks, Inc., low bidder meeting specifications, for the purchase of one five-yard dump truck for the Bossier Parish Highway Department, in accordance with bids opened and read aloud on February 20, 2002. Motion carried unanimously. Bid results are as follows:**

Bidder:	Bid Amount:
Twin State Trucks, Inc.	\$39,100.00*
Allen Truck Sales, Inc.	\$41,023.00
Shreveport Truck Center	\$43,200.00

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Ms. Martin announced the public hearing to consider the application of W. A. Lucky, III/French Engineering to the Bossier City-Parish MPC for a zoning amendment to change the zoning classification of a tract of land located in Section 21, Township 17 North, Range 12 West, Bossier Parish, LA, from R-A, Residence-Agriculture District, to R-1, One-Family Residence District, for a single family residential subdivision. (northwest side of Sligo Road next to Bayou Point Subdivision) The application received an unfavorable recommendation by the Bossier City-

Parish Metropolitan Planning Commission due to flooding problems.

Mr. Joey French, French Engineering, and Ms. Stephanie Edmiston, Bossier City-Parish MPC, addressed the jury. Ms. Edmiston stated that there is concern regarding increased drainage run-off to existing homes and properties, and advised that residents of an adjoining subdivision have requested that the application be denied. She stated that flooding problems already exist in this area, and that the impact of any further development will be significant.

Mr. Joey French, French Engineering, advised that the applicant, Mr. W. A. Lucky, III, is withdrawing his application for the proposed zoning amendment. Mr. French stated that although the property is located in a non-hazard flood zone, it appears that due to existing flooding problems in this area, any future development should be carefully reviewed. Mr. Jackson, Parish Attorney, stated that proposed development in this area should be analyzed on a case by case basis.

**Motion was made by Mr. Meachum, seconded by Dr. Shell, to uphold the decision of the Bossier City-Parish Metropolitan Planning Commission to deny the application of W. A. Lucky III/French Engineering for a zoning amendment, as presented.**

There was discussion on the motion. Mr. Bill Samuel, Sistrunk Lane, stated that residents in this area are not opposed to development, but have experienced flooding problems. Mr. Woodward stated that the diversion of water from Red Chute Bayou to Flat River is being studied, and he hopes to have the results of this study later this year.

**Votes were cast on Mr. Meachum's motion to uphold the decision of the Bossier City-Parish Metropolitan Planning Commission to deny the application of W. A. Lucky III/French Engineering for a zoning amendment. Motion carried unanimously.**

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Ms. Martin announced the public hearing to receive public input in regard to reapportionment and the establishment of new police jury districts. Mr. Gary Joiner, Precision Cartographics, stated that following each census, all elected bodies with districts are required to reapportion themselves. Mr. Joiner stated that in accordance with the 2000 Census, the total population of Bossier Parish is 98,310, and that with 12 police jury districts, the ideal population per district is 8,193. Mr. Joiner stated that the population of Bossier Parish is increasing, and that some areas have grown very quickly. He stated that in establishing the new police jury districts, he has worked to equally distribute the parish population. Members of the audience were invited to come

forward and review the various plans for reapportionment of police jury districts.

There was discussion on when the Justice Department will issue its final approval of the selected reapportionment plan. Mr. Joiner stated that if there are no problems or issues to be resolved, the police jury can expect final approval in June. He explained that the recent reorganization of precincts will be submitted to the Justice Department with the reapportionment plan. He stated that input is needed from each juror on determining physical precinct polling places for the newly established precincts. Mr. Joiner stated that it is vital that jurors obtain input from residents in their districts in order to reduce voter confusion.

It was the consensus of jurors that Reapportionment Plan 10 be approved. Mr. Meachum stated that he has four major subdivisions in his current police jury district which are located outside the Town of Haughton, and if Plan 10 is approved, all four of these developments will be excluded from his district. Mr. Meachum stated that he is not in favor of accepting Plan 10.

The President requested comments from the public. Mr. Marvin Schavrien, 1809 Dennis Street, Bossier City, LA, expressed his support of the revised precincts, saying that the original plan would have necessitated he and his neighbors traveling 4.5 miles to a polling place. He expressed satisfaction with the new plan. No one else requested permission to speak, and no written comments were received.

After discussion, **motion was made by Mr. Cummings, seconded by Mr. Hammack, to adopt Reapportionment Plan 10, and the precinct line changes it entails.**

Mr. Meachum further expressed his opposition. Mr. Johnston stated that his new district includes an area near Mr. Meachum, and moves Mr. Williams' district to near Bossier City. Mr. Joiner stated that the proposed police jury districts in Reapportionment Plan 10 match the Bossier School Board's districts.

**Votes were cast on Mr. Cummings' motion to adopt Reapportionment Plan 10, and the precinct changes it entails. Motion carried, with Mr. Meachum opposing.**

ORDINANCE NO. 3812

AN ORDINANCE AMENDING 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 DATE OF PUBLIC NOTIFICATION ON FEBRUARY 14, 2002, 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 6th day of March, 2002, that it does hereby establish election precincts for the Parish of Bossier, State of Louisiana, effective the date of public notification on February 14, 2002, and describe boundaries of said election precincts, in accordance with the 2000 decennial census of population, as required by law.

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. 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 10:

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 a 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 and easterly on the center flow channel of Alison Bayou to the junction with a drainage canal, thence proceed southerly on the drainage canal to the junction with the center right-of-way of Rossie Lee Drive, thence proceed in a southwesterly direction on the center right-of-way of Rossie Lee 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 Panther Drive, formerly Curtis Loop, which is 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.

#### PRECINCT 1-4

Beginning at the junction of the center right-of-way of Niles Street and the center right-of-way of Alison Avenue, thence proceed in a westerly then northerly direction on the center right-of-



way of Alison Avenue to the junction with the center right-of-way of San Saba Street, thence proceed in a westerly direction on the center right-of-way of San Saba 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 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 Wayne Avenue, thence proceed in a northerly direction on the center right-of-way of Wayne Avenue to the junction with the center right-of-way of Ray Avenue, thence proceed in a northeasterly direction on the center right-of-way of Ray 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 easterly then southerly on the center right-of-way of Fox Street to the junction with the center right-of-way of Ray Avenue, thence proceed southeasterly on the center right-of-way of Ray Avenue to the junction with the center right-of-way of Dennis Street, thence proceed northerly then easterly on the center right-of-way of Dennis Street to the junction with the center right-of-way of Bey Street, thence proceed in a southerly direction on the center right-of-way of Bey Street to the junction with the center right-of-way of Christine Avenue, thence proceed in an easterly direction on the center right-of-way of Christine Avenue to the junction with the center right-of-way of Camille Street, thence proceed in a southerly direction on the center right-of-way of Camille Street to the junction with the center right-of-way of Ray Avenue, thence proceed in an westerly direction on the center right-of-way of Ray Avenue to the junction with the center right-of-way of Shady Grove Drive, thence proceed southeasterly on the center right-of-way of Shady Grove Drive to the junction with the center flow channel of Mack's Bayou, thence proceed southeasterly on the center flow channel of Mack's Bayou to the junction with the center right-of-way of Normand Avenue, thence proceed in an easterly direction on the center right-of-way of Normand Avenue to the junction with the center right-of-way of Niles Street, thence proceed in a southerly direction on the center right-of-way of Niles Street to the junction with the center right-of-way of Alison Avenue, which is 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 1-4B

Beginning at the intersection of Camille Street and 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 southwesterly then northwesterly then westerly along the fence line of Barksdale Air Force Base to its intersection with Macks Bayou, thence proceed southwesterly along Macks Bayou to its intersection with Fox Street, thence proceed easterly then southerly along Fox

Street to its intersection with Ray Avenue, thence proceed southeasterly along Ray Avenue to its intersection with Dennis Street, thence proceed northeasterly then easterly along Dennis Street to its intersection with Bey Street, thence proceed southerly along Bey Street to its intersection with Christine Avenue, thence proceed easterly along Christine Avenue to its intersection with Camille Street, thence proceed southerly along Camille Street to its intersection with Ray Avenue, 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 northwesterly, thence westerly along the center right-of-way of Interstate Highway I-220 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 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 2-4

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 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 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.

#### PRECINCT 2-5

Beginning at the junction 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 Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad, to the junction with the Kansas City Southern Railroad, formerly the Illinois Central Gulf Railroad, thence proceed in a west, southwesterly direction on the center right-of-way of the Kansas City Southern Railroad, formerly the Illinois Central 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 2-6A

Beginning at the intersection of Benton Road and I-220, thence proceed southeasterly along Benton Road to its intersection with Shed Road, thence proceed westerly 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 Benton Road, 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 junction of the center right-of-way of Douglas Drive and the center right-of-way of Louisiana Highway 3 (Benton Road), 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 in a southerly direction on the center right-of-way of Airline Drive to the junction with the center right-of-way of the Kansas City Southern Railroad, formerly the Louisiana and Arkansas Railroad, thence proceed in a southwesterly direction on the center right-of-way of the Kansas City Southern Railroad, formerly the Louisiana and Arkansas Railroad, to the junction with the center right-of-way of Benton Road, thence proceed in a northerly 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,

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which is 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 junction of the Kansas City Southern Railroad, formerly the Illinois Central Railroad, and the center right-of-way of Airline Drive, thence proceed in a southerly direction on the center right-of-way of Airline Drive to the junction with the center right-of-way of Old Minden Road, thence proceed in a southwesterly direction on the center right-of-way of Old Minden Road to the junction with the center right-of-way of Interstate Highway I-20, thence proceed in a northeasterly direction on Interstate Highway I-20 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 center right-of-way of Airline Drive, which is 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 an 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 southwestly along Foster Street to its intersection with India Street, thence proceed southeasterly along India Street to its intersection with Airline Drive, thence proceed southwestly 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 1<sup>st</sup> Street South, thence proceed southeasterly along 1<sup>st</sup> 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 southwestly 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 southwestly 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 southwestly then southeasterly then southwestly 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 Michael Street, thence proceed southeasterly along Michael Street to its intersection with Foster Street, thence proceed southwestly along Foster Street to its intersection with Shamrock Street, thence proceed southwestly along Shamrock Street to its intersection with Murphy Street, thence proceed southeasterly along Murphy Street to its intersection with Airline Drive, thence proceed southwestly 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 2-17A

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 southwestly 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 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 southwestwardly on said power transmission line to the junction with the center right-of-way of an unnamed road, thence proceed southwestwardly 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, thence proceed northerly on the center right-of-way of Old Benton-Plain Dealing Road to the junction with the center right-of-way of Louisiana State Highway 160, 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 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, thence proceed northerly on 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 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 Old Brownlee Road, thence proceed southerly on the center right-of-way of Old Brownlee Road to the junction with the center-right-of-way of Bobby Byrd Road, thence proceed easterly on the center right of Bobby Byrd Road to its terminus, thence continue easterly then northeasterly then easterly on an unnamed unimproved road which is the extension of Bobby Byrd Road, 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 Wemple 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 2-20A

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 Airline Drive, thence proceed southeasterly along Airline Drive to its intersection with Old Minden Road, thence proceed southwestwesterly 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 southwestwesterly 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 Louisiana and Arkansas Railroad, thence proceed southwestwesterly along the Louisiana and Arkansas Railroad to its intersection with Airline Drive, thence proceed northerly along Airline Drive to its intersection with Wemple Road, the point of beginning.

## PRECINCT 2-21C

Beginning at the intersection of Swan Lake Road and Flat River Drainage Canal, thence proceed southeasterly then northeasterly then southerly along Swan Lake Road to its intersection with I-220, thence proceed easterly then 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, thence proceed southwestwesterly along the unnamed stream to its intersection with Macks Bayou, thence proceed northwesterly along Macks Bayou to its intersection with the Flat River Drainage Canal, thence proceed northwesterly 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 an unnamed road, thence proceed southeasterly then northwesterly along the unnamed road to its intersection with Deen Point Road, thence proceed westerly along Deen Point Road to its intersection with Flat River Drainage Canal, thence proceed southwesterly along the Flat River Drainage Canal to its intersection with Swan Lake Road, the point of beginning.

#### PRECINCT 2-22

Beginning at the southern corporate limits of the Town of Benton and their junction with the center right-of-way of Palmetto Road, thence proceed in a southeasterly direction on the center right-of-way of Palmetto Road to the junction with the center right-of-way of Airline Drive, thence proceed in a southerly direction on the center right-of-way of Airline Drive to the junction with the center right-of-way of Deen Point Road, thence proceed in an easterly thence southeasterly direction on the center right-of-way of Deen Point Road and its unimproved extension, thence continue in a southeasterly, thence southerly, thence southwesterly direction on the unimproved extension of Deen Point Road to the junction with the center flow channel of an unnamed creek in Section 19, T19N, R12W, thence proceed in a southwesterly direction on the center flow channel of said unnamed creek to the junction with the center flow channel of the Flat River drainage canal, thence proceed in a southeasterly direction on the center flow channel of the Flat River drainage canal for approximately one mile to the junction with a second unnamed creek, thence proceed in a northeasterly direction on the center flow channel of said unnamed creek to the junction with the center flow channel of Cypress Bayou, thence proceed in a northwesterly direction on the center flow channel of Cypress Bayou to the junction with the center flow channel of Cypress Bayou Reservoir, thence continue in a northwesterly direction on the center flow channel of Cypress Bayou Reservoir to the junction with the center right-of-way of Louisiana State Highway 162, thence proceed in a southwesterly direction on the center right-of-way of Louisiana State Highway 162 to the junction with the eastern corporate limits of the Town of Benton, thence proceed in a southerly, thence westerly direction 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 2-23

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 Layayette 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 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 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 4-2

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 northerly then 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 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, thence proceed in a northerly thence easterly direction on 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 4-4A

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 southwestly 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 4-5B

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 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 southerly along LA Hwy 528 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 southwesterly 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 southwesterly along 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 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 southwesterly then northwesterly along Mayflower Road to its intersection with an intermittent stream, thence proceed southwesterly along the intermittent stream to its intersection with Red Chute Bayou, thence proceed northwesterly then southwesterly 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 Louisiana State Highway 612 (Sligo Road), thence proceed in an easterly direction on the center right-of-way of Louisiana State Highway 612 (Sligo Road) 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 southeasterly direction on the center right-of-way of U.S. Highway 71 to the junction with the center right-of-way of Ash Point Road, thence proceed in a southwesterly 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 southwesterly 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 Jimmie Davis Hwy, thence proceed southwesterly then 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 4-9

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 4-5A, Precinct 4-6, Precinct 4-7, and Precinct 4-9.

DISTRICT TWO:

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

DISTRICT THREE:

Precinct 2-1, Precinct 2-18B, Precinct 2-22, Precinct 4-2, and Precinct 4-3C.

DISTRICT FOUR:

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

DISTRICT FIVE:

Precinct 2-17A, Precinct 2-21B, Precinct 2-21C, Precinct 4-11A, and Precinct 4-11C.

DISTRICT SIX:

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

DISTRICT SEVEN:

Precinct 2-5, Precinct 2-6, Precinct 2-6A, Precinct 2-8, Precinct 2-9, Precinct 2-10, and Precinct 2-11A.

DISTRICT EIGHT:

Precinct 2-3, Precinct 2-12A, Precinct 2-17B, Precinct 2-19, and Precinct 2-20A.

DISTRICT NINE:

Precinct 2-11, Precinct 2-12B, Precinct 2-12C, Precinct 2-13, Precinct 2-14, Precinct 2-16A, and Precinct 2-20.

DISTRICT TEN:

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

DISTRICT ELEVEN:

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

DISTRICT TWELVE:

Precinct 1-1, Precinct 4-8A, Precinct 4-8B, Precinct 4-8C, 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. Cummings, seconded by Mr. Hammack. It was duly adopted on this 6th day of March, 2002, with the following vote recorded:

YEAS: Mr. Altimus, Mr. Avery, Mr. Cochran, Mr. Cummings, Mr. Darby, Mr. Hammack, Mr. Johnston, Mr. Meachum, Mr. Mitchell, Dr. Shell, Mr. Williams.

NAYS: None

ABSENT: Mr. Rogers

CHERYL G. MARTIN  
SECRETARY-TREASURER

BILL ALTIMUS, PRESIDENT  
BOSSIER PARISH POLICE JURY

\*\*\*

Mr. Woodward advised of a meeting scheduled at Congressman Jim McCrery's office to discuss census problems. Mr. Joiner stated that he will attend this meeting, advising that he wants to address the issue of mobile homes as he does not feel the count of mobile home residents is accurate.

Ms. Wanda Bennett, Bossier E911 Executive Director, spoke from the audience advising that the E911 office furnished current Bossier Parish maps to the Census Bureau on several occasions, which included all current street names. She stated that it appears old maps were used in the 2000 census count, and advised that mobile homes and apartments were included on the current maps provided to the Census Bureau. Mr. Joiner requested that a copy of the information furnished to the Census Bureau by E911 be provided for review at the scheduled meeting in Congressman's McCrery's office.

\*\*\*

A meeting of the Bossier Parish Property Standards Board was convened by the President. Mr. Woodward stated that property at Houston and Circle Streets has been sold, and that the new owner is in the process of demolishing the house. He stated that the new owner has advised that any further work has been delayed, as they are waiting for electrical lines to be removed by SWEPCO. **Motion was made by Mr. Meachum, seconded by Mr. Johnston, to grant the owner of property at Houston and Circle Streets a 30-day extension in which to bring the property in compliance with property standards regulations. Motion carried unanimously.**

\*\*\*

**Motion was made by Mr. Mitchell, seconded by Dr. Shell, to approve the reappointment of Mr. Norman Corkran to the Bossier Parish Communications District No. 1 Board of Directors for a four-year term, term to expire March 28, 2006. Motion carried unanimously.**

\*\*\*

**Motion was made by Mr. Avery, seconded by Mr. Williams, to approve the reappointment of Mr. James Williams to the Bossier Parish Communications District No. 1 Board of Directors for a four year term, term to expire March 28, 2006. Motion carried unanimously.**

\*\*\*

**Motion was made by Dr. Shell, seconded by Mr. Darby, to approve the reappointment of Mr. Jeff Delaune to the Bossier Parish Communications District No. 1 Board of Directors for a four year term, term to expire March 28, 2006. Motion carried unanimously.**

\*\*\*

**Motion was made by Mr. Mitchell, seconded by Mr. Avery, to adopt a resolution accepting and approving the Engineer's Report, in connection with the Valerie Lane Improvements Project. Motion carried unanimously**

The following resolution was offered by Mr. Mitchell, seconded by Mr. Avery:

#### RESOLUTION

A resolution accepting and approving the certified statement or report of Dennis E. Woodward, a Registered Professional Engineer, showing in detail the total cost of the construction of street paving improvements on Valerie Lane from Stewart Road to its western terminus at the eastern side of Lot 25, Jeanie Lee Estates Unit No. 2, engineers' and attorneys' fees and all other costs incidental to said work; and the total cost of said project, after deducting contributions incidental thereto, together with the amounts thereof to be assessed against each lot or parcel of real estate abutting the improvements; finding and determining that each lot or parcel of real estate to be assessed will be benefitted to an amount not less than the proposed local or special assessment; and authorizing the giving of notice to each property owner to be assessed of the proposed assessment and the manner and time for payment thereof, all in accordance with the provisions of Sections 3689.1 to 3689.17, inclusive, of Title 33 of the Louisiana Revised Statutes of 1950 (R.S. 33:3689.1 - 33:3689.17), and other constitutional and statutory authority.

BE IT RESOLVED by the Police Jury of the Parish of Bossier, State of Louisiana, acting as the governing authority of said Parish, that:

SECTION 1. Having received and examined the certified statement or report of Dennis E. Woodward, a Registered Professional Engineer, a copy of which is attached hereto as Exhibit "A", showing in detail the total cost of constructing street paving improvements as set forth in the resolution of October 3, 2001, providing for the construction of street paving improvements on Valerie Lane from Stewart Road to its western terminus at the eastern side of Lot 25, Jeanie Lee Estates Unit No. 2, except that the common area lying West and North of Valerie Lane and the railroad property lying South of Valerie Lane will not be assessed due to lack of benefit, including the cost of street intersections, necessary ditching, curbing, guttering, aprons, drains and headers, and all costs incidental thereto, including engineers' and attorneys' fees, together with the amounts thereof chargeable to each lot or parcel of real estate abutting the proposed improvements, the Police Jury of the Parish of Bossier, State of Louisiana, acting as the governing authority of the Parish, hereby accepts and approves said report.

SECTION 2. The Police Jury does hereby determine, after having received and reviewed the aforesaid report, that each lot or parcel of real estate to be assessed under the paving program will be benefitted to an amount not less than the estimated assessment to be levied against each lot or parcel of real estate as a result of the construction of said improvements.

SECTION 3. There shall be mailed to each property owner to be assessed a notice advising each property owner of the proposed assessment and the manner and time for payment thereof, which notice shall set forth a general description of the proposed improvements, a description of the property to be assessed and the location thereof, and shall request the property owner to advise the Secretary-Treasurer of the Bossier Parish Police Jury in writing fifteen days from the date of said notice if any inaccuracies exist in the proposed assessment. Notice shall be given by depositing said written notice in the United States mail, postage paid, and addressed to the property owner at his address as it appeared on the last parish assessment roll on which the property was assessed for parish taxes. Said notice shall be substantially in the following form, to-wit:

NOTICE TO PROPERTY OWNERS

NOTICE IS HEREBY GIVEN that, acting under the authority of Sections 3689.1 to 3689.17, inclusive, of Title 33 of the Louisiana Revised Statutes of 1950 (R.S. 33:3689.1 - 33:3689.17) (the "Act"), and other constitutional and statutory authority, the Police Jury of the Parish of Bossier, State of Louisiana, acting as the governing authority of the Parish of Bossier, State of Louisiana, has received, examined, accepted and approved the certified statement or report of Dennis E. Woodward, a Registered Professional Engineer, showing in detail the cost of the constructing street paving improvements on Valerie Lane from Stewart Road to its western terminus at the eastern side of Lot 25, Jeanie Lee Estates Unit No. 2 within the corporate limits of the Parish of Bossier, State of Louisiana, including the cost of street intersections, necessary ditching, curbing, guttering, aprons, drains and headers and all costs incidental thereto, including engineers' and attorneys' fees. Based on said certified statement or report, the total project cost is \$77,192.75, which is to be raised from the levy of special assessments. The Bossier Parish Police Jury has found and determined that each lot or parcel of real estate to be assessed under this paving program will be benefitted to an amount not less than the estimated assessment to be levied against each lot or parcel of real estate as a result of the construction of said improvements.

NOTICE IS HEREBY FURTHER GIVEN in compliance with the Act, that after thirty (30) days have elapsed from the date of this notice, the Bossier Parish Police Jury will proceed to adopt an ordinance assessing your property for its proportionate share of the costs of said street paving improvements. Following the adoption of said ordinance, each property owner will be given thirty (30) days from the date of adoption thereof to pay the assessment against his property in full without interest, and if not paid within said thirty (30) day period, it will be conclusively presumed that any property owner whose property is affected thereby will exercise the right and option granted by said ordinance to pay the respective amounts due and assessed in ten (10) equal annual installments maturing on December 31 of the years 2002 to 2011, inclusive, and bearing interest at a rate not exceeding eight per centum (8%) per annum from date of the adoption of said ordinance until paid.

NOTICE IS HEREBY FURTHER GIVEN to all property owners proposed to be assessed under this program that in the event inaccuracies exist in the proposed assessment as attached hereto, please notify the Secretary-Treasurer of the Bossier Parish Police Jury in writing within fifteen (15) days of the date of this notice. In the event you have sold this property, please return this notice giving the name and address of the new owner on the reverse hereof. Any inaccuracies which may exist in the proposed assessment will be corrected prior to the formal adoption of the ordinance levying the proposed assessments.

THE DESCRIPTION OF YOUR PROPERTY TO BE ASSESSED, THE LOCATION THEREOF, THE FRONT FOOTAGE OF YOUR PROPERTY TO BE IMPROVED AND THE AMOUNT OF THE PROPOSED ASSESSMENT TO BE LEVIED AGAINST SAID PROPERTY IS DESCRIBED ON THE ATTACHMENT TO THIS NOTICE.

THUS DONE AND SIGNED at Benton, Louisiana, on this, the 6th day of March, 2002.

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Secretary-Treasurer, Bossier Parish Police Jury  
P. O. Box 70  
Benton, LA 71006  
(318) 965-2329

SECTION 4. Notice is hereby further given that after thirty (30) days have elapsed from the mailing of said notices of the proposed assessments, the Bossier Parish Police Jury shall adopt an ordinance levying a local or special assessment on each lot or parcel of real estate in proportion that its front footage bears to the total front footage of property to be improved or benefitted, in accordance with the aforesaid engineering report which is hereby accepted and approved, all in accordance with the provisions of Sections 3689.1 to 3689.17, inclusive, of Title 33 of the Louisiana Revised Statutes of 1950 (R.S. 33:3689.1 - 33:3689.17), and other constitutional and statutory authority.

This resolution having been submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Altimus, Mr. Avery, Mr. Cochran, Mr. Cummings, Mr. Darby, Mr. Hammack, Mr. Johnston, Mr. Meachum, Mr. Mitchell, Dr. Shell, Mr. Williams.

NAYS: None

ABSENT: Mr. Rogers

And the resolution was declared adopted on this, the 6th day of March, 2002.

CHERYL G. MARTIN  
SECRETARY-TREASURER

BILL ALTIMUS, PRESIDENT  
BOSSIER PARISH POLICE JURY

**Engineers Report  
Valerie Lane Street Improvements**

The following engineering report sets forth the assessment amounts for each lot in Jeanie Lee Estates Units No. 1 and 2 that border on Valerie Lane. The total front foot assessment of 4,854.89 feet excludes the common areas and railroad right-of-way. Pursuant to the Notice of Intent and authorization of the Bossier Parish Police Jury to assess for the following street improvements:

The existing aggregate street shall be upgraded to a two-inch thick asphaltic concrete street twenty-foot wide over a crushed stone base. The Bossier Parish Police Jury shall accept the improved roadway into the Parish Road System for maintenance. The estimated probable costs based on the contract awarded to Benton & Brown, Inc. are:

Construction Cost	\$ 68,875.00
Engineering Cost	\$ 285.00
Administrative Cost	\$ 1,000.00
Contingencies	<u>\$ 7,032.75</u>
 TOTAL PROJECT COST	 \$ 77,192.75
 COST PER FRONT FOOT	 \$ 15.90

I, Dennis E. Woodward as a Registered Professional Engineer do hereby certify that the following assessments are true and correct statement of the property ownership front footage and assessment amounts for Valerie Lane in Jeanie Lee Estates Unit No. 1 and 2 to the best of my knowledge.

\_\_\_\_\_  
Dennis E. Woodward, P.E.



**Front Foot Assessment  
For  
Valerie Lane**

	Name, Address and Property Description	Assessable Feet	Total Assessment
1.	Raymond D. Germany Nelda B. Germany 1109 Stewart Road Haughton, LA 71037		
	Lot 7, Jeanie Lee Estates, Unit # 1 COB (1149-824)	681.94'	\$ 10,842.85
2.	Everett Anthony Dryden, Jr. Brenda Rachel Dryden 511 Valerie Lane Haughton, LA 71037		
	Lot 8, Jeanie Lee Estates, Unit # 1 COB (1118-426)	259.73'	\$ 4,129.71
3.	Howard Len Tidwell Michelle Sirratt Tidwell 521 Valerie Lane Haughton, LA 71037		
	Lot 9, Jeanie Lee Estates, Unit # 1 COB (1118-853)	249.98'	\$ 3,974.68
4.	Angela Dollard Junkin P.O. Box 1228 Haughton, LA 71037		
	Lot 10, Jeanie Lee Estates, Unit # 1 COB (1123-759)	257.86'	\$ 4,099.97
5.	Kenneth Oberlander Karen Kroll Oberlander 541 Valerie Lane Haughton, LA 71037		
	Lot 11, Jeanie Lee Estates, Unit # 1 COB (1120-635)	338.02'	\$ 5,374.52
6.	Robert Joel Shilling 502 Valerie Lane Haughton, LA 71037		
	Lot 15, Corr. Jeanie Lee Estates, Unit # 2 COB (1208-837)	380.46'	\$ 6,049.31

7.	Kendall M. Vining Beverly J. Vining 510 Valerie Lane Haughton, LA 71037		
	Lot 16, Jeanie Lee Estates, Unit # 2 COB (1160-326)	192.47'	\$ 3,060.27
8.	Chad Howard Sims Cheryl Leanne Sims 520 Valerie Lane Haughton, LA 71037		
	Lot 17, Jeanie Lee Estates, Unit # 2 COB (1153-607)	299.65'	\$ 4,764.44
9.	Eduardo Perez, Sr. Karen Hedgepeth Perez 3736 Brushwood Drive Dubberly, LA 71024		
	Lot 18, Jeanie Lee Estates, Unit # 2 COB (1208-913)	476.79'	\$ 7,580.96
10.	Mary Alice Fort Roll Osborn II 550 Valerie Lane Haughton, LA 71037		
	Lot 19, Jeanie Lee Estates, Unit # 2 COB (1211-803)	199.48'	\$ 3,171.73
11.	James Elwyn Tew, Sr. Linda Smith Tew 560 Valerie Lane Haughton, LA 71037		
	Lot 20, Corr. Jeanie Lee Estates, Unit # 2 COB (1216-25)	484.27'	\$ 7,699.89
12.	Lake Investment Co., Inc. 835 Elmwood Shreveport, LA 71104		
	Lot 21, Corr. Jeanie Lee Estates, Unit # 2 COB (808-701)	486.92'	\$ 7,742.03
13.	Lake Investment Co., Inc. 835 Elmwood Shreveport, LA 71104		
	Lot 22, Jeanie Lee Estates, Unit # 2 COB (808-677)	177.72'	\$ 2,825.75

14. Joseph H. Washeleski  
Phillis S. Washeleski  
P.O. Box 1319  
Haughton, LA 71037
- Lot 23, Jeanie Lee Estates, Unit # 2      166.06'      \$ 2,640.35  
COB (1199-157)
15. Jack Dean Orr  
Michelle Vittoria Orr  
591 Valerie Lane  
Haughton, LA 71037
- Lot 24, Jeanie Lee Estates, Unit # 2      139.24'      \$ 2,213.92  
COB (1188-337)
16. Scott Howard Croft  
Jo Ann Davis Croft  
599 Valerie Lane  
Haughton, LA 71037
- Lot 25, Jeanie Lee Estates, Unit # 2      64.30'      \$ 1,022.37  
COB (1241-166)

STATE OF LOUISIANA  
PARISH OF BOSSIER

I, the undersigned Secretary of the Police Jury of the Parish of Bossier, State of Louisiana, do hereby certify that the foregoing five (5) pages constitute a true and correct copy of a resolution adopted by said Bossier Parish Police Jury on March 6, 2002, accepting and approving the certified statement or report of Dennis E. Woodward, a Registered Professional Engineer, showing in detail the total cost of the construction of street paving improvements in Jeanie Lee Estates Units No. 1 and 2 that border Valerie Lane, engineers' and attorneys' fees and all other costs incidental to said work; and the total cost of said project, after deducting contributions incidental thereto, together with the amounts thereof to be assessed against each lot or parcel of real estate abutting the improvements; finding and determining that each lot or parcel of real estate to be assessed will be benefited to an amount not less than the proposed local or special assessment; and authorizing the giving of notice to each property owner to be assessed of the proposed assessment and the manner and time for payment thereof, all in accordance with the provisions of Sections 3689.1 to 3689.17, inclusive, of Title 33 of the Louisiana Revised Statutes of 1950 (R.S. 33:3689.1 - 33:3689.17), and other constitutional and statutory authority.

IN FAITH WHEREOF, witness my official signature and the impress of the official seal of said Parish at Benton, Louisiana, on this, the 6th day of March, 2002.

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Secretary

(SEAL)

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Mr. Woodward referred to a previous request from Ms. Susie Stinson, Court Administrator, regarding the use of office space in the Bossier Parish Office Complex for a new Drug Court Administrator. Mr. Woodward advised that a representative of the Bossier Addiction Recovery Center has advised that they can relocate their therapy sessions, which are currently held in the requested office, to the conference room. **Motion was made by Mr. Avery, seconded by Mr. Mitchell, to allow the drug court program to use office space on the second floor of the health unit for the new Drug Court Administrator. Motion carried unanimously.** Ms. Stinson stated that there will be no expense to the police jury in regard to office furnishings, and that no renovations are necessary.

\*\*\*

Mr. Woodward advised that he is preparing registration forms for the upcoming NACo Conference to be held in New Orleans on July 12-16. Mr. Williams expressed concern regarding the current daily meal allowance of \$30, and suggested that an increase be considered for the NACo Conference. Mr. Jackson, Parish Attorney, stated that in accordance with the State's travel law, New Orleans is considered a high cost travel area. Mr. Jackson is to review this matter and report his findings at the March 20 regular meeting.

\*\*\*

Mr. Woodward presented correspondence from Benton Mayor Lynne Mascagni regarding the proposed establishment of a parishwide advisory group to address issues relating to providing recreation facilities within the parish. He stated that Mayor Mascagni has indicated that the Town of Benton is very interested in participating in this group. Mr. Altimus recommended that the request be forwarded to the City of Bossier City for consideration. Mr. Woodward suggested that one person be appointed to represent the towns of Benton, Haughton and Plain Dealing. Dr. Shell was requested to advise the City of Bossier City of this recommendation.

\*\*\*

Mr. Woodward presented a resolution from the Caddo Parish Commission which proposes an amendment to the Constitution of the United States restoring our freedom to pray. He stated that the jury's support of this resolution is requested. **Motion was made by Mr. Avery, seconded by Mr. Williams, to adopt a resolution supporting an amendment to the Constitution of the United States restoring our freedom to pray. Motion carried unanimously.**

RESOLUTION

A RESOLUTION IN SUPPORT OF AN AMENDMENT TO THE CONSTITUTION OF THE UNITED STATES OF AMERICA RESTORING OUR FREEDOM TO PRAY, AND TO OTHERWISE PROVIDE WITH RESPECT THERETO.

WHEREAS, our country was founded on the precepts of freedom, liberty, diversity and the right of people to acknowledge God according to the dictates of conscience; and

WHEREAS, neither the United States nor any state shall establish any official religion, but the people's right to pray and to recognize their religious beliefs, heritage and traditions on public property, including schools, shall not be infringed; and

WHEREAS, the United States and the states shall not compose school prayers, nor require any person to join in prayer or other religious activity; and

WHEREAS, the Bossier Parish Police Jury urges all cities and counties across the United States to join in an effort to reinstate prayer in the public schools by passing similar resolutions and uniting in a "grass roots" movement for that purpose.

NOW, THEREFORE, BE IT RESOLVED, by the Bossier Parish Police Jury in due, regular and legal session convened, that the Bossier Parish Police Jury does hereby support House Joint Resolution 81 introduced in the 107th Congress, 1st Session on December 20, 2001, proposing an amendment to the Constitution of the United States restoring religious freedom to pray.

BE IT FURTHER RESOLVED, that if any provision or item of this resolution or the application thereof is held invalid, such invalidity shall not affect 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 resolution are hereby declared severable.

BE IT FURTHER RESOLVED, that this resolution shall take effect upon its adoption.

BE IT FURTHER RESOLVED, that all resolutions or parts thereof in conflict herewith are hereby repealed.

The resolution was offered by Mr. Avery, seconded by Mr. Williams. Upon unanimous vote, it was duly adopted on this 6th day of March, 2002.

CHERYL G. MARTIN  
SECRETARY-TREASURER

BILL ALTIMUS, PRESIDENT  
BOSSIER PARISH POLICE JURY

\*\*\*

Mr. Woodward advised that the Bossier Parish Community College Criminal Justice Institute will hold a training course on March 18-22 on defensive tactics, etc., at a cost of \$45 per day, and recommended that the course be considered for detention center employees. The matter was referred to the Juvenile Committee for review.

\*\*\*

**Motion was made by Mr. Cochran, seconded by Mr. Darby, to approve the renewal of a lease agreement with the U. S. Department of Agriculture for 1980 square feet of office space in the courthouse annex, at a lease price of \$7.00 per square foot, subject to review and approval of the lease by the Parish Attorney, and to authorize the President to execute said lease. Motion carried unanimously.**

#### RESOLUTION

BE IT RESOLVED by the Bossier Parish Police Jury in regular and legal session on this 6th day of March, 2002, that Bill Altimus, President, be and is hereby authorized to execute on behalf of the Bossier Parish Police Jury, a lease agreement with the U. S. Department of Agriculture for office space in the Bossier Parish Courthouse Annex.

The resolution was offered by Mr. Cochran, seconded by Mr. Darby. Upon unanimous vote, it was duly adopted on this 6th day of March, 2002.

CHERYL G. MARTIN  
SECRETARY-TREASURER

BILL ALTIMUS, PRESIDENT  
BOSSIER PARISH POLICE JURY

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**Motion was made by Mr. Darby, seconded by Mr. Meachum, to adopt a proclamation declaring the week of April 1-7, 2002, as State-Administered Community Development Week. Motion carried unanimously.**

PROCLAMATION

WHEREAS, the State-Administered Community Development Block Grant (CDBG) Program has operated since 1982 to provide local governments with the resources required to meet the needs of persons of low and moderate-income; and

WHEREAS, the State-Administered Community Development Block Grant (CDBG) Program has had significant impact on our local economy through job creation and retention, public infrastructure improvements and improved housing; and

WHEREAS, the Bossier Parish Police Jury, and other local governments have clearly demonstrated the capacity to administer the CDBG Program to identify, prioritize and resolve pressing local problems, such as housing rehabilitation and relocation, neighborhood centers, job creation and retention, and public infrastructure; and

NOW, THEREFORE, I, Bill Altimus, by virtue of the authority vested in me as President of the Bossier Parish Police Jury, do hereby proclaim the week of April 1-7, 2002, as

STATE-ADMINISTERED COMMUNITY DEVELOPMENT WEEK

in Bossier Parish, and urge all citizens to join us in recognizing the State-Administered Community Development Block Grant Program and the important role it plays in our community.

The proclamation was offered by Mr. Darby, seconded by Mr. Meachum. Upon unanimous vote, it was duly adopted on this 6th day of March, 2002.

CHERYL G. MARTIN  
SECRETARY-TREASURER

BILL ALTIMUS, PRESIDENT  
BOSSIER PARISH POLICE JURY



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**Motion was made by Mr. Hammack, seconded by Mr. Meachum, to schedule a public hearing on April 3, 2002, to consider the application of Jed Blackburn to the Bossier City MPC for a zoning amendment to change the zoning classification of a tract of land located in Sections 22 and 27, Township 17 North, Range 12 West, Bossier Parish, LA, from R-A, Residence Agriculture District, to R-1, One-Family Residence District, for a single family residential subdivision and residential lake. Motion carried unanimously.**

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**Motion was made by Mr. Avery, seconded by Mr. Mitchell, to schedule a public hearing on April 3, 2002, to consider approval of the plat of the proposed development of The Lakes at Olde Oaks Subdivision, Unit No. 1, located in Sections 22 and 27, Township 17 North, Range 12 West, Bossier Parish, LA. Motion carried unanimously.**

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Mr. Woodward advised that representatives of Alliance/HDR are holding meetings with various departments in the courthouse to review proposed floor plans in the courthouse renovation/addition project. Mr. Bob Fisher, Alliance, Inc., and Mr. Rob West, HDR, stated that a snack shop area is proposed on the first floor of the courthouse, and that the Sheriff has indicated that he prefers that the snack shop be located on the second floor. It was the consensus of jurors to relocate the snack shop to the second floor.

\*\*\*

Mr. Woodward presented a video of property owned by Robert Whittington along Coker Road, where Mr. Whittington has alleged that parish work crews have damaged his property. Mr. Rowe, Public Works Director, stated that work crews were cleaning ditches in this area.

**Motion was made by Mr. Meachum, seconded by Mr. Hammack, to adjourn into executive session to discuss a final demand by Robert Whittington in regard to alleged property damage, and to discuss contract negotiations with URS Corporation. Motion carried unanimously.**

\*\*\*

The meeting was reconvened and called to order by the President. Mr. Cochran stated that the Insurance Committee recommends that the renewal PPO plan, itemized as Option No. 12, from Blue Cross/Blue Shield, be accepted for group hospitalization insurance for a nine-month period, from April 1, 2002 through December 31, 2002. This plan includes the following benefits and costs:

Deductible	\$500
PCP Co-Pay	\$35

Specialist Co-Pay	\$35
OOP (in network)	\$2500/\$7500
Inpatient hospital	Deductible + 20%
Inpatient professional services	Deductible + 20%
Outpatient facility	Deductible + 20%
Outpatient facility professional services	Deductible + 20%
Prescriptions	\$100 deductible, then \$15/\$30/\$45
Urgent Care	Deductible + 20%
Emergency Room	Deductible + 20%
Accidental injury	\$300, then deductible +20%
Vision benefit	\$35 co-pay
OOP (out of network)	\$2500/\$7500

Renewal Premiums (medical only)  
 Single: \$277.38                      Family: \$735.06

**Motion was made by Mr. Cochran, seconded by Mr. Meachum, that the above renewal plan with Blue Cross/Blue Shield be accepted for the period April 1, 2002 through December 31, 2002, with the police jury bearing the full cost of increased premiums, as budgeted for the year, and at no increase in premium cost to employees or retirees. Upon vote, the motion carried.**

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There being no further business to come before the Bossier Parish Police Jury in regular and legal session on this 6th day of March, 2002, the meeting was adjourned by the President at 5:45 p.m.

CHERYL G. MARTIN  
 SECRETARY-TREASURER

BILL ALTIMUS, PRESIDENT  
 BOSSIER PARISH POLICE JURY