

ORDINANCE NO. 4747

AN ORDINANCE TO CREATE PROSPECTIVE PRECINCTS BY THE SPLIT AND/OR MERGER OF PRECINCT GEOGRAPHY IN ACCORDANCE WITH LOUISIANA REVISED STATUTES 18:532 AND 18:532.1

WHEREAS, the Bossier Parish Police Jury has the authority under R.S. 18:532 to adopt prospective precinct mergers that are not subject to the requirement that the precincts or parts of the precincts shall be in the same state, local, and municipal office voting district, and;

WHEREAS, any prospective precinct mergers shall be submitted for review and approval to the Louisiana Secretary of State and the Louisiana Legislature by December 31, 2019, and;

WHEREAS, any prospective precinct mergers shall be effective not later than March 31, 2020, for the purpose of establishing block boundaries for the federal decennial census, and for reapportionment and redistricting purposes following that federal decennial census, and;

WHEREAS, any prospective precinct mergers shall be effective no later than July 1, 2021, for all purposes, and;

WHEREAS, the Bossier Parish Police Jury has the authority under R.S. 18:532.1 to change the configuration, boundaries or designation of its election precincts, and;

WHEREAS, the Louisiana Secretary of State and the Louisiana Legislature have approved the merger and/or split of precincts in Section 1, and;

NOW, THEREFORE, BE IT ORDAINED by the Bossier Parish Police Jury that the following precincts are created by merger and/or splitting, as described in Section 1:

SECTION 1: NEW PROSPECTIVE PRECINCT DESCRIPTIONS:

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 Twining Drive (formerly known as First Street); thence proceed in a southerly direction on Twining Drive (formerly known as 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 Macks Bayou; thence proceed northwesterly on the center flow channel of Macks Bayou to the junction with a fence line separating Barksdale Air Force Base from private property; thence proceed in a southwesterly direction on said fence line to the junction with the center right-of-way of Lessie Lane; thence proceed in a southerly direction on the center right-of-way of Lessie Lane to the junction with the center right-of-way of Holiday Place; thence proceed in an easterly direction on the center right-of-way of Holiday Place to the junction with the center right-of-way of Sheridan Avenue; thence proceed in a southerly direction on the center right-of-way of Sheridan Avenue to the junction with the center right-of-way of Fox Street; thence proceed in a westerly direction on the center right-of-way of Fox Street to the junction with the center right-of-way of Ella Street; thence proceed in a southerly direction on the center right-of-way of Ella Street to the junction with Cove Street; which is the point of beginning.

PRECINCT 1-3:

Beginning at the junction of the center right-of-way of Barksdale Boulevard and the center right-of-way of Panther Drive (formerly Curtis Loop); thence proceed in a northeasterly direction on the center right-of-way of Panther Drive (formerly Curtis Loop) to the junction with the center right-of-way of Parkway Drive; thence proceed in a northwesterly direction on the center right-of-way of Parkway Drive to the junction with the center right-of-way of Oriole Street; thence proceed in an easterly direction on the center right-of-way of Oriole Street to the junction with the center right-of-way of Van Deeman Street; thence proceed in a northerly direction on the center right-of-way of Van Deeman Street to the junction with the center right-of-way of San Saba Street; thence proceed in an easterly direction on the center right-of-way of San Saba Street to the junction with the center right-of-way of Alison Avenue; thence proceed in a southerly, then 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; thence proceed westerly on the center right-of-way of Orbit Drive to the junction with the center flow channel of Alison Bayou; thence proceed southerly on the center flow channel of Alison Bayou to the junction with the terminus of a line extension of Gaston Lane; thence proceed westerly along the line extension of Gaston Lane to the junction with the center right-of-way of Gaston Lane; thence proceed westerly on the center right-of-way of Gaston Lane to the junction with the center right-of-way of Columbia Circle; thence proceed generally in a westerly then northerly direction to the junction with the center-right-of-way of Telfair Lane; thence proceed westerly on the center right-of-way of Telfair Lane to the junction with the center right-of-way of Whitefield Lane; thence proceed southeasterly on the center-right-of-way of Whitefield Lane to the junction with the center right-a-way of Lily Street; thence proceed southeasterly on the center right-a-way of Lily Street to the junction with the center right-of-way of Violet Avenue; thence proceed southwesterly on the center right-of-way of Violet Avenue to the junction with the center right-of-way of Barksdale Boulevard, thence proceed northwesterly on the center right-of-way of Barksdale Boulevard to the intersection with Panther Drive, 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 southwestly 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 1-3B:

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

PRECINCT 1-4:

Beginning at the intersection of Helene Street and Alison Avenue, thence proceed in a westerly then northerly direction along Alison Avenue to its intersection with San Saba Street; thence proceed in a westerly direction along San Saba Street to its intersection with Van Deeman Street; thence proceed in a northerly direction along Van Deeman Street to its intersection with Shady Grove Drive; thence proceed in a westerly direction along Shady Grove Drive to its intersection with Wayne Avenue; thence proceed in a northerly direction along Wayne Avenue to its intersection with Ray Avenue; thence proceed in a northeasterly direction along Ray Avenue to its intersection with Diana Street; thence proceed in a northerly direction along Diana Street to its intersection with Fox Street; Thence proceed in a westerly direction along Fox Street to its intersection with Macks Bayou; thence proceed in a northwesterly direction along Macks Bayou to its intersection with the fence line of Barksdale Air Force Base; thence proceed in an easterly, then southeasterly, then northeasterly, then southeasterly, then south, then southeasterly direction along the fence line of Barksdale Air Force Base to its intersection with Flat River; thence proceed southwestly along Flat River to its intersection with Allison Bayou; thence proceed in a northwesterly, then southerly, then southwestly, then westerly, then northerly direction along Allison Bayou to its intersection with Orbit Drive; thence proceed easterly along Orbit Drive 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 Solar Lane; thence proceed southwestly 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 the point of beginning.

PRECINCT 1-5:

Beginning at the junction of the center right-of-way of Shady Grove Drive and the center right-of-way of Ella Street, thence proceed in a northwesterly direction on the center right-of-way

of Ella Street to the junction with the center right-of-way of Cove Street; thence proceed in a northeasterly then easterly direction on the center right-of-way of Cove Street to the junction with the center right-of-way of Success Street; thence proceed in a southeasterly direction on the center right-of-way of Success Street to the junction with the center right-of-way of Wayne Avenue; thence proceed in a southerly direction on the center right-of-way of Wayne Avenue to the junction with the center right-of-way of Shady Grove Drive; thence proceed in an easterly direction on the center right-of-way of Shady Grove Drive to the junction with the center right-of-way of Van Deeman Street; thence proceed in a southerly direction on the center right-of-way of Van Deeman Street to the junction with the center right-of-way of Oriole Street; thence proceed in a westerly direction on the center right-of-way of Oriole Street to the junction with the center right-of-way of Parkway Drive; thence proceed in a southeasterly direction on the center right-of-way of Parkway Drive to the junction with the center right-of-way of Panther Drive (formerly Curtis Loop); thence proceed in a southwesterly direction on the center right-of-way of Panther Drive (formerly Curtis Loop) to the junction with the center right-of-way of Barksdale Boulevard; thence proceed in a northwesterly direction on the center right-of-way of Barksdale Boulevard to the junction with the center right-of-way of Shady Grove Drive; thence proceed easterly on the center right-of-way of Shady Grove Drive to the junction with the center right-of-way of Ella Street; which is the point of beginning.

PRECINCT 2-1:

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

PRECINCT 2-2:

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

PRECINCT 2-3:

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

southwesterly along the Kansas City Southern Railroad to the junction with the center right-of-way of Interstate Highway I-220; which is the point of beginning.

PRECINCT 2-3A:

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

PRECINCT 2-4:

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

PRECINCT 2-5A:

Beginning at the junction of the center right-of-way of the Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad, and the center flow channel of the Red River as it existed in 1838, thence proceed in a northeasterly direction on the center right-of-way of the southern main line of the Kansas City Southern Railroad, formerly the Louisiana and Arkansas Railway to the junction with the center right-of-way of a railroad spur that forms a portion of the Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad; thence proceed westerly along the center right-of-way of the railroad spur to the junction with the center right-of-way of Hall Street; thence proceed northerly along the center right-of-way of Hall Street to the junction with the center right-of-way of Cox Street; thence proceed westerly along the center right-of-way of Cox Street to the junction with the center right-of-way of Hamilton Circle; thence proceed northerly, westerly, then southerly on the center right-of-way of Hamilton Circle to the junction with the center right-of-way of Cox Street; thence proceed westerly on the center right-of-way of Cox Street to the junction with the center right-of-way of Hamilton Road; thence proceed northerly on the center right-of-way Hamilton Road to the junction with the center right-of-way of the northern main line of the Kansas City Southern Railroad, formerly the Illinois Central and Gulf Railroad; thence proceed in a southwesterly direction on the center right-of-way of the northern mail line of the Kansas City Southern Railroad/Illinois Central and Gulf Railroad to the junction with the center flow channel of the Red River as it existed in 1838; thence proceed

in a southeasterly direction on the center flow channel of the Red River to the junction with the center right-of-way of the Union Pacific/Southern Pacific Railroad, formerly St. Louis and Southwestern Railroad; which is the point of beginning.

PRECINCT 2-6:

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

PRECINCT 2-7:

Beginning at the junction of the center right-of-way of Interstate Highway I-220 and the center right-of-way of Louisiana State Highway 3 (Benton Road), thence proceed in a southerly direction on the center right-of-way of Louisiana State 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 State Highway 3 (Benton Road); which is the point of beginning.

PRECINCT 2-8:

Beginning at the junction of the center right-of-way of the Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad, and the center 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 Hamilton Road; thence proceed in a southerly direction on the center right-of-way of Hamilton Road to the junction with the center right-of-way of Cox Street; thence proceed easterly along the center right-of-way of Cox Street to the junction with the center right-of-way of Hamilton Circle; thence proceed northerly, easterly, then southerly on the center right-of-way of Hamilton Circle to the junction with the center right-of-way of Cox Street; thence proceed easterly along the center right-of-way of Cox Street to the junction with the center right-of-way of Hall Street; thence proceed southerly along the center right-of-way of Hall Street to the junction with the center right-of-way of a railroad spur that forms a portion of the Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad; thence proceed easterly then southeasterly along the center right-of-way of the railroad spur to the junction with the center right-of-way of the Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad; thence proceed in a north then northwesterly direction on the center right-of-way of the northern mail line of the Union Pacific/Southern Pacific Railroad, formerly the St. Louis and Southwestern Railroad to the center right-of-way of Shed Road; which is the point of beginning.

PRECINCT 2-9:

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

PRECINCT 2-11:

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

PRECINCT 2-11A:

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

PRECINCT 2-12A:

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

PRECINCT 2-12B:

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

PRECINCT 2-12C:

Beginning at the junction of the center right-of-way of Old Minden Road and the center right-of-way of Patricia Drive, thence proceed in a southerly direction on the center right-of-way of Patricia Drive to the junction with the center right-of-way of Bobbie Street; thence proceed in an easterly direction along the center right-of-way of Bobbie 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 Patricia Drive; thence proceed southwesterly along Patricia Drive to its intersection with Inda Street; thence proceed southeasterly along Inda Street to its intersection with Airline Drive; thence proceed southwesterly along Airline Drive to its intersection with Barksdale Boulevard; thence proceed southeasterly along Barksdale Boulevard to its intersection with Barksdale Boulevard E; thence proceed northeasterly along Barksdale Boulevard 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 Twining Drive (formerly 1st Street South); thence proceed southeasterly along Twining Drive (formerly 1st Street South) to its intersection with Lessie Lane; thence proceed southeasterly along Lessie Lane to its intersection with the fence line of Barksdale Air Force Base; thence proceed northeasterly along the fence line of Barksdale Air Force Base to its intersection with Macks Bayou; thence proceed southeasterly along Macks Bayou to its intersection with the fence line of Barksdale Air Force Base; thence proceed southwesterly, then in an easterly direction and continuing along the entire length of the fence line of Barksdale Air Force Base to its intersection with Coopers Bayou, thence proceed northwesterly, then southwesterly then northwesterly along Coopers Bayou to its intersection with Macks Bayou; the point of beginning.

PRECINCT 2-16:

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

PRECINCT 2-16A:

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

PRECINCT 2-17A:

Beginning at the intersection of US Interstate Highway 220 and Swan Lake Road, thence proceed southeasterly then southerly along Swan Lake Road to its intersection with Shed Road; thence proceed southwesterly then westerly along Shed Road to its intersection with Alpine Boulevard; thence proceed northerly along Alpine Boulevard to its intersection with the Louisiana and Arkansas Railroad; thence proceed southwesterly along the Louisiana and Arkansas Railroad to the intersection of Airline Drive; thence proceed northwesterly along Airline Drive to the intersection of US Interstate Highway 220; thence proceed easterly along US Interstate Highway 220 to the intersection 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 Macks Bayou; thence proceed in a southeasterly direction on the center flow channel of Macks 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 2-18B:

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 northwesterly the center flow channel of Flat River Drainage Canal to the junction with the center flow channel of an unnamed stream; thence proceed westerly on the center flow channel of the unnamed stream to its junction with the center right-o-of-way of East Fork Road; thence proceed westerly on the center right-of-way of East Fork Road to the junction with the center right-of-way of Louisiana State Highway 3 (aka Benton Road); thence proceed northeasterly on the center right-of-way of Louisiana State Highway 3 (aka Benton Road) to the junction with the southern corporate limits of the Town of Benton; thence proceed easterly, then southerly, then easterly, then northerly, then easterly, then southerly, then southeasterly, then easterly, then northwesterly, then northerly, then 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 westerly on the center right-of-way of Swan Lake Road to the junction with the center right-of-way of Vanceville Road; thence proceed southerly on the center right-of-way of Vanceville Road to the junction with the center right-of-way of Bobby Byrd Road; thence proceed easterly on the center right-of-way of Bobby Byrd Road to the junction with the center right-of-way of Airline Drive; thence proceed southerly along the center right-of-way of Airline Drive to the junction with the center right-of-way of Wemple Road; which is the point of beginning.

PRECINCT 2-18D:

Beginning at the junction of the center right-of-way of Louisiana State Highway 160 and the center right-of-way of New Bethel Booker Road, thence proceed in an easterly direction on the center right-of-way of Louisiana State Highway 160 to the junction with the center right-of-way of Butler Hill Road; thence proceed in a southerly direction on the center right-of-way of Butler Hill Road to the junction with the center right-of-way of Louisiana State Highway 162; thence proceed in a westerly direction on the center right-of-way of Louisiana Highway 162 to the

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

PRECINCT 2-18E:

Beginning at the junction of the center right-of-way of Vanceville Road and Bobby Byrd Road, thence proceed northerly on center right-of-way of Vanceville 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 right-of-way of Kingston Road; thence proceed westerly along the center right-of-way of Kingston Road to the center right-of-way of Louisiana State Highway 3; thence proceed southeasterly along the center right-of-way of Louisiana State Highway 3 to the center right-of-way of Cash Point Road, thence proceed generally westerly along the center right-of-way of Cash Point Road to center right-of-way of an unnamed road; thence proceed southwesterly along the center right-of-way of the unnamed road to its terminus and a line extension to the junction with the Caddo Parish/Bossier Parish boundary line which is also the center flow channel of the Red River as it existed in 1838; thence proceed in a southeasterly direction on the Caddo Parish/Bossier Parish boundary to the junction with an unnamed levee; thence easterly along the unnamed levee to the junction with the center right-of-way of Maplewood Drive; thence proceed easterly along the center right-of-way of Maplewood Drive to its junction with the center right-of-way of Vanceville Road; thence proceed easterly along the center right-of-way of Vanceville Road to its junction with the center right-of-way Bobby Byrd Road; which is the point of beginning.

PRECINCT 2-18F:

Beginning at the junction of the center right-of-way of Louisiana State Highway 3 and the center right-of-way of Kingston Road, thence proceed easterly along the center right-of-way of Kingston Road to the junction with the center right-of-way of Palmetto Road; thence proceed northerly along the center right-of-way of Palmetto Road to the junction with the center flow channel of the Flat River Drainage Canal; thence proceed northwesterly on the center flow channel of Flat River Drainage Canal to the junction with the center flow channel of an unnamed stream; thence proceed westerly on the center flow channel of the unnamed stream to its junction with the center right-of-way of East Fork Road; thence proceed westerly on the center right-of-way of East Fork Road to the junction with the center right-of-way of Louisiana State Highway 3; thence proceed northeasterly on the center right-of-way of Louisiana State Highway 3 to the junction with the southern corporate limits of the Town of Benton; thence proceed westerly, then northerly on said corporate limits to the junction with the center right-of-way of Stinson Road; thence proceed in a westerly direction on the center right-of-way of Stinson Road to the junction with a power transmission line; thence proceed southwesterly on said power transmission line to the junction with the center right-of-way of an unnamed road; thence proceed westerly on the center right-of-way of the unnamed road to the junction with the Caddo Parish/Bossier Parish boundary line which is also the center flow channel of the Red River as it existed in 1838; thence proceed in a southerly direction on the Caddo Parish/Bossier Parish boundary to the junction with a line extension of the

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

PRECINCT 2-18G:

Beginning at the junction of the center right-of-way of Deen Point Road and the center flow of the Flat River Drainage Canal, thence proceed southerly on the center flow of the Flat River Drainage Canal to its intersection with the center right-of-way of Swan Lake Road; thence proceed westerly along the center right-of-way of Swan Lake Road to its intersection with the center right-of-way of Airline Drive; thence proceed northerly on the center right-of-way of Airline Drive to its intersection with the center right-of-way with Deen Point Road; thence proceed easterly on the center right-of-way of Deen Point Road to its intersection with the center flow of Flat River Drainage Canal; 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 Macks Bayou; thence proceed in a northeasterly thence northwesterly direction on the center flow channel of Macks 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 the center right-of-way of Old Minden Road and the center right-of-way of Jacquelyn Avenue, thence proceed southerly on the center right-of-way of Jacquelyn Avenue to its intersection with the center right-of-way of Bobbie Street; thence proceed northeasterly on the center right-of-way of Bobbie Street to its intersection with the center right-of-way of Airline Drive; thence proceed southeasterly on the center right-of-way of Airline Drive to its intersection with the center right-of-way of June Lane; thence proceed northeasterly on the center right-of-way of June Lane to its intersection with the center right-of-way of Northgate Road; thence proceed southeasterly on the center right-of-way of Northgate Road to its intersection with the center right-of-way of Patricia Drive; thence proceed southwesterly then westerly along Patricia Drive to its intersection with the center right-of-way of Mark Avenue; thence proceed southerly on the center right-of-way of Mark Avenue to its intersection with Murphy Street; thence proceed northwesterly to its intersection with the center right-of-way of Airline Drive; thence proceed northeasterly on the center right-of-way of Airline to its intersection with the center right-of-way of Murphy Street; thence proceed northwesterly on the center right-of-way of Murphy Street to its intersection with the center right-of-way of Shamrock Street; thence proceed northerly on the center right-of-way of Shamrock Street to its intersection with the center right-of-way of Patricia Drive, thence proceed northeasterly on the center right-of-way of Patricia Drive to its intersection with the center right-of-way of Michael Drive; thence proceed northerly on the center right-of-way of Michael Drive to its intersection with the center right-of-way of Patricia Drive; thence proceed westerly, then northerly on the center right-of-way of Patricia Drive to its intersection with the center right-of-way of Old Minden Road; thence proceed northeasterly on the center right-of-way of Old Minden Road to its intersection with the center right-of-way of Jacquelyn Avenue; the point of beginning.

PRECINCT 2-21A:

Beginning at the intersection of Airline Drive and an unnamed unimproved road which is the extension of Bobby Byrd Road, thence proceed southerly along Airline Drive to its intersection with Brown Blvd, thence proceed westerly along Brown Blvd to its intersection with Brown Street, thence proceed northerly then westerly along Brown Street to its intersection with Spruce Drive, thence proceed westerly along Spruce Drive to its intersection with Old Brownlee Road, thence proceed southerly then westerly along Old Brownlee Road to its intersection with Brownlee Road, thence proceed westerly along Brownlee Road to its intersection with Walnut Lane, thence proceed northerly then northwesterly then southwesterly along Walnut Lane to its intersection with Northland Boulevard, thence proceed northerly along Northland Boulevard 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 right-of-way of an unnamed levee; thence proceed easterly along an unnamed levee to its intersection with the center right-of-way of Maplewood Drive; thence proceed easterly along the center right-of-way of Maplewood Drive to its intersection with the center right-of-way of Vanceville Road; thence proceed easterly along the center right-of-way of Vanceville 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 the center right-of-way of Airline Drive, the point of beginning.

PRECINCT 2-21B:

Beginning at the intersection of Airline Drive and Wemple Road, thence proceed easterly along Wemple Road to its intersection with Crosscreek Drive; thence proceed easterly along Crosscreek Drive to its intersection with Willow Chute Bayou; thence proceed northeasterly then westerly along Willow Chute Bayou to its intersection with Myers Road; thence proceed northerly along Myers Road to its intersection with Swan Lake Road; thence proceed northeasterly then southeasterly then southerly along Swan Lake Road to its intersection with U.S. Interstate Highway 220; thence proceed westerly along U.S. Interstate Highway 220 to the intersection with Airline Drive; thence proceed northerly along Airline Drive to the intersection with Wemple Road; the point of beginning.

PRECINCT 2-21C:

Beginning at the intersection of the center right-of-way of Swan Lake Road and the center right-of-way of Interstate-220, thence proceed Northerly on the center right-of-way of Swan Lake Road to its intersection with the center flow of Flat River Drainage Canal; thence proceed easterly then southerly on the center flow of the Flat River Drainage Canal to its intersection with the center flow of Willow Chute Bayou; thence proceed westerly on the center flow of Willow Chute Bayou to its intersection with an unnamed road; thence proceed southwesterly, then southeasterly along the unnamed road to its intersection with an unnamed stream; thence proceed southerly along the unnamed stream to its intersection with the center right-of-way of Spearman Place; thence proceed southerly on the center right-of-way of Spearman Place to its intersection with the center right-of-way of Parliament Drive; thence proceed easterly on the center right-of-way of Parliament Drive to its intersection with the center right-of-way of Lakeside Drive; thence proceed southeasterly, then easterly, then southerly along the center right-of-way of Lakeside Drive to its intersection with the center right-of-way of Bedford Place; thence proceed southerly along the center right-of-way of Bedford Place to its intersection with the center flow of Macks Bayou; thence proceed northeasterly along the center flow of Macks Bayou to its intersection with the center flow of Flat River; thence proceed southeasterly along the center flow of Flat River to its intersection 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 its intersection with the center right-of-way of Swan Lake Road; which is the point of beginning.

PRECINCT 2-21D:

Beginning at the intersection of the center right-of-way of Interstate Highway I-220 and the center flow of Flat River; thence proceed southeasterly along the center right-of-way of Interstate Highway I-220 to its intersection with the Louisiana/Arkansas Railroad; thence proceed northeasterly along the Louisiana/Arkansas Railroad to its intersection with the center flow of Red Chute Bayou; thence proceed in a northeasterly direction on the center flow of Red Chute Bayou to its intersection with the Red Chute Diversion Gate; thence proceed westerly across the Red Chute Diversion Gate to its intersection with the center flow of Red Chute Bayou; thence proceed southerly along the center flow of Red Chute Bayou with its intersection with the center flow of the Flat River Drainage Canal; thence proceed northwesterly on the center flow of the Flat River Drainage Canal to its intersection with the center flow of Willow Chute Bayou; thence proceed westerly on the center flow of Willow Chute Bayou to its intersection with an unnamed road; thence proceed southwesterly, then southeasterly along the unnamed road to its intersection with an unnamed stream; thence proceed southwesterly along the unnamed stream to its intersection with the center right-of-way of Spearman Place; thence proceed southerly on the center right-of-way of Spearman Place to its intersection with the center right-of-way of Parliament Drive; thence proceed easterly on the center right-of-way of Parliament Drive to its intersection with the center right-of-way of Lakeside Drive; thence proceed Southerly, then Easterly, then Southerly on the center right-of-way of Lakeside Drive to its intersection with the center right-of-way of Bedford Place; thence proceed southerly on the center right-of-way of Bedford Place to its intersection with the center flow of Macks Bayou; thence proceed northeasterly on the center flow of Macks Bayou to its intersection of the center flow of Flat River; thence proceed southeasterly on the center flow of Flat River to its intersection with the center right-of-way of Interstate Highway I-220; which is the point of beginning.

PRECINCT 2-22A:

Beginning at the intersection of the eastern corporate limits of the Town of Benton and Louisiana State Highway 162, thence proceed in a southeasterly then northeasterly direction along Louisiana State Highway 162 to its intersection with the center flow channel of Cypress Bayou Reservoir, thence proceed in a southerly direction following along the center flow channel of Cypress Bayou Reservoir to its intersection with the center flow of the Cypress Bayou Reservoir Spillway; thence proceed southerly to the intersection of the Cypress Bayou Reservoir Spillway and the center right-of-way of Parks Road; thence proceed westerly on the center right-of-way of Parks Road to its intersection with the Cypress Bayou/Black Bayou Overflow Channel; thence proceed southerly from the Cypress Bayou/Black Bayou Overflow Channel to its intersection with the center flow channel of Black Bayou Reservoir; thence proceed in a northwesterly direction following along the center flow channel of Black Bayou Reservoir to its intersection with the center flow channel of Black Bayou stream; thence proceed in a northerly, then northwesterly direction along the center flow channel of Black Bayou stream to its intersection with the Eastern Corporate Limits of the Town of Benton; thence proceed in a northerly direction along the corporate limits of the Town of Benton to its intersection with Louisiana State Highway 162, which is the point of beginning.

PRECINCT 2-22B:

Beginning at the intersection of the southern corporate limits of the Town of Benton and Palmetto Road, thence proceed in a southeasterly direction along Palmetto Road to its intersection with Old Palmetto Road; thence proceed in an easterly direction along Old Palmetto Road to its intersection with Lakeway Boulevard; thence proceed northeasterly along Lakeway Boulevard to its intersection with Willowchase Drive; thence proceed southerly along Willowchase Drive to its intersection with Wisteria Lane; thence proceed northeasterly along Wisteria Lane to its intersection with Old Oak Drive; thence proceed northerly on Old Oak Drive to its intersection with the center right-of-way of Ashford Circle, thence proceed easterly on the center right-of-way of Ashford Circle to its termination and a line extension of Ashford Circle to its intersection with the south bank of Black Bayou Reservoir; thence proceed easterly along the south bank of Black Bayou Reservoir to its intersection with the center right-of-way of Linton Road, thence proceed in a northeasterly direction along the center right-of-way of Linton Road to its intersection with the center flow channel of Black Bayou Reservoir; thence proceed northwesterly along the center flow channel of Black Bayou Reservoir to its intersection with the center flow channel of Black Bayou Stream; thence proceed northerly, then northwesterly on the center flow

channel of Black Bayou Stream to its intersection with the eastern corporate limits of the Town of Benton, thence proceed southerly then westerly along the corporate limits of the Town of Benton to its intersection with the center right-of-way of Palmetto Road, the point of beginning.

PRECINCT 2-22C:

Beginning at the intersection of the center right-of-way of Palmetto Road and its intersection with the center right-of-way of Deen Point Road; thence proceed east on the center right-of-way of Deen Point Road to its intersection with the center flow channel of the Flat River Drainage Canal; thence proceed southerly on the center flow channel of the Flat River Drainage Canal to its intersection with the center right-of-way of Swan Lake Road; thence proceed southeasterly on the center right-of-way of Swan Lake Road to its intersection with the center flow channel of Flat River Drainage Canal; thence proceed southeasterly on the center flow channel of Flat River Drainage Canal to its intersection 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 its intersection with the Red Chute Bayou Diversion Gate; thence proceed easterly across the Red Chute Bayou Diversion gate to its intersection with the center flow channel of Red Chute Bayou; thence proceed northeasterly on the center flow channel of Red Chute Bayou to its intersection with the center flow channel of Cypress Bayou Stream; thence proceed northwesterly on the center flow channel of Cypress Bayou Stream to its intersection with the center right-of-way of Parks Road; thence proceed westerly on the center right-of-way of Parks Road to its intersection with the Cypress Bayou/Black Bayou overflow channel; thence proceed southerly from the Cypress Bayou/Black Bayou Reservoir overflow channel to the center flow channel of Black Bayou Reservoir; thence proceed westerly on the center flow channel of Black Bayou Reservoir to its intersection with the center right-of-way of Linton Road; thence proceed southerly on the center right-of-way of Linton Road to its intersection with the south bank of Black Bayou Reservoir; thence proceed westerly on the south bank of Black Bayou Reservoir to its intersection with the termination of a line extension of Ashford Circle; thence proceed northwesterly on the line extension of Ashford Circle to its intersection with the center right-of-way of Ashford Circle; thence proceed westerly on the center right-of-way of Ashford Circle to its intersection with the center right-of-way of Old Oak Drive; thence proceed south on the center right-of-way of Old Oak Drive to its intersection with the center right-of-way of Wisteria Lane; thence proceed southwestwardly on the center right-of-way of Wisteria Lane to its intersection with the center right-of-way of Willow Chase Drive; thence proceed north on the center right-of-way of Willow Chase Drive to its intersection with the center right-of-way of Lakeway Boulevard; thence proceed west on the center right-of-way of Lakeway Boulevard to its intersection with the center right-of-way of Old Palmetto Road; thence proceed northwesterly on the center right-of-way of Old Palmetto Road to its intersection with the center right-of-way of Palmetto Road; thence proceed southerly on the center right-of-way of Palmetto Road to its intersection with the center right-of-way of Deen Point Road, which is 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 Earnest Drive, thence proceed in a southerly direction on the center right-of-way of Earnest Drive its intersection with the center right-of-way Chalybeate Springs Road; thence proceed in a southerly direction on the center right-of-way of the Chalybeate Springs Road to the junction with the center right-of-way of Louisiana State Highway 157, thence proceed in an easterly direction on the center right-of-way of Louisiana State Highway 157 to the junction with the center right-of-way of Salem Cemetery Road, thence proceed in a southerly direction on the center right-of-way of the Salem Cemetery Road to the junction with the center right-of-way of Louisiana State Highway 2, thence proceed in a westerly direction on the center

right-of-way of Louisiana State Highway 2 to the junction with the eastern corporate limits of the Town of Plain Dealing, thence proceed in a northerly, thence westerly, thence southerly direction on the corporate limits of the Town of Plain Dealing to the junction with the center right-of-way of Louisiana State Highway 2, thence proceed in a westerly direction on the center right-of-way of Louisiana State Highway 2 to the junction with the Bossier Parish/Caddo Parish boundary which in the Red River center flow channel as it existed in 1838, thence proceed in a northerly, thence easterly direction on the Bossier Parish, Louisiana and Lafayette County, Arkansas boundary to the junction with the center right-of-way of the Earnest Drive, 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 Earnest Drive, thence proceed in a southerly direction on the center right-of-way of the Earnest Drive to its intersection with the center right-of-way of Chalybeate Springs Road; thence proceed in a southerly direction on 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 Pleasant Hill Road; thence proceed then southerly on the center right-of-way of 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 (aka Emma Cemetery Road), thence proceed in a southerly direction on the center right-of-way of Louisiana State Highway 529 (aka 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 Earnest Drive, 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 proceed 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 proceed in a southerly direction on the center right-of-way of Pleasant Hill Road to the junction with the center right-of-way of McBeth Road; thence proceed westerly 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 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 New Bethel Booker Road; thence proceed southerly, then easterly on the center right-of-way of New Bethel Booker Road to the center right-of-way of Louisiana State Highway 3; thence proceed southerly on the center right-of-way of Louisiana State Highway 3 to the junction with a power transmission line; thence proceed in a southwesterly direction along the power transmission line to the junction with an unnamed stream; thence proceed northeasterly, then northwesterly along the unnamed stream to the junction with the center right-of-way of Peace Lane; thence proceed southwesterly along Peace Lane to the intersection with the center right-of-way of Peace Lane, Old Plain Dealing Road and 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 center right-of-way of Louisiana State Highway 529 (aka Emma Cemetery Road); thence proceed in a northerly direction on the center right-of-way of Louisiana State Highway 529 (aka Emma Cemetery Road) to its 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 its 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 its intersection 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 in a southerly direction on the center right-of-way of Louisiana State Highway 157 to its 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 with 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 Louisiana State Highway 528 to its junction with the Bossier Parish/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 to its intersection with the center flow channel of the Cypress Bayou Reservoir Spillway; thence proceed southerly from the center flow channel of the Cypress Bayou Reservoir Spillway to its intersection with the center flow of Cypress Bayou Stream; thence proceed southeasterly along the center flow channel of Cypress Bayou Stream to its 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 the center right-of-way of Louisiana State Highway 157 and Bellevue Road, thence proceed in a southwesterly direction along the center right-of-way of Bellevue Road to its intersection with the center right-of-way of Winfield Road; thence proceed easterly along the center right-of-way of Winfield Road to its intersection with the center right-of-way of Princeton Road; thence proceed in a northerly, then easterly direction on the center right-of-way of Princeton Road to its intersection with the center right-of-way of Louisiana State Highway 157; thence proceed southerly on the center right-of-way of Louisiana State Highway 157 to its intersection with the center right-of-way of US Highway 80; thence proceed northeasterly on the center right-of-way of US Highway 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 the center right-of-way of Louisiana State Highway 528; thence proceed westerly on the center right-of-way of Louisiana State Highway 528 to its intersection with the center right-of-way of Louisiana State Highway 157; thence proceed northwesterly on the center right-of-way of Louisiana State Highway 157 to its intersection with the center right-of-way of 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 Interstate Highway 20; thence proceed westerly on the center right-of-way of Interstate Highway 20 to its intersection with the center right-of-way of Louisiana State Highway 614; thence proceed northwesterly on the center right-of-way of Louisiana State Highway 614 to its intersection with the center right-of-way of US Highway 80; thence proceed easterly on the center right-of-way of US Highway 80 to its intersection with the center right-of-way of Ward Lane; thence proceed northerly on Ward Lane to the junction with the center right-of-way of Jennifer Lane; thence proceed westerly on the center right-of-way of Jennifer Lane to the junction with the center right-of-way of Princeton Road; thence proceed northerly then easterly along the center right-of-way of Princeton Road to the junction with the center right-of-way of Louisiana State Highway 157; which is the point of beginning.

PRECINCT 4-3C:

Beginning at the intersection of the center right-of-way of Louisiana State Highway 157 and the center right-of-way of Bellevue Road, thence proceed in a southwesterly direction along the center right-of-way of Bellevue Road to its intersection with the center flow channel of an unnamed stream; thence proceed northwesterly, then southwesterly on the center flow channel of an unnamed stream to its intersection with the center flow channel of Red Chute Bayou; thence proceed in a northeasterly direction along the center flow channel of Red Chute Bayou to its intersection with the center flow channel of Bodcau Bayou; thence proceed northeasterly then northwesterly on the center flow channel of Bodcau Bayou to its intersection with the center right-of-way of Louisiana State Highway 157; thence proceed southeasterly on the center right-of-way of Louisiana State Highway 157 to its intersection with the center right-of-way of Bellevue Road; the point of beginning.

PRECINCT 4-3D:

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

PRECINCT 4-4A-1 (A-L) AND PRECINCT 4-4A-2 (M-Z):

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 Bellevue Road (formerly known as Red Chute-Bellevue Road); thence proceed in a southerly direction on the center right-of-way of Bellevue Road (formerly known as 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-1 (A-L) AND PRECINCT 4-4B-2 (M-Z):

Beginning at the junction of the center right-of-way of US Highway 80 and the center right-of-way of Louisiana State Highway 614, thence proceed westerly on the center right-of-way of US Highway 80 to its intersection with the center right of way of Bodcau Station Road; thence proceed southerly on the center right-of-way of Bodcau Station Road to its intersection with the fence line of Barksdale Air Force Base; thence proceed easterly on the fence line of Barksdale Air Force Base to its intersection with the center right-of-way of Survival Gate Road; thence proceed easterly on the center right-of-way of Survival Gate Road to its intersection of the center right-of-way Pecan Lane; thence proceed northerly on the center right-of-way of Pecan Lane to its intersection with the center right-of-way with West McKinley Avenue; thence proceed northwesterly on the center right-of-way of West McKinley Avenue to its intersection with the center right-of-way of Stewart Road; thence proceed westerly on the center right-of-way of Stewart Road to its intersection with the center right-of-way of the Regency Intrastate Gas Pipeline; thence proceed northwesterly, then northerly on the center right-of-way of the Regency Intrastate Gas Pipeline to its intersection with the center right-of-way of Interstate Highway 20; thence proceed easterly on the center right-of-way of Interstate Highway 20 to its intersection with the center right-of-way of Louisiana State Highway 614; thence proceed northwesterly on the center right-of-way of Louisiana State Highway 614 to its intersection with the center right-of-way of US Highway 80; which is the point of beginning.

PRECINCT 4-5A:

Beginning at the junction of the center right-of-way of US Highway 80 and the Bossier/Webster Parish boundary line; thence proceed southerly on the Bossier/Webster boundary line to the intersection of the center right-of-way of Louisiana State Highway 527; thence proceed westerly on the center right-of-way of Louisiana State Highway 527 to its intersection with the center right-of-way of Louisiana State Highway 157; thence proceed northerly on the center right-of-way of Louisiana State Highway 157 to its intersection with the center right-of-way Sligo Road; thence proceed westerly on the center right-of-way of Sligo Road to its intersection with the center right-of-way of Base Road; thence proceed westerly on the center right-of-way of Base Road to its intersection with the fence line of Barksdale Air Force Base; thence proceed northerly on the fence line of Barksdale Air Force Base to its intersection with the center flow of an unnamed stream; thence proceed southeasterly on the center flow of an unnamed stream to its intersection with the center flow of Foxskin Bayou; thence proceed northeasterly on the center flow of Foxskin Bayou to its intersection with the center right-of-way of Louisiana State Highway 157; thence proceed northerly on the center right-of-way of Louisiana State Highway 157 to its intersection with the center right-of-way of Alford Road; thence proceed easterly on the center right-of-way of Alford Road to its intersection with the center right-of-way of Oliver Road; thence proceed easterly on the center right-of-way on Oliver Road to its intersection with the center right-of-way of Camp Zion Road; thence proceed southeasterly on the center right-of-way of Camp Zion Road to its intersection with the center flow of Clark Bayou; thence proceed northerly on the center flow of Clark Bayou to its intersection with the center right-of-way of Louisiana State Highway 164; thence proceed westerly, then northwesterly on the center right-of-way Louisiana State Highway 164 to its intersection with the center right-of-way of US Highway 80; thence proceed easterly on the center right-of-way of US Highway 80 to its intersection with the Bossier/Webster Parish boundary; which is the point of beginning.

PRECINCT 4-6A:

Beginning at the junction of the center right-of-way of US Highway 80 and the center right-of-way of Louisiana State Highway 157, thence proceed easterly on the center right-of-way of US Highway 80 to its intersection with the center right-of-way of Louisiana State Highway 164; thence proceed southeasterly on the center right-of-way of Louisiana State Highway 164 to its intersection with the center flow channel of Clarke Bayou; thence proceed southerly on the center flow channel of Clarke Bayou to its intersection with the Kansas City Southern Railroad; thence proceed westerly on the Kansas City Southern Railroad to its intersection with the center right-of-way of Pecan Lane; thence proceed northerly on the center right-of-way of Pecan Lane to its intersection with the center right-of-way of West McKinley Avenue; thence proceed northwesterly on the center right-of-way of West McKinley to its intersection with the center right-of-way of Stewart Road; thence proceed westerly on the center right-of-way of Stewart Road to its intersection with center right-of-way of the Regency Intrastate Gas Louisiana Pipeline; thence

proceed northwesterly, then northerly on the center right-of-way of the Regency Intrastate Gas Louisiana Pipeline to its intersection with the center right-of-way of Interstate Highway I-20; thence proceed easterly, then northeasterly on the center right-of-way of Interstate Highway I-20 to its intersection with the center right-of-way of Louisiana State Highway 157; thence proceed northerly on the center right-of-way of Louisiana State Highway 157 to its intersection with the center right-of-way of US Highway 80; which is the point of beginning.

PRECINCT 4-6B:

Beginning at the junction of Barksdale Air Force Base fence line and center right-of-way of Survival Gate Road, thence proceed easterly on the center right-of-way of Survival Gate Road to its intersection with Kansas City Southern Railroad; thence proceed easterly on the Kansas City Southern Railroad to its intersection with the center flow channel of Clarke Bayou; thence proceed southerly along the center flow channel of Clarke Bayou to its intersection with the center right-of-way of Camp Zion Road; thence proceed northerly on the center right-of-way of Camp Zion Road to its intersection with the center of right-of-way of Oliver Road; thence proceed westerly on the center right-of-way of Oliver Road to its intersection with the center right-of-way of Alford Road; thence proceed westerly on the center right-of-way of Alford Road to its intersection with the center right-of-way of Louisiana State Highway 157; thence proceed southerly on the center right-of-way of Louisiana State Highway 157 to its intersection with the center flow channel of Foxskin Bayou; thence proceed southwesterly on the center flow channel of Foxskin Bayou to its intersection with the center flow channel of an unnamed stream; thence proceed northwesterly on the center flow channel of an unnamed stream to its intersection to the fence line of Barksdale Air Force Base; thence proceed northerly on the fence line of Barksdale Air Force Base to its intersection with the center right-of-way of Survival Gate Road; which is the point of beginning.

PRECINCT 4-7A:

Beginning at the junction of the center right-of-way of Barksdale Boulevard (aka US Highway 71) and the center right-of-way of Louisiana State Highway 527, proceed easterly on the center right-of-way of Louisiana State Highway 527 to its intersection with the center right-of-way of the Gulf South Pipeline; thence proceed northerly on the center right-of-way of the Gulf South Pipeline to its intersection with the center right-of-way of Eagle Ridge Drive; thence proceed northerly on the center right-of-way of Eagle Ridge Drive to its intersection with the center right-of-way of Golf Club Drive; thence proceed northerly on the center right-of-way of Golf Club Drive to its intersection with the center right-of-way of Sligo Road; thence proceed easterly, then northerly on the center right-of-way of Sligo Road to its intersection with the center right-of-way of Base Road; thence proceed westerly on the center right-of-way of Base Road to its intersection with boundary line of Barksdale Air Force Base; thence proceed westerly, then southerly, then westerly on the boundary line of Barksdale Air Force Base to its intersection with the center flow channel of Red Chute Bayou; thence proceed southerly along the center flow channel of Red Chute Bayou to its intersection with the center flow channel of an unnamed stream; thence proceed northeasterly along the center flow channel of an unnamed stream to its intersection with the center right-of-way of Mayflower Road; thence proceed southerly on the center right-of-way of Mayflower Road to its intersection with the center right-of-way of Sligo Road; thence proceed westerly on the center right-of-way of Sligo Road to its intersection with the center flow channel of Red Chute Bayou; thence proceed southerly, then south, then easterly on the center flow channel of Red Chute Bayou to its intersection with the center right-of-way of Caplis Sligo Road; thence proceed southerly, then westerly on the center right-of-way of Caplis Sligo Road to its intersection with the center right-of-way of Barksdale Boulevard (aka US Highway 71); thence proceed southeasterly on the center right-of-way of Barksdale Boulevard (aka US Highway 71) to its intersection with the center right-of-way of Louisiana State Highway 527; which is the point of beginning.

PRECINCT 4-7B:

Beginning at the junction of the center right-of-way of Sligo Road and center right-of-way of Louisiana State Highway 157, thence proceed southerly on the center right-of-way of Louisiana State Highway 157 to its intersection with the center right-of-way of Louisiana State Highway 527; thence proceed southwesterly on the center right-of-way of Louisiana State Highway 527 to its intersection with the center right-of-way of the Gulfsouth Pipeline; thence proceed northerly on the center right-of-way of the Gulfsouth Pipeline to its intersection with the center right-of-way

of Eagle Ridge Drive; thence proceed northerly on the center right-of-way of Eagle Ridge Drive to its intersection with the center right-of-way of Golf Club Drive; thence proceed northerly on the center right-of-way of Golf Club Drive to its intersection with the center right-of-way of Sligo Road; thence proceed northeasterly, then northerly, then easterly on the center right-of-way of Sligo Road to its intersection with the center right-of-way of Louisiana State Highway 157; which is the point of beginning.

PRECINCT 4-8A:

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

PRECINCT 4-8B:

Beginning at the junction of the center right-of-way of Sunflower Road and the center right-of-way of Barksdale Boulevard (aka US Highway 71), thence proceed in a southeasterly direction on the center right-of-way of Barksdale Boulevard (aka US Highway 71) to the junction with the center right-of-way of Louisiana State Highway 612 (aka Sligo Road); thence proceed easterly on the center right-of-way of Louisiana State Highway 612 (aka Sligo Road) to the its intersection with the center flow channel of Flat River; thence proceed southerly on the center flow channel of Flat River to its intersection with the center flow channel of Lays Bayou; thence proceed southwesterly on the center flow channel of Lays Bayou to its intersection with the center right-of-way of Barksdale Boulevard (aka US Highway 71); thence proceed in a southeasterly direction on the center right-of-way of Barksdale Boulevard (aka US 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 boundary line between Caddo Parish and Bossier Parish; thence proceed in a generally northerly direction along the boundary line between Caddo Parish and Bossier Parish to the junction with the center right-of-way of Louisiana State Highway 511 (aka Jimmie Davis Highway); thence proceed in an easterly direction on the center right-of-way of Louisiana State Highway 511 (aka Jimmie Davis Highway) to the junction with the center right-of-way of the Arthur Ray Teague Parkway; thence proceed southerly on the center right-of-way of Arthur Ray Teague Parkway to its intersection with an unnamed road; thence proceed easterly, then northerly on the center right-of-way of an unnamed road to its intersection with the center right-of-way of Chopin Drive; thence proceed easterly on the center right-of-way of Chopin Drive

to its intersection with the center right-of-way of Sunflower Boulevard; thence proceed southerly on the center right-of-way of Sunflower Boulevard to its intersection with the center right-of-way of Sunflower Road; thence proceed easterly on the center right-of-way of Sunflower Road to its intersection with the center right-of-way of Barksdale Boulevard (aka US Highway 71); which is the point of beginning.

PRECINCT 4-8C:

Beginning at the intersection of the center right-of-way of Westgate Drive and the center right-of-way of Barksdale Boulevard (aka US Highway 71), thence proceed southeasterly along the center right-of-way of Barksdale Boulevard to its intersection with the center right-of-way of Louisiana State Highway 511 (aka Jimmie Davis Highway); thence proceed southwesterly, then westerly on the center right-of-way of Louisiana State Highway 511 (aka Jimmie Davis Highway) 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 the center right-of-way of Westgate Drive; thence proceed northeasterly on the center right-of-way of Westgate Drive to its intersection with the center right-of-way of Barksdale Boulevard (aka US Highway 71); the point of beginning.

PRECINCT 4-8D:

Beginning at the intersection of the center right-of-way of Westgate Drive and the center right-of-way of Barksdale Blvd (aka US Highway 71), thence proceed northwesterly on the center right-of-way of Barksdale Blvd to its intersection with the center right-of-way of Garden Street, thence proceed southwesterly on the center right-of-way of 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 center right-of-way of the extension of Westgate Drive and then continue along Westgate Drive to its intersection with the center right-of-way of Barksdale Blvd, the point of beginning.

PRECINCT 4-8E:

Beginning at the junction of the center right-of-way of Louisiana State Highway 612 (aka Sligo Road) and the center flow channel of Flat River, thence proceed easterly on the center right-of-way of Louisiana State Highway 612 (aka Sligo Road) to its 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 Barksdale Boulevard (aka U.S. Highway 71), thence proceed in a northwesterly direction on the center right-of-way of Barksdale Boulevard (aka U.S. Highway 71) to the junction the center flow channel of Lays Bayou; thence proceed easterly on the center flow channel of Lays Bayou to intersection with the center flow channel of Flat River; thence proceed northerly on the center flow channel of Flat River to its intersection with Louisiana State Highway 612 (aka Sligo Road); which is the point of beginning.

PRECINCT 4-8F:

Beginning at the intersection of center right-of-way of Barksdale Blvd (aka US Highway 71) and the center right-of-way of Medical Drive, thence proceed southeasterly on the center right-of-way of Barksdale Blvd (aka US Highway 71) to its intersection with the center right-of-way of Louisiana State Highway 511 (aka Jimmie Davis Highway); thence proceed southwesterly, then westerly on the center right-of-way of Louisiana State Highway 511 (aka Jimmie Davis Highway) to its intersection with the center right-of-way of Medical Drive; thence proceed northerly, then northeasterly on the center right-of-way of Medical Drive to its intersection with the center right-of-way of Barksdale Blvd; the point of beginning.

PRECINCT 4-8G:

Beginning at the junction of the center right-of-way of Louisiana State Highway 511 (aka Jimmie Davis Highway) and the center right-of-way of Arthur Ray Teague Parkway, thence

proceed southerly on the center right-of-way of the Arthur Ray Teague Parkway to its intersection with the center right-of-way of an unnamed road; thence proceed easterly, then northerly on the center right-of-way of an unnamed road to its intersection with the center right-of-way of Chopin Drive; thence proceed easterly on the center right-of-way of Chopin Drive to its intersection with the center right-of-way of Sunflower Boulevard; thence proceed southerly on the center right-of-way of Sunflower Boulevard to its intersection with the center right-of-way of Sunflower Road; thence proceed easterly on the center right-of-way of Sunflower Road to its intersection with the center right-of-way of Barksdale Boulevard (aka US Highway 71); thence proceed northwesterly on the center right-of-way of Barksdale Boulevard (aka US Highway 71) to its intersection with the center right-of-way Louisiana State Highway 511 (aka Jimmie Davis Highway); thence proceed westerly on the center right-of-way of Louisiana State Highway 511 (aka Jimmie Davis Highway) to its intersection with the center right-of-way of Arthur Ray Teague Parkway; which is 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 Loggy Bayou, thence proceed northeasterly on the center flow channel of Loggy 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 (aka US Highway 71) 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 Louisiana Highway 612 (aka Sligo Road), thence proceed westerly on the center right-of-way of Louisiana State Highway 612 (aka Sligo Road) to the junction with the center right-of-way of Barksdale Boulevard (aka US Highway 71), thence proceed northwesterly on the center right-of-way of Barksdale Boulevard (aka US Highway 71) 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 Trail and the center right-of-way of Bellevue Road (formerly known as the Red Chute Bellevue Rd), thence proceed in a northerly direction on the center right-of-way of Bellevue Road (formerly known as the Red Chute Bellevue Rd) 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 Trail, thence proceed in an easterly direction on Dogwood Trail to the center right-of-way of Bellevue Road (formerly known as the 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 Bellevue Road (formerly known as the Red

Chute Bellevue Road), thence proceed in a northerly direction on the center right-of-way of Bellevue Road (formerly known as the Red Chute Bellevue Road) to the junction with the center right-of-way of Dogwood Trail, thence proceed in a westerly direction on the center right-of-way of Dogwood Trail 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 Bellevue Road (formerly known as 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 Bellevue Road (formerly known as Red Chute Bellevue Road), thence proceed in a northerly direction on the center right-of-way of Bellevue Road (formerly known as the 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 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.

The ordinance was offered by Mr. Shewmake, seconded by Mr. Skaggs. Upon unanimous vote, it was duly adopted on this 6th day of November, 2019.

RACHEL D. HAUSER
PARISH SECRETARY

DOUG RIMMER, PRESIDENT
BOSSIER PARISH POLICE JURY