

TO: Lincoln Parish Police Jury
FROM: Public Property and Buildings Committee
SUBJECT: Committee Report

The Public Property and Buildings Committee of the Lincoln Parish Police Jury met in the Police Jury Meeting Room, Third Floor, Lincoln Parish Courthouse, May 13, 2014, at 5:45 p.m. Present were: Sharyon Mayfield, Chair; Hazel Hunter, David Hammons, Walter Pullen, Jody Backus, and Nancy Wilson.

ABSENT: None

Sharyon Mayfield called the meeting to order and Ronny Walker delivered the invocation.

David Hammons offered a motion, seconded by Walter Pullen, to approve the Agenda. There being no public comment, the motion was voted upon and carried with the following votes:

YEAS: Hunter, Hammons, Pullen, Backus, Wilson and Mayfield

NAYS: None

ABSENT: None

The only item on the Agenda was to consider and take action on the lease renewal for Aaron's. After discussion, Walter Pullen offered a motion, seconded by David Hammons, to authorize renewal of the lease at a rate of \$4.40 per square foot per year for a five year term with all other terms and conditions to remain the same. There being no public comment, the motion was voted upon and carried with the following votes:

YEAS: Hunter, Hammons, Pullen, Backus, Wilson and Mayfield

NAYS: None

ABSENT: None

There being no other business to come before the Committee, the meeting was adjourned.

Courtney Hall
Parish Administrator

Sharyon Mayfield
Committee Chair

TO: Lincoln Parish Police Jury
FROM: Public Works Committee
SUBJECT: Committee Report

The Public Works Committee of the Lincoln Parish Police Jury met in the Police Jury Meeting Room, Third Floor, Lincoln Parish Courthouse, May 13, 2014, at 6:00 p.m. Present were: Randy Roberson, Chair; Hazel Hunter, Bobby Bennett, Skip Russell, Nancy Wilson and Ronny Walker.

ABSENT: None

Randy Roberson called the meeting to order and delivered the invocation.

Bobby Bennett offered a motion, seconded by Ronny Walker, to approve the Agenda. There being no public comment, the motion was voted upon and carried with the following votes:

YEAS: Hunter, Bennett, Roberson, Russell, Wilson, and Walker

NAYS: None

ABSENT: None

First on the Agenda was to consider a request from the LSU Extension Service. Gary Stockton was present to request that the jury consider allowing the LSU Extension Service use of approximately 10 acres of land at the parish dirt pit on Big Creek Road to establish a 4H shooting sports program. Following discussion, Chariman Randy Roberson requested that the Parish Administrator contact legal counsel in regards to a Cooperative Endeavor Agreement for this purpose. No action was taken.

Next on the Agenda was consideration of a drainage study in the Watertank Road area. Following discussion, Ronny Walker offered a motion, seconded by Bobby Bennett, to have administration get proposals from engineering firms and engage assistance from the City of Ruston regarding a drainage study on Watertank Road. There being no public comment, the motion was voted upon and carried with the following votes:

YEAS: Hunter, Bennett, Roberson, Russell, Wilson, and Walker

NAYS: None

ABSENT: None

There being no other business to come before the Committee, the meeting was adjourned.

Courtney Hall
Parish Administrator

Randy Roberson
Committee Chair

TO: Lincoln Parish Police Jury
FROM: Solid Waste and Recycling Committee
SUBJECT: Committee Report

The Solid Waste and Recycling Committee of the Lincoln Parish Police Jury met in the Police Jury Meeting Room, Third Floor, Lincoln Parish Courthouse, May 13, 2014, at 6:30 p.m. Present were: Walter Pullen, Chair; Theresa Wyatt, Hazel Hunter, Bobby Bennett, David Hammons, and Sharyon Mayfield.

ABSENT: None

Walter Pullen called the meeting to order and delivered the invocation.

David Hammons offered a motion, seconded by Bobby Bennett, to approve the Agenda. There being no public comment, the motion carried with the following votes:

YEAS: Wyatt, Hunter, Bennett, Hammons, Pullen, and Mayfield

NAYS: None

ABSENT: None

First on the agenda was to consider amendments to the current landfill fee policy. Parish Administrator Courtney Hall reviewed the current policy regarding Item C, which currently states:

- C. All contractors hauling construction debris from commercial buildings being demolished in Lincoln Parish will pay \$15.00/ton going to the Woodwaste Debris Site or \$15.00/ton going to the Construction and Demolition/Site or \$47.50/ton going to the Pickup Station.

Mr. Hall explained that the current policy does not consider construction debris being hauled to the landfill by private contractors demolishing residential structures. Mr. Hall recommended that the current policy be amended to include demolition of residential structures and read as follows:

- C. All contractors hauling construction debris from residential or commercial buildings being demolished in Lincoln Parish will pay \$15.00/ton going to the Woodwaste Debris Site or \$15.00/ton going to the Construction and Demolition/Site or \$47.50/ton going to the Pickup Station.

Sharyon Mayfield offered a motion, seconded by David Hammons, to approve making the changes to the landfill fee policy as discussed. There being no public comment, the motion carried with the following votes:

YEAS: Wyatt, Hunter, Bennett, Hammons, Pullen, and Mayfield

NAYS: None

ABSENT: None

Mr. Hall further explained that currently there is no limit on how much waste in-parish residents can bring to the landfill at no charge and that this policy was being abused by several contractors, thus creating a potential capacity problem for the C&D area. Following discussion, David Hammons made a motion, seconded by Sharyon Mayfield, to limit residential debris disposal at the landfill to five (5) tons per year. There being no public comment, the motion carried with the following votes:

YEAS: Wyatt, Hunter, Bennett, Hammons, Pullen, and Mayfield

NAYS: None

ABSENT: None

Next on the agenda was to discuss modifying the rural refuse container site relocation/abandonment policy. Chairman Pullen explained that currently the policy requires anyone requesting the relocation of an existing refuse container site provide an alternate site location. If the requestor cannot provide an alternate site there are currently no other options available. Chairman Pullen stated that he would like to explore alternatives, such as a public hearing or input from residents within a certain distance of the container site, in order to assist the Police Jury in making a decision if no alternative site can be provided by the requestor. After discussion, David Hammons offered a motion, seconded by Bobby Bennett, to table this item. There being no public comment, the motion carried with the following votes:

YEAS: Wyatt, Hunter, Bennett, Hammons, Pullen, and Mayfield

NAYS: None

ABSENT: None

There being no other business to come before the Committee, the meeting was adjourned.

Courtney Hall
Parish Administrator

Walter Pullen
Committee Chair

The Lincoln Parish Police Jury met in regular session on Tuesday, May 13, 2014, at 7:00 p.m., at its regular meeting place in the Courthouse, Ruston, Louisiana. Present were: Theresa Wyatt, District One; Hazel D. Hunter, District Two; Bobby Bennett, District Three; Randy Roberson, District Four; David Hammons, District Five; Walter Pullen, District Six; Jody Backus; District Seven; Skip Russell, District Eight; Nancy Wilson, District Ten; Sharyon Mayfield, District Eleven and Ronny Walker, District Twelve.

Absent: Joe Henderson, District Nine;

Hazel Hunter called the meeting to order and Walter Pullen delivered the invocation.

David Hammons offered a motion, seconded by Sharyon Mayfield, to approve the Agenda. The motion was voted upon and carried with the following votes:

Yeas: Wyatt, Hunter, Bennett, Roberson, Hammons, Pullen, Backus, Russell
Wilson, Mayfield, Walker

Nays: None

Absent: Henderson

The President asked for public comments on the Agenda as approved. There were no public comments by anyone in attendance.

Sharyon Mayfield offered a motion, seconded by Randy Roberson, to approve the minutes of the April 8, 2014 meeting. The motion was voted upon and carried with the following votes:

Yeas: Wyatt, Hunter, Bennett, Roberson, Hammons, Pullen, Backus, Russell
Wilson, Mayfield, Walker

Nays: None

Absent: Henderson

Randy Roberson offered a motion, seconded by Bobby Bennett, to adopt an Ordinance redesignating and re-establishing the voting precincts for each election district.

ORDINANCE NO. 331-14-(1)

AN ORDINANCE AMENDING AND REENACTING SECTION 2-17 OF CHAPTER 2 OF THE CODE OF ORDINANCES OF THE PARISH OF LINCOLN, LOUISIANA, RELATING TO THE LINCOLN PARISH POLICE JURY ELECTION DISTRICTS AND THE PRECINCTS FOR EACH SUCH DISTRICT; TO DESIGNATE AND ESTABLISH THE VOTING PRECINCTS FOR EACH SUCH ELECTION DISTRICT; TO PROVIDE FOR THE EFFECTIVE DATE OF SAID ORDINANCE; AND OTHERWISE TO PROVIDE WITH RESPECT THERETO.

SECTION I.

BE IT ORDAINED, by the Police Jury of Lincoln Parish, Louisiana, in regular session convened on this 13th day of May, 2014 the Code of Ordinances of the Parish of Lincoln, State of Louisiana, be amended by revising Chapter 2, Section 2-17 to read as follows:

"Sec. 2-17. DISTRICTS. The Parish is hereby divided into twelve (12) Police Jury Districts, the numbers and boundaries of which are fixed and defined as follows:

DISTRICT ONE

PRECINCT 1-1 (previous Precinct 1-7, 1-8, 1-9, 1-10, 1-11, 1-13, and part of 1-1 and 1-3)

Beginning west of the City of Grambling at the point of intersection of the centerline of the power transmission line with the centerline of the Kansas City Southern Railroad; thence run east along the centerline of the Kansas City Southern Railroad to its intersection with the centerline of RWE Jones Drive; thence run south along the centerline of RWE Jones Drive to its intersection with the centerline of Johnson Street; thence run east along the centerline of

Johnson Street to its intersection with the centerline of Founder Avenue; thence run south along the centerline of Founder Avenue to its intersection with the centerline of Central Avenue; thence run east along the centerline of Central Avenue to its intersection with the centerline of Church Street; thence run south along the centerline of Church Street to its intersection with the centerline of Adams Avenue; thence run east along the centerline of Adams Avenue to its intersection with the centerline of Stadium Drive; thence run south along the centerline of Stadium Drive to its intersection with the centerline of US Highway 80; thence run east along the centerline of US Highway 80 to its intersection with the centerline of Rodgers Road; thence run north along the centerline of Rodgers Road to its intersection with the centerline of Fletcher Lane; thence run east along the centerline of Fletcher Lane to its intersection with the corporate boundary of the City of Ruston; thence run east thence north thence west thence north along the corporate boundary of the City of Ruston to its intersection with the centerline of LA Highway 150/Martin Luther King Junior Avenue; thence run southeast along the centerline of LA Highway 150/Martin Luther King Junior Avenue to its intersection with the centerline of Cypress Creek; thence run north along the centerline of Cypress Creek to its intersection with the corporate boundary of the City of Ruston; thence run west thence south thence west thence north thence west thence north along the corporate boundary of the City of Ruston to its intersection with the median of US Interstate 20; thence run west along the median of US Interstate 20 to its intersection with the east corporate boundary of the City of Grambling; thence run north along the corporate boundary of the City of Grambling to its intersection with the centerline of Dunn Road; thence run east then north along the centerline of Dunn Road to its intersection with the centerline of Garr Road; thence run west along the centerline of Garr Road to its intersection with the centerline of RWE Jones Drive; thence run south along the centerline of RWE Jones Drive to its intersection the corporate boundary line of the City of Grambling that is north of Olive Street and south of Garr Road; thence run west then south along the corporate boundary line of the City of Grambling to its intersection with the centerline of North Pine Tree Road; thence run east along the centerline of North Pine Tree Road to its intersection with the centerline of RWE Jones Drive; thence run south along the centerline of RWE Jones Drive to its intersection with the centerline of US Interstate 20; thence run west along the median of US Interstate 20 to its intersection with the west corporate boundary of the City of Grambling; thence run south along the corporate boundary of the City of Grambling to its intersection with the centerline of the power transmission line; thence run southwesterly along the centerline of the power transmission line to its intersection with the centerline of the Kansas City Southern Railroad, and to the Point of Beginning.

PRECINCT 1-2

Beginning at the point of intersection of the centerline of the Kansas City Southern Railroad and LA State Highway 563; thence run north along the centerline of LA State Highway 563 to its intersection with the centerline of LA State Highway 544; thence run east thence south along the centerline of LA State Highway 544 to its intersection with the centerline of Spring Creek; thence run northeast along the centerline of Spring Creek to its intersection with the E-W electric power transmission line; thence run east along the centerline of said electric power transmission line to its intersection with centerline of Mitcham Orchard Road; thence run southeast along the centerline of Mitcham Orchard Road to its intersection with the centerline of the N-S power transmission line; thence run southwest along the centerline of said electric power transmission line to its intersection with the centerline of LA State Highway 544; thence run southeast along the centerline of LA State Highway 544 to its intersection with the centerline of Tarbutton Road; thence run southeast along the centerline of Tarbutton Road to its intersection with the centerline of Turner Creek; thence run southwest along the centerline of Turner Creek to its intersection with the centerline of US Interstate 20; thence run west along the centerline of US Interstate 20 to the corporate boundary of the City of Grambling; thence run north along the corporate boundary of the City of Grambling to its intersection with the centerline of Dunn Road; thence run east then north along the centerline of Dunn Road to its intersection with the centerline of Garr Road; thence run west along the centerline of Garr Road to its intersection with the centerline of RWE Jones Drive; thence run south along the centerline of RWE Jones Drive to its intersection the corporate boundary line of the City of Grambling that is north of Olive Street and south of Garr Road; thence run west then south along the corporate boundary line of the City of Grambling to its intersection with the centerline of North Pine Tree Road; thence run east along the centerline of North Pine Tree Road to its intersection with the centerline of RWE Jones Drive; thence run south along the centerline of RWE Jones Drive to its intersection with the centerline of US Interstate 20; thence run west along the centerline of US Interstate 20 to its intersection with the westernmost corporate boundary of the City of Grambling; thence run south along said corporate boundary of the City of Grambling to its intersection with the centerline of the N-S electric power transmission line; thence run

southwest along the centerline of the N-S electric power transmission line to its intersection with the centerline of the Kansas City Southern Railroad; thence run west along the centerline of the Kansas City Southern Railroad to its intersection with the centerline of LA State Highway 563, and to the Point of Beginning.

PRECINCT 1-3 (part of previous Precinct 1-1 and Precinct 1-3)

Beginning at the intersection of the centerline of Ragan Street and the centerline of LA Highway 3012/West Barnett Springs Avenue in Ruston; thence run west along the centerline of LA Highway 3012/West Barnett Springs Avenue 3,890 feet more or less to the point where the corporate boundary of the City of Ruston turns north; thence run north thence west thence north along the corporate boundary of the City of Ruston to its intersection with the centerline of LA Highway 150; thence run east along the centerline of LA Highway 150/West Alabama Avenue to its intersection with the centerline of Scott Drive; thence run south along the centerline of Scott Drive to its intersection with the centerline of the Kansas City Southern Railroad; thence run west along the centerline of the Kansas City Southern Railroad to its intersection with the centerline of Ragan Street; thence run south along the centerline of Ragan Street to its intersection with the centerline of LA Highway 3012/West Barnett Springs Avenue, and to the Point of Beginning.

PRECINCT 1-4 (previous Precinct 1-4 and 1-5)

Beginning at the intersection of the centerline of LA State Highway 150/West Alabama Avenue and the centerline of Cypress Creek; thence run north along the centerline of Cypress Creek to its intersection with the corporate boundary of the City of Ruston; thence run east thence south between the corporate boundaries of the City of Ruston and the City of Grambling; thence run east thence south along the corporate boundary of the City of Ruston to its intersection with the centerline of LA Highway 150/West Alabama Avenue; thence run west along the centerline of LA Highway 150/West Alabama Avenue to its intersection with the centerline of Cypress Creek, and to the Point of Beginning.

PRECINCT 1-5 (previous Precinct 1-6)

Beginning at the intersection of the centerline of US Interstate 20 and Turner Creek; thence run northeast to its intersection with the centerline of Tarbutton Road; thence run south along the centerline of Tarbutton Road to its intersection with the corporate boundary of the City of Ruston; thence run in a west and south direction along the corporate boundary of the City of Ruston to its intersection with the centerline of US Interstate 20; thence run west along the centerline of US Interstate 20 to its intersection with Turner Creek, and to the Point of Beginning.

PRECINCT 1-6 (previous Precinct 1-12)

Beginning at the intersection of the centerline of US Interstate 20 and the centerline of Cypress Creek; thence run west along the centerline of US Interstate 20 to its intersection with the westernmost corporate boundary of the City of Ruston; thence run south thence east thence continue along the corporate boundary of the City of Ruston to its intersection with the centerline of Cypress Creek; thence run north along the centerline of Cypress Creek to its intersection with the centerline of US Interstate 20, and to the Point of Beginning.

DISTRICT TWO

PRECINCT 2-1 (previous Precinct 2-1, 2-4, and 2-5)

Beginning at the intersection of the centerline of Igoe Inn Road and the centerline of the Kansas City Southern Railroad; thence run east along the centerline of the Kansas City Southern Railroad to its intersection with the centerline of RWE Jones Drive; thence run south along the centerline of RWE Jones Drive to its intersection with the centerline of Johnson Street; thence run east along the centerline of Johnson Street to its intersection with the centerline of Main Street/Founder Avenue; thence run south along the centerline of Main Street/Founder Avenue to its intersection with the centerline with Central Avenue; thence run east along the centerline of Central Avenue to its intersection with the centerline of Church Street; thence run south along the centerline of Church Street to its intersection with the centerline with Adams Avenue; thence run east along the centerline of Adams Avenue to its intersection with the centerline of Stadium Drive; thence run south along the centerline of Stadium Drive to its intersection with

the centerline of US Highway 80; thence run west along the centerline of US Highway 80 2,000 feet more or less to the point where the corporate boundary of the City of Grambling turns south; thence run south thence west thence north along the corporate boundary of the City of Grambling to its intersection with the centerline of LA Highway 3005; thence run north along the centerline of LA Highway 3005 to its intersection with the centerline of US Highway 80; thence run west along the centerline of US Highway 80 5,065 feet more or less to the point where the corporate boundary of the City of Grambling turns south; thence run south thence west thence north along the corporate boundary of the City of Grambling to its intersection with the centerline of US Highway 80; thence run west along the centerline of US Highway 80 to its intersection with the centerline of Igoe Inn Road; thence run north along the centerline of Igoe Inn Road to its intersection with the centerline of the Kansas City Southern Railroad, and to the Point of Beginning.

PRECINCT 2-2

Beginning at the intersection of the centerline of the Kansas City Southern Railroad and the centerline of Igoe Inn Road; thence run south along the centerline of Igoe Inn Road to its intersection with the centerline of US Highway 80; thence run east along the centerline of US Highway 80 to its intersection with the corporate boundary of the City of Grambling; thence run south thence east thence north along the corporate boundary of the City of Grambling to its intersection with the centerline of US Highway 80; thence run east along the centerline of US Highway 80 to its intersection with the centerline of LA State Highway 3005; thence run south along the centerline of LA Highway 3005 to its intersection with the corporate boundary of the City of Grambling; thence run south thence east thence north along the corporate boundary of the City of Grambling to its intersection with the centerline of US Highway 80; thence run east along the centerline of US Highway 80 to its intersection with the centerline of Heard Road; thence run south along the centerline of Heard Road to its intersection with the centerline of Mondy Road; thence run west along the centerline of Mondy Road to its intersection with the centerline of Madden Road; thence run north along the centerline of Madden Road to its intersection with the centerline of Gahagan Road; thence run northwest along the centerline of Gahagan Road to its intersection with the centerline of US Highway 80; thence run west along the centerline of US Highway 80 to its intersection with the centerline of Hyatt Road; thence run north along the centerline of Hyatt Road to its intersection with the eastern corporate boundary of the Village of Simsboro; thence run east thence north along the corporate boundary of the Village of Simsboro to its intersection with the centerline of the Kansas City Southern Railroad; thence run east along the centerline of the Kansas City Southern Railroad to its intersection with the centerline of Igoe Inn Road, and to the Point of Beginning.

PRECINCT 2-3

Beginning at the intersection of the centerline of Mondy Road and the centerline of Madden Road; thence run east along the centerline of Mondy Road to its intersection with the centerline of LA Highway 818/Wesley Chapel Road; thence run south along the centerline of LA Highway 818/Wesley Chapel Road to its intersection with the parish boundary of Lincoln/Jackson parish; thence run west along the parish boundary of Lincoln/Jackson parish to its intersection with the centerline of Mangham Road; thence run north along the centerline of Mangham Road to its intersection with the centerline of CCC Road; thence run northeast along the centerline of CCC Road to its intersection with the centerline of Madden Road; thence run north along the centerline of Madden Road to its intersection with the centerline of Mondy Road, and to the Point of Beginning.

DISTRICT THREE

PRECINCT 3-1

Beginning at the southwest corner of Lincoln Parish; thence run north along the west boundary line of Lincoln parish to its intersection with the centerline of US Interstate 20; thence run east along the centerline of US Interstate 20 to its intersection with the corporate boundary of the Village of Simsboro; thence run southward and eastward along the corporate boundary of Village of Simsboro to its (eastern) intersection with the centerline of U.S. Highway 80; thence run east along the centerline of U.S. Highway 80 for approximately 0.8 miles to its intersection with the centerline of Gahagan Road; thence run south east along the centerline of Gahagan Road to its intersection with the centerline of Madden Road; thence run south along the centerline of Madden Road to its intersection with the centerline of CCC Road; thence run southwest along the centerline of CCC Road to its intersection with the centerline of Mangham

Road; thence run south along the centerline of Mangham Road to its intersection with the south boundary line of Lincoln Parish; thence run west along said south boundary of Lincoln Parish to the southwest corner of Lincoln Parish, and to the Point of Beginning.

PRECINCT 3-2

Beginning at the intersection of the centerline of LA State Highway 544 with the centerline of LA State Highway 563; thence run north along the centerline of LA State Highway 563 to its intersection with the centerline of Nobles School Road; thence run north along the centerline of Nobles School Road to its intersection with the centerline of LA State Highway 151; thence run northeasterly along the centerline of LA State Highway 151 to its intersection with the centerline of Bayou D'Arbonne; thence run in an eastward direction along the centerline of Bayou D'Arbonne to its intersection with the centerline of the west most N-S Steel Tower Electric Power Transmission Line; thence run south along the centerline of said N-S Steel Tower Electric Power Transmission Line to its intersection with the centerline of LA State Highway 146; thence run southeasterly for approximately 1/2 mile along the centerline of LA State Highway 146 to its intersection with the centerline of an unnamed creek; thence run eastward along the centerline of unnamed creek to the west corporate boundary line of the Town of Vienna; thence run south along the west corporate line of the Town of Vienna to its intersection with the centerline of LA Highway 146; thence run west along the centerline of LA Highway 146 to its intersection with the abandoned Rock Island Railroad; thence run west along the centerline of LA Highway 146 to its intersection with the centerline of Cypress Creek; thence run south along the centerline of Cypress Creek to its intersection with the centerline of E-W power transmission line; thence run west along the centerline of said E-W power transmission line to its intersection with the centerline of Spring Creek; thence run southwesterly along the centerline of Spring Creek to its intersection with the centerline of LA State Highway 544; thence run north and west along the centerline of LA State Highway 544 to its intersection with the centerline of LA State Highway 563, and to the Point Of Beginning.

PRECINCT 3-3

Beginning at the intersection of the centerline of LA State Highway 507 and the northern corporate boundary line of the Village of Simsboro; thence run eastward along said northern corporate boundary line of the Village of Simsboro to the eastern corporate boundary line of the Village of Simsboro; thence run south along the eastern corporate boundary line of the Village of Simsboro to the southern corporate boundary line of the Village of Simsboro; thence run westward along the southern corporate boundary line of the Village of Simsboro to the western corporate boundary line of the Village of Simsboro; thence run northward along the western corporate boundary line of the Village of Simsboro to the northwest corner of the Village of Simsboro; thence run east along the northern corporate boundary line of the Village of Simsboro to its intersection with the centerline of LA State Highway 507, and to the Point of Beginning.

PRECINCT 3-4

Beginning at the intersection point of the centerline of US Interstate 20 and the western boundary line of Lincoln Parish; thence run north along the western boundary line of Lincoln Parish to its intersection with the centerline of LA State Highway 146; thence run in a southeasterly direction along the centerline of LA State Highway 146 to its intersection with the centerline of LA State Highway 151; thence run south along the centerline of LA State Highway 151 to its intersection with the centerline of Nobles School Road; thence run south along the centerline of Nobles School Road to its intersection with the centerline of LA State Highway 563; thence run south along the centerline of LA State Highway 563 to its intersection with the northern corporate boundary line of the Village of Simsboro; thence run west, north and west along the northern corporate boundary line of the Village of Simsboro to its intersection with the centerline of LA State Highway 507; thence run north along the centerline of LA State Highway 507 to its intersection with the centerline of US Interstate 20; thence run west along the centerline of US Interstate 20 to its intersection with the western boundary line of Lincoln Parish, and to the Point of Beginning.

PRECINCT 3-5

Beginning at the intersection of the centerline of LA State Highway 146 and the western corporate boundary line of the Town of Vienna; thence run north along the western corporate boundary line of the Town of Vienna to its northwest corner; thence run east along the north

boundary line of Town of Vienna to the northeast corner; thence run south along the east corporate boundary line of the Town of Vienna to the southeast corner; thence run west along the south corporate boundary line of Town of Vienna to the southwest corner; thence run north along the west corporate boundary line of Town of Vienna to its intersection with the centerline of LA State Highway 146, and to the Point of Beginning.

PRECINCT 3-6

Beginning at the intersection of the centerline of the N-S electric power transmission line and the centerline of LA State Highway 822; thence run northeast along the centerline of LA State Highway 822 to its intersection with the centerline with Larance Orchard Road; thence run southeast along the centerline of Larance Orchard Road to its intersection with the centerline of Rockshop Road; then run southeast along the centerline of Rockshop Road to its intersection the corporate boundary of the Town of Vienna; thence run south along the corporate boundary of the Town of Vienna to its intersection with the centerline of Cypress Creek; thence run west along the centerline of Cypress Creek to its intersection with the centerline of LA State Highway 146; thence run northwest along the centerline of LA State Highway 146 to the intersection with the centerline of the N-S electric power transmission line; thence run north along the centerline of the N-S electric power transmission line to its intersection with the centerline of LA State Highway 822, and to the Point of Beginning.

DISTRICT FOUR

PRECINCT 4-1

Beginning at the intersection of the western most North-South steel tower electric power transmission line with the north boundary line of Lincoln Parish; thence run east along said north boundary to its intersection with the centerline of Middle Fork Bayou; thence continue along the northern boundary line of Lincoln Parish and also being along the centerline of Middle Fork Bayou to its intersection with the centerline of Bayou D'Arbonne; thence run south and west along the centerline of Bayou D'Arbonne to its intersection with the centerline of Buck Branch; thence run northwesterly along the centerline of Buck Branch to its intersection with the eastern corporate boundary line of the Town of Dubach; thence run north along the eastern corporate boundary of the Town of Dubach to its northeast corner; thence run west along the corporate boundary of the Town of Dubach to its northwest corner; thence run south along the western corporate boundary of the Town of Dubach to its southwest corner and its intersection with the centerline of US Highway 167; thence run south along the centerline of US Highway 167 to its intersection with the centerline of Bayou D'Arbonne; thence run westward along the centerline of Bayou D'Arbonne to its intersection with the westernmost N-S steel tower electric power transmission line; thence run north along the centerline of the N-S steel tower electric power transmission line to its intersection with the northern Lincoln Parish boundary line, and to the Point of Beginning.

PRECINCT 4-2

Beginning on the southern corporate boundary line of the Town of Dubach at its intersection with the centerline of US Highway 167; thence run northwesterly and northward along the western corporate boundary line of the Town of Dubach to the northern corporate boundary line of the Town of Dubach; thence run east along the northern corporate boundary line of the Town of Dubach to the northeast corner of the corporate boundary line of the Town of Dubach; thence run southward along the eastern corporate boundary line of the Town of Dubach to the southeast corner of the corporate boundary line of the Town of Dubach; thence run west along the southern corporate boundary line of the Town of Dubach to its intersection with the centerline of U.S. Highway 167, and to the Point of Beginning.

PRECINCT 4-3

Beginning at the point of most northern intersection on the east corporate boundary line of the Town of Vienna with the centerline of Colvin Creek; thence run northeasterly along the centerline of Colvin Creek to its confluence with the centerline of Cypress Creek; thence run northeasterly along the centerline of Cypress Creek to its intersection with the centerline of Bayou D'Arbonne; thence continue to run northeasterly along the centerline of Bayou D'Arbonne to its intersection with the northern boundary line of Lincoln Parish; thence run east and south and east along the boundary line of Lincoln Parish to its intersection with the

centerline of LA State Highway 33; thence run southwesterly along the centerline of LA State Highway 33 to its intersection with the centerline of LA State Highway 3072; thence run west along the centerline of LA State Highway 3072 to its intersection with the eastern corporate boundary line of the Town of Vienna; thence run north along the east corporate boundary line of Town of Vienna to its most northern intersection with the centerline of Colvin Creek, and to the Point of Beginning.

PRECINCT 4-4

Beginning at the intersection of the western most North-South steel tower electric power transmission line with the centerline of Bayou D'Arbonne; thence run southeasterly along the centerline of Bayou D'Arbonne to its intersection with the centerline of US Highway 167; thence run north along the centerline of US Highway 167 to its intersection with the southern corporate boundary line of the Town of Dubach; thence run east along the southern corporate boundary line of the Town of Dubach to its southeast corner; thence run north along the eastern corporate boundary line of the Town of Dubach to its intersection with the centerline of Buck Branch; thence run southeasterly along the centerline of Buck Branch to its intersection with the centerline of Bayou D'Arbonne; thence run east along the centerline of Bayou D'Arbonne to its intersection with the centerline of Cypress Creek; thence run southwesterly along the centerline of Cypress Creek to its intersection with the centerline of Colvin Creek; thence run southwesterly along the centerline of Colvin Creek to its intersection with the eastern corporate boundary of the Town of Vienna; thence run north along the eastern corporate boundary of the Town of Vienna to the north corporate boundary line of the Town of Vienna; thence run west along the northern corporate boundary line of the Town of Vienna to the western corporate boundary line of the Town of Vienna; thence run south along the western corporate boundary line of the Town of Vienna to its intersection with the centerline of Rockshop Road; thence run northwest along the centerline of Rockshop Road to its intersection with the centerline of Larance Orchard Road; thence run northwest along the centerline of Larance Orchard Road to its intersection with the centerline of LA State Highway 822; thence run southwest along the centerline of LA State Highway 822 to its intersection with the centerline of the westernmost N-S steel tower electric power transmission line; thence run north along the centerline of the westernmost N-S steel tower electric power transmission line to its intersection with the centerline of Bayou D'Arbonne, and to the Point of Beginning.

PRECINCT 4-5

Beginning at the northwest corner of Lincoln Parish thence run east along the north boundary line of Lincoln Parish to its intersection with the centerline of the most west N-S Steel Tower Electric Power Transmission Line; thence run south along the centerline of said electric power transmission line for approximately 4 ³/₄ miles to its intersection with the centerline of Bayou D'Arbonne; thence run west along the centerline of Bayou D'Arbonne to its intersection with the centerline of LA State Highway 151; thence run southwesterly along the centerline of LA State Highway 151 to its intersection with the centerline of LA State Highway 146; thence run northwesterly along the centerline of LA State Highway 146 to its intersection with the western boundary line of Lincoln Parish; thence run north along the western boundary line of Lincoln Parish to the northwest corner of Lincoln Parish, and to the Point of Beginning.

PRECINCT 4-6

Beginning at the intersection of the centerline of Colvin Creek and the centerline of LA State Highway 3072; thence run east along the centerline of LA State Highway 3072 to its intersection with the centerline of LA State Highway 33; thence run south along the centerline of LA State Highway 33 for approximately 6275' to its intersection with the centerline of an unnamed creek; thence run northwest along the centerline of the unnamed creek to its intersection with the centerline of Colvin Creek; thence run north along the centerline of Colvin Creek to its intersection with the centerline of LA State Highway 3072, and to the Point of Beginning.

DISTRICT FIVE

PRECINCT 5-1

Beginning at the intersection of the centerline of Chandler Road and the centerline of US Interstate 20; thence run east along the centerline of US Interstate 20 to its intersection with the western corporate boundary line of the Village of Choudrant; thence run south along the

western corporate boundary line of the Village of Choudrant to its most southern corporate boundary line; thence run east along the southern corporate boundary line of the Village of Choudrant to its eastern corporate boundary line; thence run north along the eastern corporate boundary line of the Village of Choudrant to its intersection with the centerline of LA State Highway 821; thence run east along the centerline of LA State Highway 821 to its intersection with the centerline of East Sibley Road; thence run east along the centerline of East Sibley Road to its intersection with the centerline of Roach Road; thence run east along the centerline of Roach Road to its intersection with the eastern boundary line of Lincoln Parish; thence run south along the eastern boundary line of Lincoln Parish to the southern boundary line of Lincoln Parish; thence run west along the southern boundary line of Lincoln Parish to its intersection with the centerline of Longstraw Road; thence run northeast along the centerline of Longstraw Road to its intersection with the centerline of LA State Highway 145; thence run west along the centerline of LA State Highway 145 to its intersection with the centerline of Hogan Road; thence run north along the centerline of Hogan Road to its intersection with the centerline of US Highway 80; thence run west along the centerline of US Highway 80 to its intersection with the centerline of Chandler Road; thence run north along the centerline of Chandler Road to its intersection with the centerline of US Interstate 20, and to the Point of Beginning.

PRECINCT 5-2

Beginning at the intersection of the centerline of LA State Highway 820 and the centerline of LA State Highway 33; thence run northeasterly along the centerline of LA State Highway 33 to its intersection with the northern boundary line of Lincoln Parish; thence run east along the northern boundary line of Lincoln Parish to the eastern boundary line of Lincoln Parish; thence run south along the eastern boundary line of Lincoln Parish to its intersection with the centerline of Roach Road; thence run west along the centerline of Roach Road to its intersection with the centerline of East Sibley Road; thence run west along the centerline of East Sibley Road to its intersection with the centerline of LA State Highway 821; thence run west along the centerline of LA State Highway 821 to its intersection with the north corporate limits of the Village of Choudrant; thence run west and south and west along the northern corporate boundary of the Village of Choudrant to its intersection with the centerline of LA State Highway 820; thence run north along the centerline of LA State Highway 820 to its intersection with the centerline of LA State Highway 33, and to the Point of Beginning.

PRECINCT 5-3 (previous Precinct 5-5 and part of Precinct 5-3)

Beginning at the intersection of the centerline of Chandler Road and the centerline of LA Highway 821; thence run west along the centerline of LA State Highway 821 to its intersection with Goodgoin Road; thence run north thence west along the centerline of Goodgoin Road to its intersection with the centerline of LA State Highway 33; thence run northeast along the centerline of LA State Highway 33 to its intersection with the centerline of LA State Highway 820; thence run south along the centerline of LA State Highway 820 to its intersection with the northern corporate boundary line of the Village of Choudrant; thence run west along the northern corporate boundary line of the Village of Choudrant to the western corporate boundary line; thence run south thence east thence south along the western corporate boundary line of the Village of Choudrant to its intersection with the centerline of US Interstate 20; thence run west along the centerline of US Interstate 20 to its intersection with the corporate boundary of the City of Ruston; thence run north thence west along the corporate boundary of the City of Ruston to its intersection with the centerline of Cook Road; thence run north along the centerline of Cook Road to its intersection with the centerline of Woodward Road; thence run north along the centerline of Woodward Road to its intersection with the centerline of Stable Road; thence run east along the centerline of Stable Road to its intersection with the centerline of Chandler Road; thence run north along the centerline of Chandler Road to its intersection with the centerline of LA Highway 821, and to the Point of Beginning.

PRECINCT 5-4

Beginning at the intersection of the western corporate boundary line of the Village of Choudrant with the centerline of US Interstate 20; thence run east and north along the corporate boundary line of the Village of Choudrant; thence run northeasterly (along LA State Highway 145) along the western corporate boundary line of the Village of Choudrant; thence run west along the corporate boundary line of the Village of Choudrant; thence run north and east and south and thence run southwesterly (along LA State Highway 145) along the corporate boundary line of the Village of Choudrant; thence run east and south along the east corporate boundary line of the Village of Choudrant to its intersection with the southern corporate

boundary line of the Village of Choudrant; thence run west and north then east and north along the corporate boundary line of the Village of Choudrant to its intersection with the centerline of US Interstate 20, and to the Point of Beginning.

DISTRICT SIX

PRECINCT 6-1 (previous Precinct 6-1, 6-5 and part of Precinct 6-2)

Beginning at the intersection of the centerline of LA Highway 150/West Alabama Avenue and the centerline of Everett Street in Ruston; thence run north along the centerline of Everett Street to its intersection with the centerline of Cooktown Road; thence run west along the centerline of Cooktown Road to its intersection with the centerline of James Street; thence run north along the centerline of James Street to its intersection with the centerline of South Service Road West; thence run east along the centerline of South Service Road West to its intersection with the centerline of Chataouqua Creek; thence run north along the centerline of Chataouqua Creek to its intersection with the median of US Interstate 20; thence run east along the median of US Interstate 20 to its intersection with the centerline of the abandoned Rock Island Railroad; thence run north along the centerline of the abandoned Rock Island Railroad to its intersection with the centerline of LA Highway 146; thence run west along the centerline of LA Highway 146 to its intersection with the centerline of Cypress Creek; thence run south and west along the centerline of Cypress Creek to its second intersection with the corporate boundary of the City of Ruston; thence run east thence south and west along the corporate boundary of the City of Ruston to its intersection with the median of US Interstate 20; thence run east along the median of US Interstate 20 to its intersection with the centerline of Cypress Creek; thence run south along the centerline of Cypress Creek to its intersection with the corporate boundary of the City of Grambling; thence run east between the corporate boundaries of the City of Grambling and the City of Ruston to the northeast corner of the City of Grambling; thence run east along the south right-of-way of US Interstate 20 to its intersection with the centerline of Cooktown Road; thence run south along the centerline of Cooktown Road to its intersection with the centerline of LA Highway 150/West Alabama Avenue; thence run east along the centerline of LA Highway 150/West Alabama Avenue to its intersection with the centerline of Everett Street, and to the Point of Beginning.

PRECINCT 6-2 (part of previous Precinct 6-2)

Beginning at the intersection of the centerline of Tech Drive and the centerline of the Kansas City Southern Railroad; thence run north along the centerline of Tech Drive to its intersection with the centerline of Edwards Drive; thence continue north along the centerline of Cooktown Road to its intersection with the south right-of-way of US Interstate 20; thence run west along the south right-of-way of US Interstate 20 to its intersection with the northeast corner of the corporate boundary of the City of Grambling; thence run south between the corporate boundaries of the City of Grambling and the City of Ruston thence east and south along the corporate boundary of the City of Ruston to its intersection with the centerline of LA Highway 150/West Alabama Avenue; thence run east along the centerline of LA State Highway 150/West Alabama Avenue to its intersection with the centerline of Scott Drive; thence run south along the centerline of Scott Drive to its intersection with the centerline of the Kansas City Southern Railroad; thence run east along the centerline of the Kansas City Southern Railroad to its intersection with the centerline of Tech Drive, and to the Point of Beginning.

PRECINCT 6-3 (previous Precinct 6-3 and Precinct 6-9)

Beginning at the intersection of the centerline of LA State Highway 544 and the centerline of the N-S power transmission line; thence run northeast along the centerline of the N-S power transmission line to its intersection with the centerline of the E-W power transmission line; thence run east along the centerline of the E-W power transmission line to its intersection with the centerline of Cypress Creek; thence run south along the centerline of Cypress Creek to its second intersection with the corporate boundary of the City of Ruston; thence run east thence south and west along the corporate boundary of the City of Ruston to its intersection with the centerline of Tarbutton Road; thence run north and west along the centerline of Tarbutton Road to its intersection with the centerline of LA Highway 544; thence run west along the centerline of LA Highway 544 to its intersection with the centerline of the N-S power transmission line, and to the Point of Beginning.

PRECINCT 6-4 (previous Precinct 6-4, 6-7, and 6-8)

Beginning at the intersection of the centerline of the abandoned Rock Island Railroad and the centerline of LA State Highway 146; then run east to the intersection with the western corporate boundary line of the Town of Vienna; thence run south along the western corporate boundary line to the southern corporate boundary line of the Town of Vienna; thence run east along the southern corporate boundary line to the eastern corporate boundary line of the Town of Vienna; thence run north along the eastern corporate boundary line of the Town of Vienna to its intersection with the centerline of LA State Highway 3072; thence east along the centerline of LA State Highway 3072 to its intersection with the centerline of Colvin Creek; thence south along the centerline of Colvin Creek approximately 80' to its intersection with the centerline of an unnamed creek; thence southeast along the centerline of the unnamed creek to its intersection with the centerline of LA State Highway 33; thence south along the centerline of LA State Highway 33 to its intersection with the centerline of Frazier Road; thence run west along the centerline of Frazier Road to a point where the corporate boundary line of the City of Ruston intersects Frazier Road from the north and west; thence run west along the corporate boundary line of the City of Ruston to a point on the northern corporate boundary line that intersects the centerline of the N-S power transmission line; thence run northwest along the centerline of the N-S power transmission line to its intersection with the northern corporate boundary of the City of Ruston; thence run west along the northern corporate boundary of the City of Ruston to its intersection with the centerline of the abandoned Rock Island Railroad; thence run north along the centerline of the abandoned Rock Island Railroad to its intersection with the centerline of LA Highway 146, and to the Point of Beginning.

PRECINCT 6-5 (previous Precinct 6-6)

Beginning at the intersection of the centerline of Mitcham Orchard Road and the centerline of the N-S power transmission line; thence run northeast along the centerline of the N-S power transmission line to its intersection with the centerline of the E-W power transmission line; thence west along the centerline of the E-W power transmission line to its intersection with the centerline of Mitcham Orchard Road; thence southeast along the centerline of Mitcham Orchard Road to its intersection with the centerline of the N-S power transmission line, and to the Point of Beginning.

DISTRICT SEVEN

PRECINCT 7-1 (previous Precinct 7-1 and Precinct 7-3)

Beginning at the intersection of the centerline of the abandoned Rock Island Railroad and the centerline of US Interstate 20; thence run north along the centerline of the abandoned Rock Island Railroad to its intersection with the centerline of Jefferson Avenue; thence east along the centerline of Jefferson Avenue to its intersection with the corporate boundary of the City of Ruston that runs north; thence run north thence east along the corporate boundary of the City of Ruston to its intersection with the centerline of US Highway 167/North Trenton Street; thence run south along the centerline of US Highway 167/North Trenton Street to its intersection with the centerline of US Highway 167/North Vienna Street; thence south along the centerline US Highway 167/North Vienna Street to its intersection with the centerline of US Interstate 20; thence west along the centerline of US Interstate 20 to its intersection with the centerline of the abandoned Rock Island Railroad, and to the Point of Beginning.

PRECINCT 7-2 (previous Precinct 7-2 and Precinct 7-4)

Beginning at the intersection of the centerline of US Highway 167/North Vienna Street and the centerline of US Interstate 20; thence run north along the centerline of US Highway 167/North Vienna Street to its intersection with the northern corporate boundary of the City of Ruston; thence run east thence southeast along the corporate boundary line of the City of Ruston to its intersection with the centerline of the N-S electric power transmission line; thence run south along the N-S electric power transmission line to its intersection with the corporate boundary of the City of Ruston; thence run west along the corporate boundary line of the City of Ruston to its intersection with the centerline of North Forty Drive; thence run east along the corporate boundary line of the City of Ruston to its intersection with the centerline of Frazier Road; thence run northeast along the centerline of Frazier Road to its intersection with the corporate boundary line of the City of Ruston; thence run in a southeast direction along the northeastern corporate boundary line of the City of Ruston to its intersection with the centerline of LA State Highway 33; thence run south on LA State Highway 33 to its intersection with the centerline of US Interstate 20; thence run west along the centerline of US Interstate 20 to its

intersection with the centerline of US Highway 167/North Vienna Street, and to the Point of Beginning.

PRECINCT 7-3 (previous Precinct 7-5)

Beginning at the intersection of the centerline of LA State Highway 33/Farmerville Highway and the centerline of Frazier Road; thence run south along the centerline of LA State Highway 33/Farmerville Highway to its intersection with the corporate boundary line of the City of Ruston; thence run north and westward along the corporate boundary line of the City of Ruston to its intersection with the centerline of Frazier Road; thence run east along the centerline of Frazier Road to its intersection with the centerline of LA State Highway 33/Farmerville Highway, and to the Point of Beginning.

AND

Beginning at the intersection of the south right-of-way of Road Camp Road and the east right-of-way of Cedar Creek Road; thence run southeast along the south right-of-way of Road Camp Road and continue following the corporate boundary of the City of Ruston back to the Point of Beginning.

DISTRICT EIGHT

PRECINCT 8-1 (previous Precinct 8-1, 8-3, 8-6, 8-13, and 8-14)

Beginning at the intersection of the centerline of the abandoned Rock Island Railroad and the median of US Interstate 20; thence run east along the median of US Interstate 20 to its intersection with the centerline of LA Highway 33/Farmerville Highway; thence run north along the centerline of LA Highway 33/Farmerville Highway to its intersection with the corporate boundary of the City of Ruston that runs east; thence run east and south thence west and south along the corporate boundary of the City of Ruston to its intersection with the centerline of US Highway 80/East Georgia Avenue; thence run west along the centerline of US Highway 80/East Georgia Avenue to its intersection with the centerline of Center Street; thence run north along the centerline of Center Street to its intersection with the centerline of Eugene Drive; thence run west along the centerline of Eugene Drive to its intersection with the centerline of North Farmerville Street; thence run north along the centerline of North Farmerville Street to its intersection with the centerline of East Maryland Avenue; thence run west along the centerline of East Maryland Avenue and continue west along the centerline of West Maryland Avenue to its intersection with the centerline of North Monroe Street; thence run north along the centerline of North Monroe Street to its intersection with the centerline of Lamar Avenue; thence run west along the centerline of Lamar Avenue to its intersection with the centerline of Boyce Street; thence run north along the centerline of Boyce Street to its intersection with the centerline of Lee Avenue; thence run west along the centerline of Lee Avenue to its intersection with the centerline of the abandoned Rock Island Railroad; thence run north along the centerline of the abandoned Rock Island Railroad to its intersection with the median of US Interstate 20, and to the Point of Beginning.

PRECINCT 8-2 (previous Precinct 8-2, 8-4, 8-5, and 8-12)

Beginning at the intersection of the centerline of LA Highway 33 and the centerline of Goodgoin Road; thence run east thence south along the centerline of Goodgoin Road to its intersection with the centerline of LA Highway 821; thence run east along the centerline of LA Highway 821 to its intersection with the centerline of Chandler Road; thence run south along the centerline of Chandler Road to its intersection with the centerline of Stable Road; thence run west along the centerline of Stable Road to its intersection with the centerline of Woodward Road; thence run south along the centerline of Woodward Road to its intersection with the centerline of Cook Road; thence run south along the centerline of Cook Road to its intersection with the corporate boundary of the City of Ruston; thence run south and west thence north and west along the corporate boundary of the City of Ruston to its intersection with the centerline of LA Highway 33; thence run north along the centerline of LA Highway 33 to its intersection with the centerline of Goodgoin Road, and to the Point of Beginning.

PRECINCT 8-3 (previous Precinct 8-7, 8-9, and 8-11)

Beginning at the intersection of the centerline of South Service Road West and the centerline of James Street; thence run east along the centerline of South Service Road West to its intersection with the centerline of Chatauqua Creek; thence run north along the centerline

of Chatauqua Creek to its intersection with the median of US Interstate 20; thence run east along the median of US Interstate 20 to its intersection with the centerline of the abandoned Rock Island Railroad; thence run south along the centerline of the abandoned Rock Island Railroad to its intersection with the centerline of Lee Avenue; thence run east along the centerline of Lee Avenue to its intersection with the centerline of Boyce Street; thence run south along the centerline of Boyce Street to its intersection with the centerline of Lamar Avenue; thence run east along the centerline of Lamar Avenue to its intersection with the centerline of North Monroe Street; thence run south along the centerline of North Monroe Street to its intersection with the centerline of West Maryland Avenue; thence run east along the centerline of West Maryland Avenue and continue east along the centerline of East Maryland Avenue to its intersection with the centerline of North Farmerville Street; thence run south along the centerline of North Farmerville Street to its intersection with the centerline of Eugene Drive; thence run east along the centerline of Eugene Drive to its intersection with the centerline of Center Street; thence run south along the centerline of Center Street to its intersection with the centerline of US Highway 80/East Georgia Avenue; thence run west along the centerline of US Highway 80/East Georgia Avenue to its intersection with the centerline of US Highway 167/North Vienna Street; thence run north along the centerline of US Highway 167/North Vienna Street to its intersection with the centerline of East Carolina Avenue; thence run west along the centerline of East Carolina Avenue and continue west along the centerline of West Carolina Avenue to its intersection with the centerline of Everett Street; thence run north along the centerline of Everett Street to its intersection with the centerline of Lee Avenue; thence run west along the centerline of Lee Avenue to its intersection with the centerline of James Street; thence run north along the centerline of James Street to its intersection with the centerline of South Service Road West, and to the Point of Beginning.

PRECINCT 8-4 (previous Precinct 8-8 and 8-10)

Beginning at the intersection of the centerline of West Carolina Avenue and the centerline of US Highway 167/North Vienna Street; thence run south along the centerline of US Highway 167/North Vienna Street to its intersection with the centerline of US Highway 80/West Georgia Avenue; thence run west along the centerline of West Georgia Avenue to its intersection with the centerline of the abandoned Rock Island Railroad; thence run south along the centerline of the abandoned Rock Island Railroad to its intersection with the centerline of LA Highway 150/West Alabama Avenue; thence run west along the centerline of LA Highway 150/West Alabama Avenue to its intersection with the centerline of Everett Street; thence run north along the centerline of Everett Street to its intersection with the centerline of Cooktown Road; thence run west along the centerline of Cooktown Road to its intersection with the centerline of James Street; thence run north along the centerline of James Street to its intersection with the centerline of Lee Avenue; thence run east along the centerline of Lee Avenue to its intersection with the centerline of Everett Street; thence run south along the centerline of Everett Street to its intersection with the centerline of West Carolina Avenue; thence run east along the centerline of West Carolina Avenue to its intersection with the centerline of US Highway 167/North Vienna Street, and to the Point of Beginning.

DISTRICT NINE

PRECINCT 9-1 (previous Precinct 9-1, 9-10, and 9-11)

Beginning at the intersection of the centerline of US Highway 167/South Vienna Street and the centerline of East California Avenue; thence run north along the centerline of US Highway 167/North Vienna Street to its intersection with the centerline of the Kansas City Southern Railroad; thence run east along the centerline of the Kansas City Southern Railroad to its intersection with the corporate boundary of the City of Ruston that runs south; thence run south and east along the corporate boundary of the City of Ruston to its intersection with the centerline of Longstraw Road; thence run southwest along the centerline of Longstraw Road to its intersection with the centerline of LA Highway 146; thence run north and west thence south along the corporate boundary of the City of Ruston to its intersection with the centerline of LA Highway 146/Martin Luther King Drive; thence run north and west along the centerline of LA Highway 146/Martin Luther King Drive to its intersection with the centerline of South Farmerville Street; thence run north along the centerline of South Farmerville Street to its intersection with the centerline of East California Avenue; thence run west along the centerline of East California Avenue to its intersection with the centerline of US Highway 167/South Vienna Street, and to the Point of Beginning.

PRECINCT 9-2 (previous Precinct 9-2 and 9-5)

Beginning at the intersection of the centerline of US Highway 80/West California Avenue and the centerline of US Highway 167/South Vienna Street; thence run west along the centerline of US Highway 80/West California Avenue to its intersection with the centerline of Adams Street; thence run north along the centerline of Adams Street to its intersection with the centerline of Dan Reneau Drive; thence run east along the centerline of Dan Reneau Drive to its intersection with the centerline of South Homer Street; thence run north along the centerline of South Homer Street to its intersection with the centerline of the Kansas City Southern Railroad; thence run east along the centerline of the Kansas City Southern Railroad to its intersection with the centerline of US Highway 167/South Vienna Street; thence run south along the centerline of US Highway 167/South Vienna Street to its intersection with the centerline of US Highway 80/West California Avenue, and to the Point of Beginning.

PRECINCT 9-3 (previous Precinct 9-3 and 9-4)

Beginning at the intersection of the centerline of Tech Drive and the centerline of the Kansas City Southern Railroad; thence run north along the centerline of Tech Drive to its intersection with the centerline of LA State Highway 150/West Alabama Avenue; thence run east along the centerline of LA State Highway 150/West Alabama Avenue to its intersection with centerline of the abandoned Rock Island Railroad; thence run north along the centerline of the abandoned Rock Island Railroad to its intersection with the centerline of West Georgia Avenue; thence run east along the centerline of West Georgia Avenue to its intersection with the centerline of US Highway 167/North Vienna Street; thence run south along the centerline of US Highway 167/North Vienna Street to its intersection with the centerline of the Kansas City Southern Railroad; thence run west along the centerline of the Kansas City Southern Railroad to its intersection with the centerline of Tech Drive, and to the Point of Beginning.

PRECINCT 9-4 (previous Precinct 9-6)

Beginning at the intersection of the centerline of US Highway 167/North Vienna Street and the centerline of the Kansas City Southern Railroad; thence run north along the centerline of US Highway 167/North Vienna Street to its intersection with the centerline of US Highway 80/East Georgia Avenue; thence run east along the centerline of US Highway 80/East Georgia Avenue to its intersection with the centerline of Quitman Street; thence continue east along the centerline of US Highway 80/East Georgia Avenue for approximately 400' to its intersection with the corporate boundary line of the City of Ruston; thence run south along the corporate boundary line of the City of Ruston to its intersection with the centerline of the Kansas City Southern Railroad; thence run west along the centerline of the Kansas City Southern Railroad to its intersection with the centerline of US Highway 167/North Vienna Street, and to the Point of Beginning.

PRECINCT 9-5 (previous Precinct 9-7)

Commencing at the intersection of the centerline of US Highway 80/East Georgia Avenue and the centerline of Quitman Street; thence run east along the centerline of US Highway 80/East Georgia Avenue for approximately 400' to its intersection with the corporate boundary line of the City of Ruston for the Point of Beginning; thence run south along the corporate boundary line of the City of Ruston to its intersection with the centerline of the Kansas City Southern Railroad; thence run east along the centerline of the Kansas City Southern Railroad to its intersection with the centerline of Beacon Light Road; thence run north along the centerline of Beacon Light Road to its intersection with the centerline of US Highway 80; thence run west along the centerline of US Highway 80 to its intersection with the corporate boundary line of the City of Ruston that is approximately 400' east of its intersection with the centerline of Quitman Street, and to the Point of Beginning.

PRECINCT 9-6 (previous Precinct 9-8)

Beginning at the intersection of the centerline of Beacon Light Road and the centerline of the Kansas City Southern Railroad; thence run west along the centerline of the Kansas City Southern Railroad to its intersection with the easternmost corporate boundary line of the City of Ruston; thence run south thence east thence south along the corporate boundary line of the City of Ruston to its intersection with the centerline of Beacon Light Road; thence run east along the centerline of Beacon Light Road to its intersection with the eastern most corporate boundary line of the City of Ruston; thence run south along the corporate boundary line of the City of Ruston to its intersection with the centerline of Longstraw Road; thence run east along

the centerline of Longstraw Road to its intersection with the centerline of Sisemore Road; thence run north along the centerline of Sisemore Road to its intersection with the centerline of Beacon Light Road; thence run east along the centerline of Beacon Light Road to its intersection with the centerline of the Kansas City Southern Railroad, and to the Point of Beginning.

PRECINCT 9-7 (previous Precinct 9-9)

Beginning at the intersection of Franke Drive and the corporate boundary line of the City of Ruston; thence run easterly and southerly along the corporate boundary line of the City of Ruston to its intersection with the centerline LA State Highway 146; thence run west along the centerline of LA State Highway 146 to its intersection with the corporate boundary line of the City of Ruston; thence run north along the corporate boundary line of the City of Ruston to its intersection with the centerline of Jonesboro Street; thence run north along the centerline of Jonesboro Street to its intersection with the centerline of Franke Drive; thence run north along the centerline of Franke Drive to its intersection with the corporate boundary line of the City of Ruston, and to the Point of Beginning.

DISTRICT TEN

PRECINCT 10-1 ()

Beginning on the Lincoln/Jackson Parish boundary line at the intersection of the centerline of LA State Highway 146 and LA State Highway 3061; thence run west along the Lincoln/Jackson Parish boundary line and the centerline of LA State Highway 3061 to its intersection with the corporate boundary line of the City of Ruston; thence run northward along the corporate boundary line of the City of Ruston to its intersection with the centerline of Cornell Avenue; thence run east along the centerline of Cornell Avenue approximate 680' to its intersection with the corporate boundary line of the City of Ruston; thence run south thence east thence north along the corporate boundary line of the City of Ruston to its intersection with the centerline of LA State Highway 146; thence run southeast along the centerline of LA State Highway 146 to its intersection with LA State Highway 3061 and the Lincoln/Jackson Parish boundary line, and to the Point of Beginning.

PRECINCT 10-2 ()

Beginning at the intersection of US Highway 167 and the Lincoln/Jackson Parish boundary line; thence run north along the centerline of US Highway 167 to its intersection with the southernmost corporate boundary line of the City of Ruston; thence run east along the southernmost corporate boundary line of the City of Ruston to the eastern corporate boundary line of the City of Ruston; thence run north and east along the eastern corporate boundary line of the City of Ruston to its intersection with the centerline of LA State Highway 3061/East Tennessee Avenue; thence run east along the centerline of LA State Highway 3061/East Tennessee Avenue to its intersection with the Lincoln/Jackson Parish boundary line; thence run south along the Lincoln/Jackson Parish boundary line to its intersection with the southernmost Lincoln/Jackson Parish boundary line; thence run west along said southernmost Lincoln/Jackson Parish boundary line to its intersection with the centerline of US Highway 167, and to the Point of Beginning.

PRECINCT 10-3 ()

Beginning at the intersection of the centerline of US Highway 167/South Vienna Street and the southernmost corporate boundary line of the City of Ruston; thence run north along the centerline of US Highway 167/South Vienna Street to its intersection with the centerline of LA State Highway 3061/East Tennessee Avenue; thence run east along the centerline of LA State Highway 3061/East Tennessee Avenue to its intersection with the corporate boundary line of the City of Ruston; thence run south and west along the corporate boundary line of the City of Ruston to its intersection with US Highway 167/South Vienna Street, and to the Point of Beginning.

PRECINCT 10-4 (previous Precinct 10-4, 10-9, and 10-10)

Beginning at the intersection of the Jackson/Lincoln Parish line and the centerline of LA State Highway 146; thence run north along the centerline of LA State Highway 146 to its intersection with the centerline of Longstraw Road; thence run northeast along the centerline of Longstraw Road to its intersection with the centerline of Sisemore Road; thence run north along

the centerline of Sisemore Road to its intersection with the centerline of Beacon Light Road; thence run east and north along the centerline of Beacon Light Road to its intersection with the centerline of US Highway 80; thence run west along the centerline of US Highway 80 to its intersection with the corporate boundary of the City of Ruston; thence run north and east along the corporate boundary of the City of Ruston to its intersection with the median of US Interstate 20; thence run east along the median of US Interstate 20 to its intersection with the centerline of Chandler Road; thence run south along the centerline of Chandler Road to its intersection with the centerline of US Highway 80; thence run east along the centerline of US Highway 80 to its intersection with the centerline of Hogan Road; thence run south along the centerline of Hogan Road to its intersection with the centerline of LA State Highway 145; thence run east along the centerline of LA State Highway 145 to its intersection with the centerline of Longstraw Road; thence run south along the centerline of Longstraw Road to its intersection with the Jackson/Lincoln Parish line; thence run west along the Jackson/Lincoln Parish line to its intersection with the centerline of LA State Highway 146, and to the Point of Beginning.

PRECINCT 10-5 (previous Precinct 10-5 and 10-11)

Beginning at the intersection of the centerline of South Farmerville Street and the centerline of LA State Highway 3061/East Tennessee Avenue; thence run north along the centerline of South Farmerville Street to its intersection with the centerline of East Vaughn Avenue; thence run west along the centerline of East Vaughn Avenue and continue west along the centerline of West Vaughn Avenue to its intersection with the centerline of the abandoned Rock Island Railroad; thence run south along the centerline of the abandoned Rock Island Railroad to its intersection with the north fence line of the Ruston Country Club Golf Course; thence run east along the north fence line of the Ruston Country Club Golf Course to its intersection with the centerline of US Highway 167/South Vienna Street; thence run south along the centerline of US Highway 167/South Vienna Street to its intersection with the centerline of LA Highway 3061/East Tennessee Avenue; thence run east along the centerline of LA Highway 3061/East Tennessee Avenue to its intersection with the centerline of South Farmerville Street, and to the Point of Beginning.

PRECINCT 10-6 (previous Precinct 10-6, 10-7, and 10-8)

Beginning at the intersection of the centerline of LA State Highway 3061/East Tennessee Avenue and the centerline of South Farmerville Street; thence run north along the centerline of South Farmerville Street to its intersection with the centerline of LA State Highway 146/Martin Luther King Drive; thence run east and southeast along the centerline of LA Highway 146/Martin Luther King Drive to its intersection with the corporate boundary of the City of Ruston; thence run south thence west thence north thence west and south along the corporate boundary of the City of Ruston to its intersection with the centerline of LA Highway 3061/East Tennessee Avenue; thence run west along the centerline of LA Highway 3061/East Tennessee Avenue to its intersection with the centerline of South Farmerville Street, and to the Point of Beginning.

DISTRICT ELEVEN

PRECINCT 11-1 ()

Beginning at the intersection of the centerline of US Highway 167/South Vienna Street and the centerline of LA State Highway 3061/West Tennessee Avenue; thence run west along the centerline of LA State Highway 3061/West Tennessee Avenue to its intersection with the centerline of Tech Farm Road; thence run north along the centerline of Tech Farm Road to its intersection with the corporate boundary line of the City of Ruston; thence run west and north along the corporate boundary line of the City of Ruston to its intersection with the centerline of US Highway 80/West California Avenue; thence run northeast along the centerline of US Highway 80/West California Avenue to its intersection with US Highway 167/South Vienna Street; thence run south along the centerline of US Highway 167/South Vienna Street to its intersection with the centerline of West Vaughn Avenue; thence run west along the centerline of West Vaughn Avenue to its intersection with the centerline of the abandoned Rock Island Railroad; thence run south along the centerline of the abandoned Rock Island Railroad to its intersection with the north fence line of the Ruston Country Club Golf Course; thence run east along the north fence line of the Ruston Country Club Golf Course to its intersection with the centerline of US Highway 167/South Vienna Street; thence run south along the centerline of US Highway 167/South Vienna Street to its intersection with the centerline of LA State Highway 3061/West Tennessee Avenue, and to the Point of Beginning.

PRECINCT 11-2 (previous Precinct 11-2 and 11-5)

Beginning at the intersection of the centerline of Mondy Road and the centerline of Heard Road; thence run north along the centerline of Heard Road to its intersection with the centerline of Works Road; thence run east and north along the centerline of Works Road and continue east along the centerline of LA Highway 3061 to its intersection with the corporate boundary of the City of Ruston; thence run east thence south thence east along the corporate boundary of the City of Ruston to its intersection with the centerline of US Highway 167; thence run south along the centerline of US Highway 167 to its intersection with the southern boundary of Lincoln Parish; thence run west along the southern boundary of Lincoln Parish to its intersection with the centerline of LA Highway 818; thence run northwest thence northeast thence north along the centerline of LA Highway 818 to its intersection with the centerline of Mondy Road; thence run west along the centerline of Mondy Road to its intersection with the centerline of Heard Road, and to the Point of Beginning.

PRECINCT 11-3 ()

Beginning at the intersection of the centerline of US Highway 167/South Vienna Street with the centerline of LA State Highway 146/East California Avenue; thence run east along the centerline of LA State Highway 146/ East California Avenue to its intersection with the centerline of LA State Highway 146/South Farmerville Street; thence run south along the centerline of LA State Highway 146/South Farmerville Street to its intersection with the centerline of East Vaughn Avenue; thence run west along the centerline of East Vaughn Avenue to its intersection with the centerline of US Highway 167/South Vienna Street; thence run north along the centerline of US Highway 167/South Vienna Street to its intersection with the centerline of LA State Highway 146/California Avenue, and to the Point of Beginning.

PRECINCT 11-4 ()

Beginning at the intersection of the centerline of US Highway 167/South Vienna Street and the centerline of LA State Highway 3061/West Tennessee Avenue; thence run south along the centerline of US Highway 167/South Vienna Street to its intersection with the southernmost corporate boundary line of the City of Ruston; thence run west thence north along the corporate boundary line of the City of Ruston to its intersection with the centerline of LA State Highway 3061/West Tennessee Avenue; thence run east along the centerline of LA State Highway 3061/West Tennessee Avenue to its intersection with the centerline of US Highway 167/South Vienna Street, and to the Point of Beginning.

PRECINCT 11-5 (previous Precinct 11-6 and part of 11-7)

Beginning at the intersection of the centerline of Works Road and the centerline of Heard Road; thence run north along the centerline of Heard Road to its intersection with the centerline of US Highway 80; thence run east along the centerline of US Highway 80 to its intersection with the corporate boundary of the City of Grambling that runs south about 160 feet west of Rose Garden Street; thence run south and east thence finally north along the corporate boundary of the City of Grambling to a point where it intersects with the centerline of US Highway 80 east of Greene Lane; thence run east along the centerline of US Highway 80 and continue east along the centerline of US Highway 80/West California Ave to its intersection with the corporate boundary of the City of Ruston that runs south; thence run south and east along the corporate boundary of the City of Ruston to its intersection with the centerline of LA Highway 3061; thence run west along the centerline of LA Highway 3061 and continue west along the centerline of Works Road to its intersection with the centerline of Heard Road, and to the Point of Beginning.

PRECINCT 11-6 (previous Precinct 11-8 and part of Precinct 11-7)

Beginning at the point east of Greene Lane where the corporate boundary of the City of Grambling intersects the centerline of US Highway 80; thence run south thence west thence north thence west thence south thence west thence north along the corporate boundary of the City of Grambling to its intersection with the centerline of US Highway 80; thence run east along the centerline of US Highway 80 to its intersection with the east corporate boundary of the City of Grambling, and to the Point of Beginning.

PRECINCT 12-1 (part of previous Precinct 12-1)

Beginning at the intersection of the centerline of Tech Drive and the centerline of US Highway 80/West California Avenue; thence run west along the centerline of US Highway 80/West California Avenue to its intersection with the western corporate boundary line of the City of Ruston; thence run northward along said corporate boundary line of the City of Ruston to its intersection with the East-West corporate boundary line of the City of Ruston on the centerline of Fletcher Lane; thence run east along the corporate boundary line of the City of Ruston to its westernmost intersection with the centerline of LA State Highway 3012/ West Barnett Springs Avenue; thence run north thence east thence south along the corporate boundary of the City of Ruston to its intersection with the centerline of LA State Highway 3012/ West Barnett Springs Avenue; thence run east along the centerline of LA State Highway 3012/ West Barnett Springs Avenue to its intersection with the centerline of Ragan Street; thence run north along the centerline of Ragan Street to its intersection with the centerline of the Kansas City Southern Railroad; thence run east along the centerline of the Kansas City Southern Railroad to its intersection with the centerline of Tech Drive; thence run south along the centerline of Tech Drive to its intersection with the centerline of Westwood Drive; thence run west thence south along the centerline of Westwood Drive to its intersection with the centerline of LA State Highway 3012/ West Barnett Springs Avenue; thence run east along the centerline of LA State Highway 3012/ West Barnett Springs Avenue to its intersection with the centerline of Tech Drive; thence run south along the centerline of Tech Drive to its intersection with the centerline of US Highway 80/West California Avenue, and to the Point of Beginning.

PRECINCT 12-2 ()

Beginning at the intersection of the centerline of Westwood Drive with the centerline of LA State Highway 3012/ West Barnett Springs Avenue; thence run north and east along the centerline of Westwood Drive to its intersection with the centerline of Tech Drive; thence run south along the centerline of Tech Drive to its intersection with the centerline of LA State Highway 3012/ West Barnett Springs Ave; thence run west along the centerline of LA State Highway 3012/ West Barnett Springs Avenue to its intersection with the centerline of Westwood Drive, and to the Point of Beginning.

PRECINCT 12-3 ()

Beginning at the intersection of the centerline of Tech Drive and the centerline of Hergot Avenue; thence run north along the centerline of Tech Drive to its intersection with the centerline of the Kansas City Southern Railroad; thence run east along the centerline of the Kansas City Southern Railroad to its intersection with the centerline of Everett Street; thence run south along the centerline of Everett Street to its intersection with the centerline of West Railroad Avenue; thence run west along the centerline of West Railroad Avenue to its intersection with the centerline of Wisteria Street; thence run south along the centerline of Wisteria Street to its intersection with Hergot Avenue; thence run west along the centerline of Hergot Avenue to its intersection with the centerline of Tech Drive, and to the Point of Beginning.

PRECINCT 12-4 ()

Beginning at the intersection of the centerline of Wisteria Street and the undedicated portion of West Arizona Avenue; thence run north along the centerline of Wisteria Street to its intersection with the centerline of West Railroad Avenue; thence run east along the centerline of West Railroad Avenue to its intersection with the centerline of Everett Street; thence run north along the centerline of Everett Street to its intersection with the centerline of the Kansas City Southern Railroad; thence run east along the centerline of the Kansas City Southern Railroad to its intersection with the centerline of South Homer Street; thence run south along the centerline of South Homer Street to its intersection with the centerline of West Arizona Avenue; thence run west along the centerline of West Arizona Avenue to its intersection with the centerline of Wisteria Street, and to the Point of Beginning.

PRECINCT 12-5 ()

Beginning at the intersection of the centerline of US Highway 80/West California Avenue and the centerline of Bond Street; thence run north along the centerline of Bond Street to its intersection with the centerline of Hergot Avenue; thence run west along the centerline of

Hergot Avenue to its intersection with the centerline of Wisteria Street; thence run north along the centerline of Wisteria Street to its intersection with the centerline of West Arizona Avenue; thence run east along the centerline of West Arizona Avenue to its intersection with the centerline of Adams Boulevard; thence run south along the centerline of Adams Boulevard to its intersection with the centerline of US Highway 80/West California Avenue; thence run west along the centerline of US Highway 80/West California Avenue to its intersection with the centerline of Bond Street, and to the Point of Beginning.

PRECINCT 12-6 ()

Beginning at the intersection of the centerline of US Highway 80 and the centerline of Rodgers Road; thence run north along the centerline of Rodgers Road to its intersection with the centerline of Fletcher Lane; thence run east along the centerline of Fletcher Lane to its intersection with the corporate boundary line of the City of Ruston; thence run southward along the corporate boundary line of the City of Ruston to its intersection with the centerline of US Highway 80/West California Avenue; thence run west along the centerline of US Highway 80/West California Avenue to its intersection with the centerline of Rodgers Road, and to the Point of Beginning.

PRECINCT 12-7 (part of previous Precinct 12-1)

Beginning at the intersection of the centerline of Tech Drive and the centerline of US Highway 80/West California Avenue; thence run north along the centerline of Tech Drive to its intersection with the centerline of Hergot Avenue; thence run east along the centerline of Hergot Avenue to its intersection with the centerline of Bond Street; thence run south along the centerline of Bond Street to its intersection with the centerline of US Highway 80/West California Avenue; thence run southwest along the centerline of US Highway 80/West California Avenue to its intersection with the centerline of Tech Drive, and to the Point of Beginning.

/s/ Hazel Hunter _____
Hazel Hunter
Parish President

The motion carried with the following votes:

Yeas: Wyatt, Hunter, Bennett, Roberson, Hammons, Pullen, Backus, Russell
Wilson, Mayfield, Walker

Nays: None

Absent: Henderson

Ronny Walker offered a motion, seconded by Sharyon Mayfield, to adopt an Ordinance redesignating polling places for each voting precinct.

ORDINANCE NO. 332-14-(1)

**AN ORDINANCE OF THE PARISH OF LINCOLN, STATE OF LOUISIANA,
REDESIGNATING ALL THE POLLING PLACES IN VOTING PRECINCTS OF
LINCOLN PARISH LOUISIANA.**

SECTION I.

BE IT ORDAINED by the Police Jury of Lincoln Parish, Louisiana in special session convened on this 13th day of May, 2014, that the voting precincts of the various polling places of Lincoln Parish, Louisiana, shall be located, established, and described as follows:

VOTING LOCATION – 2014 PRECINCT CONSOLIDATION

New Precinct	New Voting Location
1-1	Grambling Town Hall
1-2	Mt Olive Fire Station
1-3	McLane Recreation Center

1-4	McLane Recreation Center
1-5	McLane Recreation Center
1-6	McLane Recreation Center

2-1	Grambling Town Hall
2-2	Catherine's Dance Studio
2-3	Reese Hall Tech Farm

3-1	Simsboro High School
3-2	Greenwood Club House
3-3	Simsboro High School
3-4	Nobles School Fire Station
3-5	Vienna Town Hall
3-6	Greenwood Club House

4-1	Dubach Town Hall
4-2	Dubach Fire Station
4-3	Mineral Springs Fire Station
4-4	Colvin Memorial
4-5	Hico Fire Station
4-6	Mineral Springs Fire Station

5-1	Choudrant High School
5-2	Sibley Fire Station
5-3	Chandler Road Fire Station
5-4	Choudrant High School

6-1	Glenview Elementary School
6-2	McLane Recreation Center
6-3	Glenview Elementary School
6-4	Glenview Elementary School
6-5	Glenview Elementary School

7-1	Hillcrest Elementary School
7-2	Hillcrest Elementary School
7-3	Hillcrest Elementary School

8-1	Ruston Civic Center
8-2	Chandler Road Fire Station
8-3	Ruston Civic Center
8-4	McLane Recreation Center

9-1	LP School Board Media Center
9-2	LP School Board Media Center
9-3	McLane Recreation Center
9-4	LP School Board Media Center
9-5	LP School Board Media Center
9-6	Sisemore Fire Station
9-7	Sisemore Fire Station

10-1	Ruston Public Works Complex
10-2	Ruston Public Works Complex
10-3	Ruston Public Works Complex
10-4	Sisemore Fire Station
10-5	Paul Slaton Headstart Center
10-6	Paul Slaton Headstart Center

11-1	Reese Hall Tech Farm
11-2	Reese Hall Tech Farm
11-3	Reese Hall Tech Farm
11-4	Reese Hall Tech Farm
11-5	Reese Hall Tech Farm
11-6	Catherine's Dance Studio

12-1	St. Thomas Aquinas School
12-2	St. Thomas Aquinas School
12-3	St. Thomas Aquinas School
12-4	St. Thomas Aquinas School
12-5	St. Thomas Aquinas School
12-6	St. Thomas Aquinas School
12-7	St. Thomas Aquinas School

SECTION II.

If any section, paragraph, sentence, clause and/or phrase of this Ordinance or the application thereof is declared unconstitutional, unenforceable or invalid by the valid judgment of any court of competent jurisdiction such unconstitutionality, unenforceability or invalidity shall not affect any of the remaining sections, paragraphs, sentences, clauses and/or phrases of this Ordinance, since the same would have been enacted by the Lincoln Parish Police Jury without the incorporation in this Ordinance of any such unconstitutional, unenforceable or invalid section, paragraph, sentence, clause or phrase. To this end, the provisions of this Ordinance are hereby declared severable.

SECTION III.

All other ordinances, or any parts thereof, which are in conflict with the provisions of this Ordinance are hereby repealed.

SECTION IV.

That this Ordinance shall be in full force and effect upon promulgation.

SECTION V.

This above and foregoing Ordinance was introduced by Hazel Hunter who moved its adoption. The motion was seconded by Bobby Bennett and after having been considered by sections, was adopted by sections and as a whole by the following Yea and Nay vote:

Yeas: Wyatt, Hunter, Bennett, Roberson, Hammons, Pullen, Backus, Russell
Wilson, Mayfield, Walker

Nays: None

Absent: Henderson

WHEREUPON, the Ordinance was declared duly adopted this 13th day of May 2014.

/s/ Courtney Hall
Courtney Hall
Parish Administrator

/s/ Hazel Hunter
Hazel Hunter
Parish President

Ronny Walker offered a motion, seconded by Randy Roberson to adopt a proclamation declaring the week of May 18-24, 2014 as National Transportation Week.

Proclamation

WHEREAS, The Lincoln Parish Public Transportation System has more than a 32-year history of existence in Lincoln Parish, Louisiana; and

WHEREAS, The existence of said system enhances access of the rural public to vital needs such as health care, education, employment, shopping, recreation and other services; and

WHEREAS the Lincoln Parish Public Transportation System is the only transportation system handicapped accessible and open to the general public; and

WHEREAS, The Lincoln Parish Public Transportation System is dedicated to the continued provision of safe, dependable and economical transit services to the citizens of Lincoln Parish;

NOW, THEREFORE, BE IT RESOLVED, that I, Hazel Hunter, President of the Lincoln Parish Police Jury, do hereby recognize and acknowledge May 18-24, 2014 as:

NATIONAL TRANSPORTATION WEEK

And encourage all citizens to support the Transportation services provided by Humanitarian Enterprises of Lincoln Parish (H.E.L.P.).

The motion was voted upon and passed with the following votes:

Yeas: Wyatt, Hunter, Bennett, Roberson, Hammons, Pullen, Backus, Russell
Wilson, Mayfield, Walker

Nays: None

Absent: Henderson

Theresa Wyatt offered a motion, seconded by Ronny Walker, to adopt a proclamation declaring the month of May 2014 as National Community Action Month.

Proclamation

Whereas, Community Action Agencies were created with the signing of the Economic Opportunity Act of 1964; and

Whereas, Community Action Agencies have more than a 45-year history of promoting self-sufficiency for those of limited income; and

Whereas, Community Action Agencies are needed as major participants in the reform of the welfare system as we know it; and

Whereas, Humanitarian Enterprises of Lincoln Parish is the state recognized Community Action Agency of Lincoln Parish; and

Whereas, Humanitarian Enterprises of Lincoln Parish (H.E.L.P.) has made an essential contribution to individuals and families in Lincoln Parish, by providing them with innovative and cost-effective programs; and

Whereas, Welfare reform in Lincoln Parish has benefited from the state's partnership with Humanitarian Enterprises of Lincoln Parish (H.E.L.P.); and

Whereas, those of limited income continue to need opportunities to improve their living conditions, thus ensuring that all citizens are able to live in dignity; and

Whereas, Lincoln Parish and the entire United States must continue to fight poverty by providing support and opportunities for all citizens in need of assistance;

Now, Therefore, Be It Resolved, that I, Hazel Hunter, President of the Lincoln Parish Police Jury, do hereby proclaim May 2014 as:

Community Action Month

In Lincoln Parish and encourage all citizens to support Community Action related activities and programs offered by the state recognized Community Action Agency in Lincoln Parish, Humanitarian Enterprises of Lincoln Parish (H.E.L.P.).

The motion was voted upon and passed with the following votes:

Yeas: Wyatt, Hunter, Bennett, Roberson, Hammons, Pullen, Backus, Russell
Wilson, Mayfield, Walker

Nays: None

Absent: Henderson

Randy Roberson offered a motion, seconded by Bobby Bennett, to authorize advertisement for bids for hot mix and cold mix for a period of six months. The motion was voted upon and passed with the following votes:

Yeas: Wyatt, Hunter, Bennett, Roberson, Hammons, Pullen, Backus, Russell
Wilson, Mayfield, Walker

Nays: None

Absent: Henderson

Bobby Bennett offered a motion, seconded by Ronny Walker, to accept the low bid of Asphalt Products Unlimited, Inc. for asphalt materials.

**LINCOLN PARISH POLICE JURY
BID TABULATION SHEET
May 2, 2014
Item 1: Asphalt Materials**

Bidder	MC-30 - \$4.02	CRS-2 - \$2.44	Minimum Quantity	Lead Time
Asphalt Product Unlimited, Inc.	\$3.885/gal	\$2.125/gal	5,500	24 hrs
K&M Company of North Louisiana, LLC	No Bid	\$2.40/gal	full load - 4,900 - 5,300	48 hrs

The motion was voted upon and passed with the following votes:

Yeas: Wyatt, Hunter, Bennett, Roberson, Hammons, Pullen, Backus, Russell
Wilson, Mayfield, Walker

Nays: None

Absent: Henderson

Randy Roberson offered a motion, seconded by Bobby Bennett, to approve the high bidders for surplus property as listed:

Lincoln Parish Police Jury
May 2, 2014
Surplus Property

ITEM 1. 2003 E350 Van - \$1,000.00	
Bidder	Bid Price
NO BID	

ITEM 2. 1997 New Holland 5610 - \$1,200.00	
Bidder	Bid Price
Dixie Surplus Machinery	\$5,678.00
Johnny L. Holbird	\$3,556.00
Jay Smith	\$1,698.09

ITEM 3. 1985 Bomag BW-213PD Roller - \$3,000.00

Bidder	Bid Price
Dixie Surplus Machinery	\$3,678.00
Johnny L. Holbird	\$3,156.00

ITEM 4. Fairbanks Scales - \$750.00

Bidder	Bid Price
NO BID	

ITEM 5. Hobart Champion 10,000 watt Generator/Welder - \$200.00

Bidder	Bid Price
William Hawks	\$776.50
Norman Frederick	\$556.00
J D Brown	\$360.00
Jerry Smith	\$268.08
Brandon Younse	\$250.00
Frederick Brooks	\$213.06

ITEM 6. 2003 Dodge Ram 2500 - \$1,500.00

Bidder	Bid Price
NO BID	

ITEM 7. 2000 Ford F250 - \$750.00

Bidder	Bid Price
Dixie Surplus Machinery	\$868.00

ITEM 8. 1999 New Holland 3930 - \$800.00

Bidder	Bid Price
Dixie Surplus Machinery	\$3,678.00
Johnny L. Holbird	\$1,576.00

ITEM 9. 2000 Ingersoll Rand PT-125R - \$150.00

Bidder	Bid Price
Dixie Surplus Machinery	\$2,678.00
James E. Davison Jr.	\$800.00

ITEM 10. 2003 Ford Van - \$600.00

Bidder	Bid Price
NO BID	

ITEM 11. 2006 Ford Van - \$2,500.00

Bidder	Bid Price
NO BID	

ITEM 12. 1997 Dodge Van - \$150.00

Bidder	Bid Price
NO BID	

ITEM 13. 1995 Interstate Trailer - \$500.00

Bidder	Bid Price
Dixie Surplus Machinery	\$768.00
RGS Cattle, LLC	\$600.00

ITEM 14. 2008 Ford F-350 - \$1,800.00

Bidder	Bid Price
Rodney L. Driggers	\$2,100.00
Dixie Surplus Machinery	\$2,068.00

ITEM 15. 1996 Ford F-350 - \$1,200.00	
Bidder	Bid Price
Dixie Surplus Machinery	\$1,668.00
Frederick Brooks	\$1,229.05

ITEM 16. 2000 Case 621-C - \$5,000.00	
Bidder	Bid Price
Dixie Surplus Machinery	\$21,678.00
Lamar Haddox Contractor	\$20,527.80
Johnny L. Holbird	\$12,211.00
The Mabry Company, LLC	\$12,200.00

ITEM 17. 1996 Mack 12yd Dump Truck - \$3,500.00	
Bidder	Bid Price
Lamar Haddox Contractor	\$5,780.80
Dixie Surplus Machinery	\$5,678.00
RGS Cattle, LLC	\$3,650.00

ITEM 18. 2005 Kubota M4800SU - \$1,000.00	
Bidder	Bid Price
Dixie Surplus Machinery	\$2,768.00
Johnny L. Holbird	\$1,256.00
Zeb Ginn	\$1,256.00

ITEM 19. Coats Tire Changer 4050-A - \$100.00	
Bidder	Bid Price
J D Brown	\$360.00
Dixie Surplus Machinery	\$256.00
Jerry Smith	\$176.03
Johnny L. Holbird	\$156.00
Frederick Brooks	\$101.10

The motion was voted upon and passed with the following votes:

Yeas: Wyatt, Hunter, Bennett, Roberson, Hammons, Pullen, Backus, Russell
Wilson, Mayfield, Walker

Nays: None

Absent: Henderson

Courtney Hall, Parish Administrator, announced upcoming commission and board vacancies for Waterworks District No. 1 and the Lincoln Parish Communications District. He stated that each commission had submitted candidates for the vacancies. The Waterworks District No. 1 asked that Scott Futrell be reappointed and the Lincoln Parish Communications District requested that Kip Franklin be reappointed. No action was taken.

Sharyon Mayfield stated that the Public Property and Buildings Committee met at 5:45 pm this day and the Committee recommends:

1. Renewing Aaron's lease at a rate of \$4.40 per square foot per year for a five year with all other terms and conditions to remain the same.

David Hammons offered a motion, seconded by Sharyon Mayfield, to approve the minutes of the Public Property and Buildings Committee. The motion was voted upon and passed with the following votes:

Yeas: Wyatt, Hunter, Bennett, Roberson, Hammons, Pullen, Backus, Russell
Wilson, Mayfield, Walker

Nays: None

Absent: Henderson

Randy Roberson stated that the Public Works Committee met at 6:00 pm this day and the Committee recommends:

1. Working on development of a cooperative endeavor agreement with the LSU Extension Office regarding use of Police Jury property in a 4H shooting sports program.
2. Authorizing administration to seek proposals from an engineering firm to conduct a drainage study on Watertank Road.

Bobby Bennett offered a motion, seconded by Ronny Walker, to approve the minutes of the Public Works Committee. The motion was voted upon and passed with the following votes:

Yeas: Wyatt, Hunter, Bennett, Roberson, Hammons, Pullen, Backus, Russell
Wilson, Mayfield, Walker

Nays: None

Absent: Henderson

Walter Pullen stated the Solid Waste and Recycling Committee met at 6:30 pm this day and the Committee recommends:

1. To amend the current landfill fee policy to add residential demolition to Item C.
2. To limit free residential disposal at the landfill to 5 tons per year.
3. Tabling review of the appeal process for refuse container removal/abandonment.

Walter Pullen offered a motion, seconded by David Hammons, to approve the minutes of the Solid Waste and Recycling Committee. The motion was voted upon and passed with the following votes:

Yeas: Wyatt, Hunter, Bennett, Roberson, Hammons, Pullen, Backus, Russell
Wilson, Mayfield, Walker

Nays: None

Absent: Henderson

Under other business, Skip Russell offered a motion, seconded by Sharyon Mayfield, to approve travel for Lincoln Parish Park Superintendent James Ramsaur to attend the TMBRA Meeting in Austin, Texas on June 8, 2014. The motion was voted upon and passed with the following votes:

Yeas: Wyatt, Hunter, Bennett, Roberson, Hammons, Pullen, Backus, Russell
Wilson, Mayfield, Walker

Nays: None

Absent: Henderson

James Ramsaur, Kerry Outley and Jerry Doss gave brief reports on the Lincoln Parish Park, Lincoln Parish Landfill, and Lincoln Parish Highway Department, respectively. Parish President Hazel Hunter stated that she had been approached by several constituents regarding a wild hog issue and that she would be researching for a resolution to the problem. Parish Treasurer Bobby Gray was recognized for several awards received at the Government Finance Officers Association regional meeting. There being no other business to come before the Jury, the meeting was adjourned.

Courtney Hall
Parish Administrator

Hazel Hunter
Parish President