

BOSSIER PARISH POLICE JURY
BENTON, LOUISIANA
MINUTES
June 3, 2009

www.bossierparishla.gov

The Bossier Parish Police Jury met in regular and legal session on the 3rd day of June, 2009, at 2:00 p.m., in the Police Jury Meeting Room, Bossier Parish Courthouse, Benton, Louisiana. The President, Mr. Glenn Benton, called the meeting to order. The invocation was given by Ms. Wanda Bennett and the pledge of allegiance was led by Mr. Barry Butler. The Parish Secretary, Ms. Cindy Dodson, called the roll, with all members present, as follows:

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

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

Motion was made by Mr. Cummings, seconded by Mr. Altimus, to adopt the minutes of the April 1, 2009, and April 15, 2009, regular meetings, and the April 15, 2009, Finance Committee meeting, as published. Motion carried unanimously.

Ms. Jodee Bruyninckx, Louisiana Oil and Gas Association, presented an Economic Impact Study which was funded by the Department of Natural Resources. She stated that the study was conducted in early spring and provides data obtained from seven major companies operating in the Haynesville Shale in 2008. Ms. Bruyninckx advised that estimates in the study on the impact of mineral development are conservative due to the low number of responses, and stated that productivity in this area is higher than any other shale plate in the United States. Ms. Bennett requested that she be provided with a detailed list showing the current oil/gas production in our area. Mr. Butler requested information on the average royalty payments in the area.

Sealed bids were opened and read aloud for Official Journal of the Bossier Parish Police Jury for the period July 1, 2009 through June 30, 2010, as follows:

Bidder:

BOSSIER-PRESS TRIBUNE	
For printing the official proceedings	\$21,000
For other printing	\$5.00 per column inch

This is the only bid received. **Motion was made by Mr. Avery, seconded by Mr. Meachum, to accept the bid of the Bossier Press-Tribune as Official Journal of the Bossier Parish Police Jury for the period July 1, 2009 through June 30, 2010. Motion carried unanimously.**

Mr. Ford, Parish Engineer, recommended that the low bid of Benton & Brown, LLC, in the amount of \$356,077.50, be accepted for the in-place cement stabilized base course and asphaltic concrete wearing course improvement of approximately 1.571 miles of Oliver Road, Project No. 2009-171. **Motion was made by Mr. Meachum, seconded by Mr. Cummings, to award the bid for the in-place cement stabilized base course and asphaltic concrete wearing course improvement of approximately 1.571 miles of Oliver Road, Project No. 2009-171, to Benton & Brown, LLC, low bidder meeting bid specifications. Motion carried unanimously.** Bids were received on May 27, 2009, and results are as follows:

<u>Bidder:</u>	<u>Bid Amount:</u>
Blount Bros. Construction	\$413,422.00
Best Yet Builders, LLC	\$389,494.10
Specialty Trackhoe & Dozer Service, Inc.	\$371,396.80
Benton & Brown, LLC	\$356,077.50

Mr. Ford advised that Samson Oil and Gas Energy is participating in the cost of this project.

Mr. Ford recommended that the low bid of Benton & Brown, LLC, in the amount of \$208,959.30, be accepted for the asphaltic concrete wearing course overlay of approximately 1.942 miles of Goat Hill Road, Project No. 2009-172. **Motion was made by Mr. Meachum, seconded by Mr. Johnston, to award the bid for the asphaltic concrete wearing course overlay of approximately 1.942 miles of Goat Hill Road, Project No. 2009-172, to Benton & Brown, LLC, low bidder meeting bid specifications. Motion carried unanimously.** Bids were received on May 27, 2009, and results are as follows:

<u>Bidder:</u>	<u>Bid Amount:</u>
Blount Bros. Construction	\$259,635.50
Best Yet Builders, LLC	\$222,748.20
Specialty Trackhoe & Dozer Service, Inc.	\$252,614.00
Benton & Brown, LLC	\$208,959.30

Mr. Ford discussed bids received on May 27, 2009, for the in-place cement stabilized base course and asphaltic concrete wearing course improvement of approximately 2.95 miles of Smith Road, Project No. 2009-178, and recommended that the bid be awarded to Specialty Trackhoe & Dozer Service, Inc., low bidder meeting bid specifications. **Motion was made by Mr. Meachum, seconded by Mr. Plummer, to award the bid for the in-place cement stabilized base course and asphaltic concrete wearing course improvement of approximately 2.95 miles of Smith Road, Project No. 2009-178, to Specialty Trackhoe & Dozer Service, Inc. Motion carried unanimously.** Bid results are as follows:

<u>Bidder:</u>	<u>Bid Amount:</u>
Best Yet Builders, LLC	\$684,274.50
Specialty Trackhoe & Dozer Service, Inc.	\$627,289.75
Benton & Brown, LLC	\$637,799.32

Motion was made by Mr. Meachum, seconded by Mr. Plummer, to authorize the advertising for bids for the Atkins Clark Road Improvements Project No. 2009-173. Motion carried unanimously. Bids are to be received July 8, 2009.

Motion was made by Mr. Johnston, seconded by Ms. Bennett, to authorize the advertising for bids for the asphaltic concrete wearing course overlay of approximately 1.621 miles of Scarborough Road, Project No. 2009-174. Motion carried unanimously. Bids are to be received July 8, 2009.

Motion was made by Mr. Johnston, seconded by Mr. Meachum, to authorize the advertising for bids for the asphaltic concrete wearing course overlay of approximately 1.844 miles of Egypt Hill Road, Project No. 2009-175. Motion carried unanimously. Bids are to be received July 8, 2009.

Ms. Dodson announced the public hearing to consider approval of the plat of the proposed development of Roten's Ranchettes, Unit No. 1, located on the Clement Road off Highway 162 in Section 18, Township 20 North, Range 12 West, Bossier Parish, LA. The matter was tabled on May 20, 2009. Mr. Tom Hathorn, Hathorn Surveying, and Mr. Jerry Roten, developer, were present.

It was noted that a letter of objection has been received from Mr. Patrick Lee Berry and jurors were each provided a copy.

Mr. Hathorn stated that as requested by the jury, a stipulation has been added to the covenants which provides that no structures are allowed within 30 feet of a pipeline that runs through all lots in this subdivision. He advised that the two most northerly lots have been removed, which leaves a total of 12 lots in the proposed development. Mr. Hathorn also advised that a yard light will be installed in the front of each lot and regulations pertaining to the yard lights will be included in the covenants.

Mr. Ford stated that each lot will have access to the Clement Road, which is a paved parish road. He also stated that water wells and individual septic systems are proposed, and advised that he has been provided the required drainage study. Mr. Hathorn stated that the covenants stipulate stick-built homes with a minimum of 1,800 square feet.

Mr. Benton expressed concern regarding structures being built within 500 feet of an oil/gas well site. Mr. Jackson advised that State law allows encroachment on a well site, but a well site cannot encroach on a structure. Mr. Jackson stated that the letter of objection refers to safety issues and to the disturbance of wildlife in this community, and advised this is not an appropriate consideration in the approval or disapproval of this plat.

There was discussion of available access to a well site located on the back of Lot 3. Mr. Hathorn advised that there is an existing gravel road off Highway 162 that crosses the back of Lots 1 and 2 which provides access to the well site. Mr. Benton recommended that the gravel road be shown on the plat so that future purchasers of Lots 1 and 2 are aware of this easement.

Motion was made by Mr. Johnston, seconded by Mr. Butler, to approve the plat of the proposed development of Roten's Ranchettes, Unit I, with the stipulation that the gravel access road located on the back of Lots 1 and 2 be shown on the plat. Motion carried unanimously.

Ms. Dodson announced the public hearing to consider relocation of the voting precinct polling place for Bossier Parish Voting Precinct 03-03, from the Carterville Fire Station, District No. 5, 20177 Highway 157, Plain Dealing, Bossier Parish, LA, to the Northeast Fire District No. 5 Training Center, 605 Kilgore Road, Plain Dealing, Bossier Parish, LA. There being no opposition, **motion was made by Mr. Johnston, seconded by Mr. Altimus, to approve relocation of the voting precinct polling place for Bossier Parish Voting Precinct 03-03, from the Carterville Fire Station, District No. 5, 20177 Highway 157, Plain Dealing, Bossier Parish, LA, to the Northeast Fire District No. 5 Training Center, 605 Kilgore Road, Plain Dealing, Bossier Parish, LA. Motion carried unanimously.**

RESOLUTION

WHEREAS, the Bossier Parish Police Jury has determined that the voting precinct polling place at the Northeast Fire District No. 5 Carterville Fire Station for Precinct 03-03, Bossier Parish, LA, is not suitable for use as a polling place due to inadequate parking; and

WHEREAS, this change was discussed in an open and public meeting on June 3, 2009, and no objections to the change were received; and

WHEREAS, there are 406 registered voters in Precinct 03-03, with 306 being white, 82 black and 18 other; and

WHEREAS, this proposal would change the physical location of this polling place only, a distance of 4.56 miles, and would have no effect on voter registration or racial balance.

NOW, THEREFORE, BE IT RESOLVED by the Bossier Parish Police Jury in regular and legal session on this 3rd day of June, 2009, that it does hereby approve the relocation of the voting precinct polling place for Precinct 03-03 from the Northeast Fire District No. 5 Carterville Fire Station, 20177 Highway 157, Plain Dealing, Bossier Parish, LA, to the Northeast Fire District No. 5 Training Center, 605 Kilgore Road, Plain Dealing, Bossier Parish, LA.

BE IT FURTHER RESOLVED, etc., that notice of this change will be made by publication of official police jury proceedings in the parish journal, by special notice in local newspapers if necessary, and by posted notice at the former and new polling places at the next election.

BE IT FURTHER RESOLVED, etc., that this change be submitted to the U. S. Department of Justice for its review and approval; then be submitted to the State of Louisiana Department of Elections to be effective as soon as possible.

The resolution was offered by Mr. Johnston, seconded by Mr. Altimus. Upon unanimous vote, it was duly adopted on this 3rd day of June, 2009.

CINDY A. DODSON
PARISH SECRETARY

GLENN BENTON, PRESIDENT
BOSSIER PARISH POLICE JURY

Motion was made by Mr. Avery, seconded by Mr. Butler, to schedule a public hearing on June 17, 2009, to consider approval of the plat of the proposed development of Gray Duck North, Unit No. 2, located in Section 5, Township 18 North, Range 11 West, Bossier Parish, LA. Motion carried unanimously.

Motion was made by Mr. Avery, seconded by Mr. Johnston, to accept the recommendations of the Property Standards Board of Review, as follows:

324 Princeton Road, Princeton, LA

Condemnation hearing scheduled on June 17, 2009

1509 Rocky Trail, Haughton, LA

Condemnation hearing scheduled on June 17, 2009

710 Lawrence Drive, Haughton, LA

Allow owner an additional 2 weeks in which to bring the property into compliance

Motion carried unanimously. Mr. Richard Gunter, Property Standards Officer, was present, and recommended approval of the committee's recommendations.

Ms. Dodson announced the condemnation hearing to consider condemnation of property located at Section 17, Township 20 North, Range 13 West (Highway 3), Benton, LA. Mr. Richard Gunter, Property Standards Officer, presented recent pictures of the property and reported that some progress has been made to bring the property into compliance.

Mr. Charles Player, Sr., property owner, was present, and advised that there are four additional heirs in the ownership of this property. He requested that each heir be contacted and made aware of the property standards violations. Mr. Gunter recommended that the owners be granted a 30-day extension in which to complete the clean up of their property, and stated that he will notify the other owners.

Mr. Butler referred to the construction of a house on the property and expressed concern regarding possible flooding in this area. He requested that an elevation certificate and the name of the builder be provided. **Motion was made by Mr. Johnston, seconded by Mr. Cochran, to allow the owners of property at Section 17, Township 20 North, Range 13 West (Highway 3), Benton, LA, an additional 30 days in which to bring their property into compliance with property standards regulations. Motion carried unanimously.** The matter will be considered at the July 1, 2009, regular meeting.

Mr. Patrick Jackson, Parish Attorney, advised that he is currently reviewing the request from Randy Davis for a Letter of No Objection to the leasing of land under the 148.6 contour line of Lake Bistineau, and stated that he is not prepared at this time to make a recommendation. He requested that the matter be tabled for two weeks. **Motion was made by Mr. Butler, seconded by Mr. Plummer, to table the request of Randy Davis for a Letter of No Objection to the leasing of land under the 148.6 contour line of Lake Bistineau, to be considered at the June 17, 2009 regular meeting. Motion carried unanimously.**

Mr. Bruce Easterly discussed Plan Change No. 6 on the Cyber Innovation Center Building, advising that this change provides adding wood base to match flooring, terrazzo base, and walls at elevator lobbies that were not shown on the original plans. He advised that this will be done on a time and material basis not to exceed \$11,646.49. **Motion was made by Mr. Meachum, seconded by Mr. Plummer, to approve Plan Change No. 6 on the Cyber Innovation Center Building, and to authorize Mr. Altimus to execute documents. Motion carried unanimously.**

RESOLUTION

BE IT RESOLVED by the Bossier Parish Police Jury in regular and legal session on this 3rd day of June, 2009, that it does hereby approve Plan Change No. 6 on the Cyber Innovation Center Building.

BE IT FURTHER RESOLVED that William R. Altimus, Parish Administrator, is hereby authorized to execute said Plan Change No. 6.

The resolution was offered by Mr. Meachum, seconded by Mr. Plummer. Upon unanimous vote, it was duly adopted on this 3rd day of June, 2009.

CINDY A. DODSON
PARISH SECRETARY

GLENN BENTON, PRESIDENT
BOSSIER PARISH POLICE JURY

There was discussion of the proposed establishment of weight limits on parish roads which are not otherwise posted. Mr. Ford presented the State of Louisiana Non-Interstate Truck Weight Limits and recommended that the parish adopt these standards.

Mr. Ford advised that there will be a forty-five (45) day grace period from the date the jury adopts the weight limit regulations in order to notify trucking companies of the new regulations. Mr. Ford advised that a permit is required only when a truck is overweight and/or oversized. He stated that weight limit signs will be posted on major roads throughout the parish. Mr. Ford discussed the effects of overweight trucks on parish roads, and stated that the establishment of weight limits will help to protect and sustain the life of parish roadways.

Ms. Jodee Bruyninckx, Louisiana Oil and Gas Association, advised of comments from the Louisiana Motor Transit Association (LMTA) regarding this matter. She stated that there is concern regarding exemptions for companies doing retail sale in the State or vehicles operating at a distance not to exceed 50 miles from the point of origin. Ms. Bruyninckx further stated that there is no provision in the ordinance stipulating that fees and penalties collected will be used specifically for repairing roads.

Ms. Bruyninckx stated that there is concern that the exemption of the agriculture and timber industry from some of these regulations should not be allowed. Mr. Craig advised that all trucks must obtain a permit if they exceed the

weight limit or length, regardless of the industry. Mr. Ford advised that the intent of these regulations is to protect the taxpayers' investment in parish roads.

Mr. Greg Morrison was present and stated that he has been in the trucking business for some time. He recommended that the operator be contacted regarding violations when a truck is ticketed for being overweight and/or oversized.

Motion was made by Mr. Plummer, seconded by Mr. Avery, to adopt the State of Louisiana Non-Interstate Truck Weight Limits for posting weight limits on Bossier Parish roads which are not otherwise posted, as provided in Section 3, BPPJCVEU 386, of Ordinance No. 4287 adopted below. Motion carried unanimously.

Motion was made by Mr. Plummer, seconded by Mr. Avery, to adopt an ordinance amending Chapter 94, Article I, of the Bossier Parish Code of Ordinances by adding Section 94-10 "Commercial Vehicle Enforcement", and providing for the establishment of reasonable and uniform supplemental road and bridge use regulations for the Parish of Bossier; fines and penalties for violation thereof. Motion carried unanimously.

ORDINANCE NO. 4287

AN ORDINANCE AMENDING CHAPTER 94, ARTICLE I, OF THE BOSSIER PARISH CODE OF ORDINANCES BY ADDING SECTION 94-10 "COMMERCIAL VEHICLE ENFORCEMENT", AND PROVIDING FOR THE ESTABLISHMENT OF REASONABLE AND UNIFORM SUPPLEMENTAL ROAD AND BRIDGE USE REGULATIONS FOR THE PARISH OF BOSSIER; FINES AND PENALTIES FOR VIOLATION THEREOF.

"Applicability of these Rule and Regulations shall be confined to a vehicle or combination of vehicles operating intrastate with a single or combined Gross Vehicle Weight Rating equal to or greater than 20,001 pounds; or a vehicle or combination of vehicles operating interstate with a single or combined Gross Vehicle Weight Rating equal to or greater than 10,001 pounds; or any vehicle that is used in transporting material found by the U. S. Secretary of Transportation to be hazardous."

WHEREAS, the growth and volume of heavy industrial uses and other uses of the public road and bridge system in the Parish of Bossier (the "System") is hereby declared to possess such importance to the health, safety, and general welfare of the citizens of the Parish of Bossier that the establishment of reasonable and uniform supplemental road and bridge use regulations is essential in order to avoid the creation of hazards in the System, and to protect the long term investment of Parish tax dollars in its Roads and Bridges; and

WHEREAS, these regulations are intended to coexist without conflict with either state regulation and laws, any legal responsibilities of local governments under relevant state and federal laws, any federal statutes or regulations, or with other local regulations which already may address any subject matter of this ordinance; and

WHEREAS, the Parish has discovered that this increased volume of heavy industrial uses of the System has caused significant damage, and costs Bossier Parish millions of dollars in lost intended wear life and actual destruction to the System; and

WHEREAS, various studies have shown, including studies by the U.S. Department of Transportation and various state governments of transportation, that a commercial motor vehicle weight enforcement program helps avoid pavement damage from overweight vehicles.

WHEREAS, the Louisiana Department of Transportation has adopted a civil fine schedule for overweight traffic on roads designed to measure and compensate the State for overweight offenders damage to its own road and bridge systems; and

WHEREAS, the Parish of Bossier intends to adopt the same civil fine schedule of the Louisiana Department of Transportation to attempt to recoup the loss to the public fisc by the operation of the over-weight traffic on the System;

NOW, THEREFORE, BE IT ORDAINED by the Police Jury of the Parish of Bossier that the Chapter 94, Article I, of the Bossier Parish Code of Ordinances, be and is hereby amended to add Section 94-10 "Commercial Vehicle Enforcement" and the following road and bridge use regulations are adopted for the Parish of Bossier:

Chapter 94, Article I, Section 94-10. Commercial Vehicle Enforcement

SECTION I. DEFINITIONS:

BPPJCVEU:

Bossier Parish Police Jury Commercial Vehicle Enforcement Unit

AXLE:

A beam with a spindle or spindles about which wheels rotate.

AXLE GROUP:

A combination of two or more consecutive axles considered together in determining their combined load effect on a highway (such as tandem, tridum, or quadrum axle groups).

BOOSTER:

A mechanism which attaches additional axles to the rear of a trailer. The trailer to booster connection may rely on mechanical, air (or other gas), or hydraulic means to provide load transfer. Generally designed to provide axle spacing between groups of a minimum of ten (10) feet bridge or greater. (Also called axle extensions or stingers.)

CONVERTER DOLLY:

An auxiliary undercarriage assembly consisting of a chassis, fifth wheel and towbar used to convert a semitrailer to a full trailer. (No load distribution occurs between dolly & power unit.)

DECK:

The load carrying area on a platform, lowbed or chassis-type trailer. Can be flat level, dropside, recessed well (transformer) or beam design.

DEPARTMENT:

Bossier Parish Police Jury Commercial Vehicle Enforcement Unit (BPPJCVEU)

DOLLY, JEEP:

A short frame-type trailer complete with upper coupler, fifth wheel and undercarriage assembly and designed in such a manner that when coupled to a semi-trailer and tractor it carries a portion of the trailer kingpin load while transferring the remainder to the tractor fifth wheel. (Also called joe dog or a load divider dolly; usually as a sliding fifth wheel or a fixed fifth wheel for the trailer to couple with.)

DESIGNATED TRUCK ROUTES: (National Network-NN)

Highways designated by the Secretary of the Department in accordance with the Surface Transportation Assistance Act of 1982 that includes provisions for truck-semi trailer-trailer combinations and maximum vehicle width of eight feet six inches.

DOMICILE:

The fixed, permanent and principal residence for legal purposes.

DROMEDARY UNIT:

A load carrying compartment on a truck-tractor located between the cab and fifth wheel.

DUMMY AXLE:

A single axle attached independently to the frame of a vehicle and so designed and placed as to indicate the appearance of and to carry a uniformly distributed load of a normal axle group.

ENVELOPE VEHICLE:

A truck/semi-trailer combination or truck tractor/manufactured housing combination that does not exceed the size and weight limits specified by the BPPJ.

GROSS VEHICLE WEIGHT RATING (GVWR):

The maximum allowable total weight of a road vehicle or trailer when loaded.

GROSS WEIGHT (GW):

The weight of a vehicle and/or combination of vehicles plus the weight of any thereon.

INDIVIDUAL AXLE:

Any of the two, three, or four axles which make up the tandem, tridum, or quadrum axle groups.

INTERSTATE HAULING:

Vehicle movement between or through two or more jurisdictions.

INTRASTATE HAULING:

Movement of a vehicle from one point within a jurisdiction to another point within the same jurisdiction, regardless of routes traversed.

JEEP:

A short frame-type trailer complete with upper coupler, fifth wheel and undercarriage assembly and designed in such a manner that when coupled to a semi-trailer and tractor it carries a portion of the trailer kingpin load while transferring the remainder to the tractor fifth wheel. (Also called joe dog or a load divider dolly; usually as a sliding fifth wheel or a fixed fifth wheel for the trailer to couple with.)

LENGTH:

The total longitudinal dimension of a single vehicle, a trailer, or a semi-trailer. Length of a trailer or semi-trailer is measured from the point of the cargo-carrying unit to its rear and includes load-holding devices thereon.

MOBILE HOME:

(a) A trailer or semi-trailer which is designed, constructed and equipped as a dwelling place, living abode or sleeping place, either permanently or temporarily, and is equipped for use as a conveyance on highways: or (b) A trailer or semi-trailer whose chassis and exterior shell is designed and constructed for use as a mobile home, as defined in (a), but which is used instead permanently or temporarily for the advertising, sales, display or promotion of merchandise or services, or for any other commercial purpose except the transportation of property for hire or the transportation of property for distribution by a private carrier.

QUADRUM AXLE:

Any four consecutive axles whose centers are 40 or more inches but not more than 96 inches apart. A quadrum axle must be designed to equalize the load between the axles.

SINGLE AXLE:

Any single axle or any assembly of two or more axles whose containers are less than 40 inches apart.

SEMI-TRAILER:

Any single vehicle without motive power designed for carrying property and passengers and so designed in conjunction and used with a motor vehicle that some part of its weight and that of its own load rests or is carried by another vehicle and having one or more load-carrying axles.

STINGER-STEERED COMBINATION:

A truck tractor semi trailer wherein the fifth wheel is located on a drop frame located behind and below the rear-most axles of the power unit.

TANDEM AXLE:

Any two consecutive axles whose centers are 40 or more inches but not more than 96 inches apart. A tandem axle must be designed to equalize the load between the axles.

TRIDUM AXLE:

Any three consecutive axles whose centers are 40 or more inches but not more than 96 inches apart. A tridum axle must be designed to equalize the load between the axles.

TRAILER:

Any single vehicle without motive power designed for carrying property and passengers wholly on its own structure, drawn by a motor vehicle, which carries no part of the weight and load of the trailer on its own wheels, and having two or more load carrying axles.

TRAILER DOLLY:

An auxiliary undercarriage assembly consisting of a chassis, fifth wheel and towbar used to convert semi-trailer to a full trailer.

TRAILER, DROP CENTER (DOUBLE DROP):

A trailer design employing an offset or drop in the cargo deck immediately behind the supports and another immediately in front of the suspension, the purpose of which is to lower the cargo deck and/or to provide the greatest height possible for the cargo in the dropped area.

TRAILER, DROP FRAME:

A trailer design employing one offset or drop in the cargo deck immediately behind the supports. (Also called a single drop trailer.)

TRUNION AXLE:

An axle configuration with two individual axles mounted in the same transverse plane, with four tires on each axle, connected at a pivot which allows each individual axle to oscillate in a vertical plane to provide constant and equal weight distribution on each individual axle.

TRUNION AXLE GROUP:

Two or more consecutive trunion axles, which are individually attached to, and/or articulated, from the vehicle by a weight equalizing suspension system.

VARIABLE LOAD SUSPENSION AXLES:

Axles which can be regulated by the driver of the vehicle either through the use of an in-cab valve or switch or by turning a valve on the outside of the truck. These axles are controlled by hydraulic and air suspension systems, mechanically, or by a combination of these methods.

VEHICLE:

Any device by which a person, or things may be transported upon a public highway or bridge. A trailer or semi-trailer shall be a separate vehicle.

WIDTH:

The total outside transverse dimension of a vehicle including any load or load holding devices thereon, but, excluding approved safety devices and tire bulge due to load.

SECTION 2.

BPPJCVEU 380. Width; projecting loads

- A. The width of any vehicle shall not exceed 102 inches, exclusive of safety devices.
- B. The load of any vehicle shall not project more than 12 inches beyond the width of the vehicle.

BPPJCVEU 381. Height

- A. The height of any vehicle and its load shall not exceed 13 feet 6 inches on the roadways maintained by Bossier Parish. Vehicles operating exclusively on the Interstate (due to their configuration) will have a one-road mile exclusionary zone from the Interstate to allow for access to terminals, facilities for food, fuel repairs and rest.

BPPJCVEU 382. Length

- A. On roadways maintained by Bossier Parish the length of a single vehicle shall not exceed 45 feet. The length of the semi trailer portion of a tractor-semi trailer combination shall not exceed 59 feet 6 inches. The length for specialized hauling equipment (car haulers, boat haulers, dromedary units) is 75 feet non-inclusive of a 3-foot front overhang and a 4-foot rear overhang.
- B. The load carried by a combination of vehicles transporting poles and piling, and forest products in their natural state shall not exceed 65 feet plus 1 foot for slippage of cargo. These loads may operate during daylight hours with 20 foot rear overhang plus 1 foot for slippage and two red flags (1 foot by 1 foot) posted on rearmost portion of load, indicating both the width and length of the load; and at night with 15 foot rear overhang plus 1 foot for slippage and a single steady burning red lamp posted at rearmost portion of load. These loads must maintain a 2-foot clearance above the pavement structure. Daylight shall be defined as the period from thirty minutes after sunrise until thirty minutes before sunset.
- C. The load upon any single vehicle or upon the front vehicle of a combination of vehicles shall not project more than 4 feet beyond the foremost part of said vehicle, and the load upon the rear of any single vehicle or upon the rearmost part of a combination of vehicles shall not project more than 8 feet beyond rearmost portion of vehicle (excluding forest products). Equipment that is more than 6 feet off of pavement surface is not considered overhang when it is to the foremost part of vehicle.
- D. No combination of commercial motor vehicles operated on Bossier Parish roadways shall consist of more than 2 vehicles.

BPPJCVEU 383. Cargo Securement

- A. The load on a vehicle shall not drop, sift, leak, or otherwise escape there from.
- B. Cargo securement is product specific and will be secured accordingly.
- C. All loose material will be covered with a tarp that does not allow the load from spilling or dropping from the vehicle. This includes dirt, sand, gravel, nails or other material that is capable of blowing or spilling from a vehicle as a result of movement or exposure to air, wind currents, or weather, but shall not include agricultural products in their natural state or wood chips.

BPPJCVEU 384.

- A. Draw bars and other connections must be strong enough to pull all the towed weight, be maintained properly, and shall not exceed 15 feet in length.

BPPJCVEU 385.

- A. Farm and agricultural vehicles, and equipment, except draglines, and bulldozers, being operated or transported for bona fide agricultural or agronomical/horticultural purposes or the transportation of farm vehicles and equipment to be used for normal farm purposes by persons transporting such farm equipment, landscaping, hardware store delivery operations or any type of agronomical machinery, fertilizing tending units for a distance not to exceed 50 miles from point of origin, shall be exempt from BPPJCVEU 380 TO BPPJCVEU 383.
- B. Trailers and semi trailers with a gross vehicle weight rating of not more than twelve thousand pounds, when owned and used by a retail business in this state and designed for the purpose of pick-up and delivery of new, used and repaired farm equipment for a distance not to exceed 50 miles from point of origin shall be exempt from BPPJCVEU 380.
- C. Vehicles being operated to transport timber cutting or logging equipment from one job site to another and the equipment being transported, when the trailer upon which the equipment is being towed, are owned or leased by the same person, shall be exempt from BPPJCVEU 380, 381, 382.
- D. Such farm vehicles and vehicles transporting cutting and logging equipment may use any Bossier Parish road during the period from thirty minutes after sunrise until thirty minutes before sunset provided that such machinery or equipment shipped shall be equipped with front and rear reflector lights and with a blinking

hazard light clearly visible from the front and rear during dusk/dawn and properly marked with flags during daylight.

- E. Trucks which transport seed cotton modules or cotton from the field to the gin, or cottonseed from the gin to the mill shall be exempt from BPPJCVEU 308, 381,382.

The first violation of this BPPJCVEU Section (I) shall be punishable by a fine of not more than \$175.00. A subsequent violation shall be punishable by a fine of not more than \$500.00.

SECTION 3.

BPPJCVEU 386. Weights allowed on Bossier Parish Roadways

- A. The total gross weight of a type 6 vehicle is 80,000 lbs. The total gross weight for a type 8 vehicle is 88,000 lbs (this includes all type 8 vehicles and any tractor with 3 or more axles pulling a trailer with 3 or more axles that are all properly rated).
- B. No tire mounted on any axle attached to any vehicle or combination of vehicles shall impose a greater weight on the surface of a roadway than 650 pounds per square inch. No tire shall exceed its manufacturers tire rating.
- C. The total gross weight of any single axle attached to any vehicle and equipped with low-pressure pneumatic tires shall not exceed 22,000 lbs.
- D. The total gross weight of any tandem axle attached to any vehicle and equipped with low-pressure pneumatic tires is 37,000 lbs., however any vehicle carrying forest products in their natural state shall be given 40,000 lbs.
- E. The total gross weight for tridum axles attached to a vehicle and equipped with low-pressure pneumatic tires is 45,000 lbs.
- F. The total gross weight for a quadrum axle attached to a vehicle equipped with low-pressure tires is 55,000 lbs.
- G. The total gross weight for a 5-axle group attached to a vehicle equipped with low-pressure tires is 61,000 lbs.
- H. The gross steering axle gross weight of any vehicle shall be determined by the size of the tire, it shall not exceed 22,000 lbs.
- I. When by reason of the condition of the weather, or the physical condition of any Bossier Parish roadway or its recent construction, or the making of repairs thereto, the Bossier Parish Police Jury deems it necessary, then for such time as is reasonably necessary to remedy the situation, they may prohibit the use of such a highway or specific lesser gross weights than those fixed in this section, pursuant to the recommendations of the Parish Engineer of the Bossier Parish Police Jury in order to protect the public roadways and the persons and property of the traveling public from unnecessary damage. Notice of such restrictions, prohibitions, or weight reductions shall be given by the Bossier Parish Police Jury by proper posting of signs giving notice of these restrictions, prohibitions, or reductions at the terminal of the roadway. These roadways and bridges will be posted with regulatory weight limit signs (black lettering on a white background). Violation tickets will be issued for vehicles crossing these bridges in excess of the posted weight limit. Neither the Parish of Bossier nor the Bossier Parish Police Jury shall incur any liability from injury or property damage caused by the crossing of a posted bridge or travel on a roadway with a load/vehicle in excess of posted or advisory (black lettering on a yellow background) weight limits.

BPPJCVEU 387. Permits

- A. No vehicle or combination of vehicles which does not meet the requirements of BPPJCVEU 380 through BPPJCVEU386 shall use the public roadways of Bossier Parish without first obtaining a special permit from the BPPJCVEU, the special permit herein provided shall be issued at the discretion of the Bossier Parish Police Jury. Any special permit shall be carried with the vehicle using the same and shall be available for inspection by the proper authorities. There shall be a penalty for failure to obtain and/or posses required special permits of not less than \$100.00 or more than \$500.00.
- B. The Bossier Parish Police Jury may adopt rules and regulations necessary to carry out the purpose of this section relating to special permits.
- C. The Bossier Parish Police Jury may issue a special permit for the operation of vehicles or combination of vehicles having dimensions or weight in excess of the limits imposed by BPPJCVEU 380 through BPPJCVEU386 if the shipment is not readily divided, broken, or dismantled, or the operation of such vehicle is otherwise prohibited by law, however, if the parts which have been divided, broken, or dismantled from the shipment weight in the aggregate weight of five hundred pounds, or less, then the shipment shall be considered as indivisible. If any parts remain with the shipment weight and exceed five hundred pounds, the load shall be considered as divisible and no special permit shall be granted, and any existing special permit shall be deemed void. In the exercise of their discretion, the Bossier Parish Police Jury shall consider the following factors, as well as any other circumstance existing in the particular case:
1. There is a vital and exceptional economic necessity therefore.
 2. The existence of a real necessity of transportation by Parish roadways.
 3. The Bossier Parish Police Jury considers the best interest of Bossier Parish, the Bossier Parish Roadways system and the citizens of Bossier Parish and their property during the issuance of the permit.
- D. When an application for a special permit is made, the Bossier Parish Police Jury may require the special permit applicant to supply any information the Bossier Parish Police Jury deems necessary for the protection of the interests of Bossier Parish, the Bossier Parish roadway system, and the public.
- E. The Bossier Parish Police Jury may impose conditions upon the issuance of special permit and may also impose requirements upon its use, including but not restricted to, the use of additional axles, so as to require that the axle weight conform as close as possible to the weight provided for in BPPJCVEU 386; the routing over the roadways of the shipment under special permit; the date, time of day, the speed limit; the furnishing of a bond with good and solvent surety to protect Bossier Parish, the BPPJ, and all political corporations and subdivisions of Bossier Parish from all liability and damage resulting from the use of such permit

(overweight -exceeding weights allowed for the axle configuration ,or 14 feet wide or more, the minimum amount of the certificate of insurance must be \$100,000 for one (1) trip or \$250,000 for a year); The permittee accepts and uses the special permit at his or her own risk, even though all instructions, directions and requirements of the Bossier Parish Police Jury have been followed. Neither the Parish of Bossier nor the Bossier Parish Police Jury or its employees shall incur any liability of any nature from the use of a special permit. The accompaniment of the vehicle and shipment by proper escort, all at the expense of the permittee; and such other conditions or requirements as the Bossier Parish Police Jury deems necessary and proper. When police vehicles are required as a proper escort, there shall be a charge for the use thereof. Such charges shall be based on the mileage of the escort with a minimum charge of twenty-five dollars.

- F. An overweight special permit shall be issued for the gross weight of the vehicle or combination of vehicles. Vehicles must be registered for the maximum allowable licensed weight in order to obtain an overweight special permit.
- G. The Bossier Parish Police Jury may issue an annual special permit for the operation of those vehicles which are of such design that they do not comply with BPPJCVEU 386.
- H. Special permits must be obtained before movement of an oversize or overweight vehicle or load begins or before the vehicle enters upon the roadways of Bossier Parish. Movement of overweight permit loads onto a road or bridge with a posted weight limit shall be considered on an individual basis. Inquires should be directed to the BPPJ CVEU well in advance of the movement as it may require analysis from the Bossier Parish Police Jury Engineering Section and adequate time should be allowed for this analysis. The permittee shall pay any cost incurred for the analysis.
- I. The Bossier Parish Police Jury may establish and collect reasonable fees for each special permit issued. Permit fees shall be uniform for each classification of vehicle and/or purpose for which issued. All of the funds/fees collected shall be deposited into an account designated by the Bossier Parish Police Jury following their collection. The BPPJCVEU shall keep a set of books showing from whom every dollar is received and for what purpose.

Annual Permits.

A. Annual Overweight Permit for Machinery/Heavy Equipment. (\$1,500.00 per year)

The Bossier Parish Police Jury may issue special permits upon application and payment of fees by the owner or operator of any vehicle or combination of vehicles transporting heavy equipment with gross vehicle weight not to exceed 120,000 lbs. Oversize dimensions not exceeding 14 feet 4 inches in height, 12 feet 0 inches in width, 90 feet 0 inches in length and a rear overhang of 25 feet 0 inches shall be included in the cost of the permit. Loads with dimensions exceeding the parameters of this permit, must obtain a separate oversize/overweight permit. Vehicles using this permit are prohibited from crossing bridges with a posted weight limit and from travel in restricted construction zones. Vertical clearances will be the responsibility of the permittee. This is a calendar year permit and it expires each year on December 31. The permit will be issued for the pulling unit and is non-transferable and non-refundable. Loads with a gross vehicle weight exceeding 108,000 lbs are required to have a combination of at least 6 axles. Vehicles with valid permit are not prohibited from traveling at night, during moderate rain, or on holidays, if the width and length are legal.

The issuance of this permit requires a signed agreement, an application from the company, General Power Of Attorney giving authority to a person to execute the agreement on behalf of the corporation and must be dated on or before the agreement is dated. This permit shall be embossed with the Seal of the Bossier Parish Police Jury and the original permit shall be carried in the vehicle for which it was issued. They may only be obtained from the BPPJ CVEU.

B. Off-Road Equipment-Annual (\$1,000.00 a year)

The Bossier Parish Police Jury may issue special permits upon application and payment of fees by the owner or operator of vehicles that are classified as Off-Road equipment. In general, included in this category are vehicles that have single-single, single-tandem, or tandem-tandem configurations that do not exceed 30,000 lbs on a single axle, 60,000 lbs on a tandem axle and 66,000 lbs on tridum axles. Reasonable oversize dimensions will be covered as well, however appropriate escort regulations will apply. This permit shall not supersede any lesser weight limit posted on a bridge or roadway. This is a calendar year permit and it expires each year on December 31.

C. Harvest Season or Natural Forest Products (\$10.00 per year)

Upon application and payment of fees by the owner or operator of any vehicle or combination of vehicles transporting farm and forest products in their natural state, transporting seed cotton modules, transporting cotton seed from the gin to the mill, transporting brewers grain, the Bossier Parish Police Jury shall issue special harvest season permits for transportation of these farm and forest products in their natural state on Bossier Parish roadways for a total gross weight of 86,600 lbs for any vehicle or combination of vehicles provided:

- 1-The total weight of any single axle shall not exceed 22,000 lbs.
- 2- The total gross weight of any tandem axle shall not exceed 40,000 lbs.

This is a calendar year permit, expiring each year on December 31.

D. Agronomical/Horticultural Permit (\$100.00 per year)

Upon application and payment of fees by the owner or operator of any vehicle or combination of vehicles hauling agronomic or horticultural crops in their natural state, have a minimum of 18 wheels, are legal in size and exceed axle group or gross vehicle weights the Bossier Parish Police Jury shall issue a special permit authorizing the vehicle or combination of vehicles to operate on Bossier Parish roadways provided:

- 1-Gross vehicle weight does not exceed 100,000 lbs
- 2-Steering axle weight does not exceed 12,000 lbs
- 3-Tandem axle weight does not exceed 48,000 lbs
- 4-Tridum axle weight does not exceed 60,000 lbs

This permit shall not supersede any lesser weight limit posted bridge or roadway. This vehicle or combination of vehicles may operate at night during moderate rain and holidays. This permit is a calendar year permit,

expiring each year on December 31.

E. Solid Waste Permit (\$50.00 per year)

Upon application and payment of fees by the owner or operator of any truck fitted with a compactor body which is engaged in the collecting and hauling of solid waste including residential solid waste, agricultural waste, commercial solid waste, construction or demolition debris, garbage, industrial solid waste, trash, white goods, wood waste, and yard trash as defined by the DEQ rules and regulations, the Bossier Parish Police Jury shall issue a special permit authorizing said single vehicle with tandem axles to operate on Bossier Parish roadways at a total gross weight not to exceed 68,000 lbs provided:

- 1-Steering axle does not exceed 20,000 lbs
- 2-Tandem axles does not exceed 48,000 lbs

Said single vehicle with tridum axles to operate on Bossier Parish roadways at a total gross weight not to exceed 80,000 lbs provided:

- 1- Steering axle does not exceed 20,000 lbs
- 2- Tridum axle does not exceed 60,000 lbs

This permit shall not supersede any lesser weight limit posted on a bridge or roadway. Vehicles with a valid solid waste permit are not prohibited from traveling at night, during moderate rain, or on holidays. This is a calendar year permit and expires each year on December 31.

F. Oversize Permit (\$250.00)

Upon application and payment of fees, the owner or operator of a vehicle or combination of vehicles shall be issued by the Bossier Parish Police Jury, a special permit for vehicles and loads which exceed the legal limitations on width, height, or length or projecting loads but not to exceed legal weight limitations. These vehicles and loads may not exceed 90 feet in length, 12 feet in width, 25 feet rear overhang or 14 feet 4 inches in height. If the load being transported does not project beyond the boundaries of the vehicle, and the width and length of the load and vehicle do not exceed legal limitations, then movement will be granted in moderate rain, and holidays. This is a calendar year permit and expires each year on December 31

In general, oversize and overweight permits are issued only for indivisible vehicles and loads. Indivisible vehicles loads are those, which cannot be easily divided or broken down or dismantled to conform to the legal weight limitations. Or by being in their natural state may be hauled in greater bulk due to its vital and exceptional economic necessity. No type of permit issued by the Bossier Parish Police Jury shall supersede any lesser weight limit posted on a bridge or roadway. The traveling configuration of each piece of equipment will be subject to the initial approval of the Bossier Parish Police Jury. The proposed route for each permit will be subject to the approval of the Bossier Parish Police Jury relative to the operation of the Bossier Parish maintained roadway system. Restrictions will be specified on each permit; failure to comply with any of these conditions will result in a penalty being assessed. If any owner or operator of a vehicle or combination of vehicles fails to follow the adopted policies, procedures (falsify dimensions/weights to circumvent, restrictions, and/or conditions) they shall be fined. And continued disregard of the policies and procedures set forth by the BPPJ and the CVEU will result in their being denied permits to move, or a temporary restraining order applied for by the Bossier Parish Police Jury restricting said owner/operator from operating on roadways maintained by Bossier parish.

G. Oversize Special Permit (\$10.00 per movement)

Upon application and payment of fees, an owner or driver of a vehicle or combination of vehicles may be issued a special oversize permit to allow the envelope vehicle to exceed the legal limits set forth in BPPJCVEU 380, 381, and 382 at a cost of \$10.00 per movement. All conditions of the movement of these loads shall be dictated by the Bossier Parish Police Jury and the BPPJCVEU. These permits will be valid for the number of days that are requested (at \$10.00 a day). Movement shall be restricted to daylight hours (the period of time from 30 minutes after sunrise until 30 minutes before sunset). All regulations concerning the flagging and marking of load that exceed legal dimensions as set forth by the BPPJ CVEU (the industry standard) shall be applied.

**OVERWEIGHT PERMIT PROCEDURES
Maximum Permit Weights Allowed**

Off Road Equipment.

A-Each Single axle 30,000 lbs

B-Each Tandem axle 60,000 lbs-Any vehicle with a tandem axle weighing over 48,000 lbs must have removed all counterweights, footing plates, spreader bars and other easily removable components.

C-Each Tridum axle 66,000 lbs-Any vehicle with a tridum axle weighing over 60,000 lbs must have removed all counterweights, footing plates, spreader bars and other easily removable components.

The maximum gross weight that will be permitted for off road equipment is 212,000 lbs.

All Other Vehicles

A. - Each Single Axle

- 1-24,000 lbs if the gross vehicle weight is 120,000 lbs or less
- 2-20,000 lbs if the gross weight exceeds 120,000 lbs

B. - Each Tandem axle group

- 1-48,000 lbs if the gross vehicle weight is 120,000 lbs or less
- 2-40,000 lbs if the gross weight exceeds 120,000 lbs
- 3-45,000 if the gross weight exceeds 120,000 lbs and the spread between the axle groups is a minimum of 12 feet and the spread between tires in a group is a minimum of 4 feet.
- 4-54,000 lbs if it is a set of trunion axles with a minimum of 16 tires

C. - Each Tridum axle group 60,000lbs

D. - Each Quadrum axle group 80,000 lbs

E. - Each 5 axle group 100,000 lbs

When the gross weight exceeds 254,000 lbs, permit request will require detailed information. Inquiries should be directed to the BPPJCVEU well in advance of the movement (generally 2 weeks). Loads

exceeding 254,000 lbs may require analysis from an independent engineering firm and additional time should be allowed for that analysis. The permittee shall incur any analysis expenses.

Overweight Permit Fee Schedule

Gross Weight In pounds	Distance in miles	
	50	100
80,000-100,000	\$30	\$45
100,100-108,000	\$50	\$95
108,100-120,000	\$70	\$130
120,001-132,000	\$90	\$170
132,001-152,000	\$120	\$225
152,001-172,000	\$155	\$295
172,001-192,000	\$190	\$365
192,000-212,000	\$225	\$435
212,001-232,000	\$260	\$505
232,000-254,000	\$295	\$575

Over 254,000:

1-\$10.00-plus \$0.50 per ton-mile in excess of 80,000 lbs, plus a fee for structural evaluation based on the following schedule:

- A. \$125.00 for evaluation of treated timber, concrete slab, and precast concrete slab bridges
- B. \$850.00 for evaluation of truss, continuous span bridges
- C. \$500.00 for all other structures

All special permits are non refundable. Once the permits are issued, all sales are final. No exceptions. A special permit may be revised due to inclement weather or mechanical breakdown. Each revision will be taken on a case-by-case basis.

Escorts.

Police Escorts are required for all vehicles and loads:

- A. Over 16 feet wide
- B. Over 125 feet long

Police Escorts are required when areas may require a city or parish escort and /or permit. Contact with city or parish authorities is the responsibility of the hauler for possible requirements or restrictions.

Private Escorts are required for all vehicles and loads:

- A. Over 12 feet wide
- B. Over 90 feet long

The Bossier Parish Police Jury and the BPPJCVEU are authorized to administer this policy and to enforce its provisions to deem that the requirements for a civilian escort are met.

- A. An oversize and/or overweight permit are required for each escort movement. The driver of the escort vehicle shall make certain a permit has been issued and shall familiarize themselves with and abide by requirements of the issued permit.
- B. The escorting vehicle shall be registered according with Louisiana Revised Statues or Reciprocal agreement.
- C. At no time may an escort pull a trailer, tow another vehicle, or carry a load.
- D. Each driver of an escort vehicle must have a valid driver's license issued by a state or territory of the US.
- E. The driver of an escort vehicle must be able to read and understand this directive.
- F. The driver of an escort vehicle is responsible for the movement and shall ensure the vehicle is operated in a manner consistent with these provisions and all provisions of the permit. In the event, the driver of the escorted vehicle does not; or refuses to operate in accordance with these stipulations, the drive of the escort vehicle shall termite the movement and report this action to the proper company officials or local police authority or the BPPJCVEU.
- G. It shall be the responsibility of the driver of the escort vehicle to operate as a warning vehicle only. The driver shall not run traffic lights, fail to stop at stop signs, improperly pass etc. His authorization to warn motorist of danger shall not imply the vehicle is or should be used as a police and/or emergency vehicle.
- H. Escorts and flagman (when required) engaged in escorting loads on the roadways of Bossier Parish shall present a neat appearance and shall be courteous in their contact with the motoring public at all times.
- I. All cost incidental to escorts, such as telephone calls, telegrams, etc shall be borne by the escorter or permittee.
- J. The equipment required on escort vehicles shall be available for inspection at all times and be available for inspection on demand by the BPPJCVEU.
- K. Payment of escort service shall be determined by the escorter and permittee.
- L. Escorts must be furnished for all movements in excess of 12 in width or in excess of 90 feet in length and for any other movement so designated by the Bossier Parish Police Jury or the BPPJCVEU.
- M. In the event a police escort is required, the permittee shall pay the escort fee.
- N. The owner and /or operator of the escort vehicle agrees to hold harmless the Bossier Parish Police Jury, the BPPJCVEU and its duly appointed agents and employees against any action for personal injury or property damage sustained by reason of the authority to escort an oversize load.
- O. The Bossier Parish Police Jury and the BPPJCVEU will determine that proper escort procedures are complied with and shall have full authority to enforce all provisions of the permits and escort regulations. The authority to revoke permits and terminate the movement shall rest with the Bossier Parish Police Jury and the BPPJCVEU.

Equipment Required for Proper Escort Vehicle

- A. The escort vehicle shall display an approved 360-degree "Emergency warning lamp". It may be a bar, strobe, revolving and stationary lamp. It shall be amber in color.
- B. There shall be 2 solid red/fluorescent orange flags, 18 inches square, mounted at a 45-degree angle atop the escort vehicle. These flags are not to extend more than 6 inches on either side of the vehicle and in no event shall exceed 8 feet 0 inches in width. These flags shall be mounted in line with the warning lamp(s).

- C. The escort vehicle must have the name and address or telephone number and the city and state of the company/owner of the escort vehicle on each front door of the vehicle, plainly legible and visible to the motoring public. Well-known company logos are acceptable.
- D. The escorting vehicle shall be equipped with 2 rear view mirrors, one on each side, so as to provide vision to the rear to ensure movement is progressing safely.
- E. Headlights and rear lights on the escort vehicle shall be lighted during movement.
- F. The escort vehicle and the towing vehicle shall be equipped with radios such that communication between vehicles is possible. The escort vehicle will be responsible for advising the towing vehicle of any conditions arising that may require cautionary action such as reducing speed, pulling off roadway, etc.
- G. The escorting vehicle shall be equipped with and have readily accessible a 10 lb BC dry or equivalent chemical type fire extinguisher, four 15-minute burning flares and 2 red/fluorescent orange hand held flags. It must also have available 4 additional red/fluorescent flags that are 18 inches square and 2 (2) signs with the wording "OVERSIZE LOAD". These signs must be 18 inches high and 7 feet in length. The lettering must be black on a yellow background and is to be 10 inches high with a 1-1/2 inch brushstroke.
- H. For all over height loads it is strongly recommended that a clearance bar/pole of some design be attached to the escort vehicle to warn of clearance problems of the load being escorted.

Escorting procedures

- A. Speed limit for the escort load is determined by the Bossier Parish Police Jury, and in any event shall not exceed 50 mph.
- B. Movement shall be made on only those roadways designated on the permit. Alternate routes shall not be used unless approved by the Bossier Parish Police Jury or the BPPJCVEU.
- C. Movement shall be made only on dates and/or hours during times shown on the permit. No movement shall be made during the hours of darkness unless prior approval is obtained from the Bossier Parish Police Jury or the BPPJCVEU.
- D. An escorted movement approaching any bridge structure, which cannot be traversed safely because of an inability to distinguish potential hazards by sight, shall be parked (off the roadway where possible) and the escort vehicle shall proceed across said bridge (hill or incline). Adequate time shall be allotted to allow escort to stop oncoming traffic before the oversize movement traverse said bridge, hill, or incline.
- E. Escorted vehicles will not impede the normal flow of traffic whenever possible. Whenever vehicular traffic to the rear becomes congested, it is required that the escort causes the movement to be halted onto the shoulder or safe location. The movement shall remain off the main traveled portion of the roadway until traffic has cleared. Movement may continue then until congestion reoccurs.
- F. Movement shall not be made during severe/inclement weather (heavy rain, fog, etc). When the movement is in progress and severe/ inclement weather occurs, it shall be the responsibility of the escort driver to have the vehicle being escorted removed from the travel portion of the roadway to a safe location.
- G. The operator of the escort vehicle will ensure that the oversize movement is not allowed to park on the main-traveled portion of the highway unless absolutely necessary or in case of extreme emergency. Anytime the combination is parked on the shoulder or right of way, flares, flags, flagman, etc shall adequately protect it.
- H. The escort vehicle shall travel to the rear of the over width movement multi-lane roadways and in front of the escorted load on two lane roadways. The escort must be behind over-length loads and vehicles.
- I. The oversize load shall travel as near to the right as is safely possible to insure traffic will be able to pass as safely as possible. The escort and escorted load shall not infringe upon the opposite bound lane whenever possible.
- J. A single escort may be used to escort 1 or 2 loads that are over length in 1 movement.
- K. An escort will be required for each over width load exceeding 12 feet in width.
- L. The escort shall remain a sufficient distance from the movement to warn oncoming/overtaking traffic of the potential danger, but not so far as to hinder control over the movement.
- M. Violators of these provisions or requirements shall be subject to all penalties provided by the law, including revocation of permit.
- N. Warning flags are required on vehicles and loads, which exceed the legal width or length. Loads will be flagged in accordance with the requirements of the BPPJ (the industry standard). All four corners of projecting load will be flagged, plus any load extending beyond the four corners of the load. Vehicles and loads exceeding 10 feet in width must display 2 signs with the wording "OVERSIZE LOAD". 1 sign must be to the front of the vehicle. The other must be on the rear of the load, or if that does not result in an easily read sign, then the sign must be on the rear of the vehicle. If the load exceeds legal length or rear overhang it shall display 2 signs. These signs must be on the sides of the overhanging part of the load or, if that is not possible, then the signs must be on the side of the vehicle. If the load to the rear clears the road surfaces by at least 6 feet then no signs are required. Loads and vehicles exceeding the front-end overhang must display 1 sign with the wording "OVERSIZE LOAD". The sign will be displayed to the front of the vehicle. If the load or vehicle clears the road surface by 6 feet no sign is required. All warning signs must be at least 7 feet long and 18 inches high. The background must be yellow and the lettering black. Letters must be 10 inches high with a 1-1/2 inch brushstroke.
- O. All vehicle and loads which exceed the legal limitations for width, and length shall, when moving during hours of darkness, be equipped with the required warning lights.

BPPJCVEU 388 Penalties.

- A. Whoever owns or drives any vehicle or combination of vehicles in violation of any rule, regulation, directive, or requirement of the Bossier Parish Police Jury adopted pursuant to BPPJCVEU 380 through 385 or in violation of BPPJCVEU 380 through 385 shall be assessed a penalty of not more than \$175.00 for each initial violation and not more than \$500.00 for subsequent violations.
- B. Except as provided for in Subparagraphs (1), (2) and (4), whoever owns or operates any vehicle or combination of vehicles in violation of any rule, regulation, directive, or requirement of the Bossier

Parish Police Jury adopted under BPPJCVEU 386 shall be required to reduce the load to the maximum permissible gross weight and shall be assessed a penalty on such weight which exceeds the permissible gross weight as defined by BPPJCVEU 386 or maximum allowable axle weights, whichever results in the higher fine in accordance with the following schedule:

Overweight Pounds	Penalty
1 to 999	\$10.00 minimum
1,000 to 1,999	\$.01 per pound in excess legal limit
2,000 to 2,999	\$.02 per pound in excess legal limit
3,000 to 3,999	\$.03 per pound in excess legal limit
4,000 to 4,999	\$.04 per pound in excess legal limit
5,000 to 5,999	\$.05 per pound in excess legal limit
6,000 to 6,999	\$.06 per pound in excess legal limit
7,000 to 7,999	\$.07 per pound in excess legal limit
8,000 to 8,999	\$.08 per pound in excess legal limit
9,000 to 9,999	\$.09 per pound in excess legal limit
10,000 to 10,999	\$.10 per pound in excess legal limit
11,000 and over	\$.11 per pound in excess legal limit

1. Any truck hauling concrete or construction aggregates shall not be assessed a penalty for weight, which exceeds the maximum allowable axle weights, if such truck does not also exceed the maximum permissible gross weight as provided in BPPJCVEU 386.
2. Any truck hauling hot mix asphalt which is performing work pursuant to a contract with the state or the governing authority of a parish or municipality shall not be assessed a penalty for weight which exceeds the maximum allowable axle weights, if such truck does not exceed the maximum permissible gross weight as provided in BPPJ CVU 386.
3. Any truck fitted with a compactor body which is engaged in the collecting and hauling of solid waste including residential solid waste, agricultural waste, commercial solid waste, and yard trash as defined by the Department of Environmental Quality, shall not be assessed a penalty for weight which exceeds the maximum allowable axle weights if such truck does not also exceed the maximum permissible gross weight as provided in BPPCCVU 386 and 387. Such truck shall not be assessed a penalty for exceeding its maximum permissible gross weight, as determined by law or pursuant to issuance of a special permit, if the waste is wet and the location from which the waste was collected received measurable precipitation (.25 inches or more), as recorded by the National Weather Service recognized observation stations, within twenty-four hour prior to collection provided the total excess weight is ten percent or less of the trucks maximum permissible gross weight. If the total excess weight is greater than ten percent of the truck's maximum permissible gross weight, as determined by law or pursuant to issuance of a special permit, the assessed penalty shall be calculated only on the excess weight, which is above the ten percent allowance for water weight.
4. Prior to assessment of a penalty for weight, which exceeds the maximum allowable weights, the owner or operator is authorized to shift the load to reduce or eliminate such excess axle weight penalties as long as no part of the shipment is removed.
5. A penalty for both failure to possess a required special permit and for operating a vehicle in violation of BPPJCVEU 386 arising from the same activity may be issued and shall be cumulative in nature.
6. Whoever owns or drives a vehicle or combination of vehicles without a proper escort when such escort is required by a special permit shall be assessed a penalty of \$100.00, and the vehicle or combination of vehicles shall be impounded until proper escort is secured by the permittee.
7. Whoever owns or drives any vehicle or combination of vehicles in violation of any rule, regulation, directive, or requirement of the secretary adopted pursuant to BPPJCVEU 387, or in violation of the terms and conditions of any special permit issued under BPPJCVEU 387 shall be assessed a penalty of not less than \$100.00 or more than \$500.00.
8. Whoever owns or drives a vehicle or combination of vehicles in violation of an overweight special permit shall be assessed a penalty for each pound of gross weight authorized by the special permit weight in accordance with the following schedule and shall increase the permissible gross weight authorized by the special permit if he shall satisfy any special conditions imposed by the Bossier Parish Police Jury (Annual permits cannot be amended) or otherwise shall reduce his load to the maximum weight allowed under his special permit.

Gross Weight	Pounds Over Permit Penalty
0 to 3,000	.02 a pound
3,001 to 5,000	.03 a pound
5,001 to 10,000	.04 a pound
10,000 and over	.05 a pound + 100.00

9. Payments and penalties imposed by the BPPJCVEU shall be remitted to the Bossier Parish Police Jury.
10. Upon completion of the proper vehicle inspection report required by the BPPJCVEU, a letter shall be sent to the owner/operator of the vehicle advising what if any action shall be taken in regard to that report. The letter will advise of all fines that may have resulted from the report, how they may be paid, and the proper method of appeal.

BPPJCVEU 392 Impounding of vehicles; prohibitions.

- A. Upon discovery of any vehicle or combination of vehicles operated in violation of the laws, regulations, rules, or ordinances set forth by the Bossier Parish Police Jury regulating the

movement/operation of commercial motor vehicles in the Parish of Bossier, the vehicle or combination of vehicles shall not be impounded but may be directed by the BPPJCVEU Officer to the nearest appropriate place suitable for unloading to its licensed gross weight or maximum size and weight requirements as set forth by the Bossier Parish Police Jury and storage of said product to preserve it for its intended use in commerce and in either case shall be detained or unloaded at the expense and responsibility of the owner or driver.

Authority of the Bossier Parish Police Jury.

(1) The Bossier Parish Police Jury as an exercise of the police powers of the Parish of Bossier, shall supervise and regulate all traffic, on all roadways within the Parish roadway system and shall have the authority, in its discretion, to regulate traffic on all roadways within Bossier Parish including city streets, State, US, and Interstate highways.

(2) The Commercial Vehicle Enforcement Unit is hereby created. It shall also enforce the Ordinances adopted by the Bossier Parish Police Jury in the Policy and Procedure Manual of the Commercial Vehicle Enforcement Unit of 2009 on all roadways maintained by Bossier Parish. Officers of the Bossier Parish Police Jury Commercial Vehicle Enforcement Unit shall carry the endorsement and commission of the Sheriff of Bossier Parish. They shall be authorized, upon completion of POST Certification training to carry weapons and to make arrests in the commission of their duties. They shall be invested with the authority to direct, control, and regulate all traffic in the Parish of Bossier. They shall have the same authority and powers conferred by law upon other law enforcement officers of The State of Louisiana and The Parish of Bossier.

(3) Upon direction of the Bossier Parish Police Jury, the Bossier Parish Police Jury Commercial Vehicle Enforcement Unit may restrict traffic on limited access highways; temporarily reducing the permissible weight of vehicles, which may operate thereon. On specified roadways, when due to, but not limited to, deterioration, abuse, climatic conditions or the making of required repairs, it will be done in accordance with the proper posting of signs at the terminal of said roadways, giving notice of such traffic regulation.

(4) Any regulation or ordinance promulgated by the Bossier Parish Police Jury and the Bossier Parish Police Jury Commercial Vehicle Enforcement Unit pursuant to the authority granted by this section or by any other provision of law shall become effective when filed with the Clerks of Court of Bossier Parish. All rules and regulations promulgated by the Bossier Parish Police Jury Commercial Enforcement Unit relative to commercial vehicle enforcement, payment and collection procedures shall be adopted in accordance with the provisions of set forth by the Bossier Parish Police Jury. A three-member panel assembled by the Bossier Parish Police Jury shall hear any protest, appeal or request. If, upon the adjudication of the three-member panel the violator still wishes to appeal the verdict, they may appeal the decision to District Court. The violator shall pay all court costs related to this action.

The ordinance was offered by Mr. Plummer, seconded by Mr. Avery. Upon unanimous vote, it was duly adopted on this 3rd day of June, 2009.

CINDY A. DODSON
PARISH SECRETARY

GLENN BENTON, PRESIDENT
BOSSIER PARISH POLICE JURY

Motion was made by Mr. Avery, seconded by Mr. Plummer, to ratify a resolution authorizing William R. Altimus, Parish Administrator, to execute all documents in connection with the purchase of a 26.495 acre tract of land from Sunflower Plantation Company. Motion carried unanimously.

RESOLUTION

BE IT RESOLVED by the Bossier Parish Police Jury in regular and legal session on this 3rd day of June, 2009, that it does hereby authorize William R. Altimus, Parish Administrator, to execute on its behalf, any and all documents in connection with the purchase of a 26.495 acre tract of land from Sunflower Plantation Company.

The resolution was offered by Mr. Avery, seconded by Mr. Plummer. Upon unanimous vote, it was duly adopted on this 3rd day of June, 2009.

CINDY A. DODSON
PARISH SECRETARY

GLENN BENTON, PRESIDENT
BOSSIER PARISH POLICE JURY

Motion was made by Ms. Bennett, seconded by Mr. Hammack, to approve the request of Benton United Methodist Church to hold a 5K run from the church through Woodlake South Subdivision on June 20, 2009. Motion carried unanimously.

Mr. Altimus referred to a letter received from Mr. Bobby Edmiston, Bossier Parish Assessor's Office, regarding adjudicated property located off Barksdale Boulevard in Section 2, Township 17 North, Range 13 West, Assessment #147473. He stated that this is for a building only which has mistakenly been placed on a separate assessment from the land which is owned by Sanders Ventures, LLC #2. Mr. Altimus stated that the property owner was unaware that the building was not included on the assessment with his land, and therefore has not paid the taxes on the building. It has now been adjudicated to the parish and Mr. Altimus stated that the Tax Assessor recommends that the police jury allow the property owner to retain the adjudicated property by paying all taxes owed from 1997 to date, and waive all penalties and interest. **Motion was made by Mr. Cochran, seconded by Mr. Johnston, to allow the property owner, Sanders Ventures, LLC #2, to retain the adjudicated improvement/building located on his property bearing Assessment No. 147473 by paying all taxes due for 1997 to date, and to waive all penalties and interest. Motion carried unanimously.**

Mr. Altimus expressed appreciation to jurors who attended the Freedom Shrine Dedication held on May 22, 2009 at the courthouse, to the Parkway ROTC Exchange Club, and to Mr. Billy Montgomery for organizing the dedication ceremony.

Jurors were provided copies of the highway department district reports.

Mr. Altimus reported that Phase II of the Wilbur Smith Study concerning expansion of the MPC areas and possible parishwide zoning is underway. He advised that representatives of Wilbur Smith will be scheduling meetings this month.

Mr. Ford reported that bids were received today at 1:00 p.m. for the shop building alterations at the Bossier Parish highway department facility. He stated that eight (8) bids were received and he will have a recommendation at the June 17, 2009 regular meeting.

Mr. Ford advised that a meeting has been scheduled for next week with IBTS to discuss sod and seeding ditches in subdivisions as well as several other issues.

Mr. Ford advised that a meeting has been scheduled next week to discuss the installation of water and sewer at the Princeton Sports Complex.

Mr. Ford reported that two oil companies will be moving into the area between Highway 80 and I-20 off Bodcau Station Road and Chandler Road.

Mr. Ford advised that he has received a complaint from a resident in Lakewood Subdivision on Tealwood at Cricket Cove regarding flooding problems. He stated that a survey and drainage study is needed and advised of a proposal from Raley & Associates in the amount of approximately \$7,200. Mr. Ford stated that he will present the proposal for consideration at the June 17, 2009 regular meeting.

Mr. Ford advised of drainage problems in Cypress Forest Subdivision off Linton Cut-Off Road. He stated that the interior lots have drainage easements, but the ditches were never built. Mr. Ford stated that he will address this matter at the June 17, 2009 regular meeting.

Mr. Ford reported that a tree has been removed from a drainage easement in Dogwood Subdivision and the property owner next to the easement has requested that an additional tree that is located in the neighbor's yard be removed. Mr. Ford advised that this tree is located in the drainage easement and that he will have Mr. Andrews see if the crews are able to cut the tree down. Mr. Ford advised that if our crews are not able to cut down the tree, he will contact a tree removal service.

Mr. Ronnie Andrews, Public Works Director, provided an update on various road projects and activities of the highway department.

Mr. Cochran requested that "Share the Road" signs be placed on Swan Lake Road to help protect cyclists using the road. Mr. Ford and Mr. Easterly will review this request and submit recommendations at a later date.

Mr. Meachum requested an update on the lowering of the railroad tracks on the Poole Road. Mr. Ford will review and provide a report at a later date.

Mr. Avery discussed the Kingston Road Shopping Center, advising that it was his understanding that a fence would be installed as a buffer between the shopping center and the adjacent property. He further requested that the retention pond in the front of the shopping center be treated for mosquitoes. Mr. Ford is to review this matter.

Mr. Avery reported that there is no street light at the main entrance of Kingston Plantation Subdivision on Kingston Road. Mr. Ford stated that he will contact the developer and request that a street light be installed.

Mr. Benton presented a letter from Representative Henry Burns regarding an article in The Shreveport Times by Drew Pierson commending the police jury for the tremendous success of the Princeton Sports Complex.

Mr. Benton reported that the Louisiana Army National Guard will begin two phases of dirt work at the Princeton Sport Complex for the building of football and soccer fields and additional baseball fields.

Mr. Jackson expressed appreciation to the jurors who attended the events held on Friday for Congressman Fleming.

Mr. Jackson reported that he and Mr. Ford, along with Mr. Easterly and a representative from Balar Associates, will be meeting with the Secretary of Department of Environmental Quality tomorrow in Baton Rouge to discuss the Sewer District. He advised that the jury has requested \$50 million in State stimulus funds, which are available with a 0.95 percent interest rate and a 22-year payback option with no restrictions.

There being no further business to come before the Bossier Parish Police Jury in regular and legal session on this 3rd day of June, 2009, **motion was made by Mr. Altimus, seconded by Ms. Bennett, to adjourn. Motion carried unanimously.** The meeting was adjourned at 3:50 p.m.

CINDY A. DODSON
PARISH SECRETARY

GLENN BENTON, PRESIDENT
BOSSIER PARISH POLICE JURY