

The Lincoln Parish Police Jury met in special session on Monday, July 21, 2014, at 5:30 p.m., at its regular meeting place in the Courthouse, Ruston, Louisiana. Present were: 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; Joe Henderson, District Nine; Nancy Wilson, District Ten; and Ronny Walker, District Twelve.

Absent: Theresa Wyatt, District One and Sharyon Mayfield, District Eleven

President Hazel Hunter called the meeting to order and Joe Henderson delivered the invocation.

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

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

Nays: None

Absent: Wyatt and Mayfield

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

First on the Agenda was to adopt an Ordinance providing for the merger of precincts in Lincoln Parish. Skip Russell offered a motion, seconded by Bobby Bennett, to adopt the ordinance.

#### **ORDINANCE NO. 333-14-(1)**

AN ORDINANCE ADOPTING THE MERGER OF PRECINCTS AND REDEFINING THE TERRITORIAL LIMITS OF PRECINCTS IN LINCOLN PARISH 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 21<sup>st</sup> day of July that said Police Jury does hereby combine the precincts in the Parish of Lincoln as follows:

PRECINCT 1-1 (1-7, 1-8, 1-9, 1-10, 1-11, 1-13 merged with 1-1)

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 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 third intersection with the corporate boundary of the City of Ruston, which is near the south right-of-way of US Interstate 20; 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

Beginning at the intersection of the centerline of LA Highway 3012/West Barnett Springs Avenue and the centerline of Cypress Creek; thence run north along the centerline of Cypress Creek 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 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 extension of 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; thence run west along the centerline of LA Highway 3012/West Barnett Springs Avenue to its intersection with the centerline of Cypress Creek, and to the Point of Beginning.

#### PRECINCT 1-4

Beginning at the intersection of the centerline of LA Highway 150/West Alabama Avenue and the centerline of North Maple Street; thence run north thence east thence north thence west along

the corporate boundary of the City of Ruston to its intersection with the 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 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 North Maple Street, and to the Point of Beginning.

PRECINCT 1-5

Beginning at the intersection of the centerline of Cypress Creek and the centerline of LA Highway 150/West Alabama Avenue; thence run north along the centerline of Cypress Creek to its intersection with the corporate boundary of the City of Grambling; thence run east thence south along the corporate boundary of the City of Grambling 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 1-6

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 1-7 (Formerly 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.

PRECINCT 2-1 (2-2, 2-4, and 2-5 merged with 2-1)

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 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 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 2-2 (Formerly 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.

#### 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 (3-7 and 3-8 merged with 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.

#### 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 (4-7 merged with 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  $\frac{3}{4}$  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.

#### 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 (5-5 merged into 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 follow the corporate boundary line of the Village of Choudrant as it generally travels west thence north thence east thence south to its intersection with the centerline of Ambrose Road; thence run south along the centerline of Ambrose Road thence southwesterly (along LA State Highway 145) along the east 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.

PRECINCT 6-1 (6-5 merged with 6-1)

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 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 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

Beginning at the intersection of the centerline of US Interstate 20 with the centerline of Chatauqua Creek; thence run west along the centerline 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; thence run north along the centerline of Tech Drive 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; 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 Chatauqua Creek; thence run north along the centerline of Chatauqua Creek to its intersection with the centerline of US Interstate 20, and to the Point of Beginning.

PRECINCT 6-3 (6-9 merged with 6-3)

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 (6-7 and 6-8 merged into 6-4)

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 (Formerly 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.

PRECINCT 7-1 (7-3 merged with 7-1)

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 (7-4 and 7-5 merged with 7-2)

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 north and east along the centerline of Frazier Road to its intersection with the centerline of LA Highway 33; thence run south along the centerline of LA Highway 33 and continue south along the centerline of Farmerville Highway 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 8-1 (8-6, 8-13, and 8-14 merged with 8-1)

Beginning at the intersection of the median of US Interstate 20 and the centerline of US Highway 167/North Vienna Street; 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 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 US Interstate 20, and to the Point of Beginning.

PRECINCT 8-2 (8-4, 8-5, and 8-12 merged with 8-2)

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 (8-7, 8-9, and 8-11 merged to form 8-3)

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 (8-8 and 8-10 merged to form 8-4)

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.

PRECINCT 8-5 (previous Precinct 8-3)

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 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 West Maryland Avenue; thence run 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 Baldwin Street; thence run north along the centerline of Baldwin Street 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 9-1 (9-9, 9-10, and 9-11 merged with 9-1)

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 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 (9-5 merged with 9-2)

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 (9-4 merged with 9-3)

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 (Formerly 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 (Formerly 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 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 (10-9 and 10-10 merged with 10-4)

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 (10-11 merged with 10-5)

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 (10-7 and 10-8 merged with 10-6)

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.

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 (11-5 merged with 11-2)

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 if 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 (11-6, 11-7, and 11-8 merged to form 11-5)

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/West California Avenue to its intersection with the corporate boundary of the City of Ruston that runs south about 350 feet west of Joy Lane; 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 12-1

Beginning at the intersection of the centerline of Bond Street 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 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, 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.

This above and foregoing Ordinance was introduced by Skip Russell 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: Hunter, Bennett, Roberson, Hammons, Pullen, Backus, Russell,  
Henderson, Wilson, Walker

Nays: None

Absent: Wyatt and Mayfield

WHEREUPON, the Ordinance was declared duly adopted this 21<sup>st</sup> day of July 2014.

/s/ Courtney Hall  
Courtney Hall  
Parish Administrator

/s/ Hazel Hunter  
Hazel Hunter  
Parish President

Next on the agenda was to adopt an Ordinance to redesignate all polling places in voting precincts of Lincoln Parish. Skip Russell offered a motion, seconded by Ronny Walker, to adopt the Ordinance.

**ORDINANCE NO. 334-14-(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 21<sup>st</sup> day of July, 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**

<b>New Precinct</b>	<b>New Voting Location</b>
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
1-7	McLane Recreation Center
2-1	Grambling Town Hall
2-2	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
8-1	Ruston Civic Center
8-2	Chandler Road Fire Station
8-3	Ruston Civic Center
8-4	McLane Recreation Center

<b>8-5</b>	Ruston Civic Center
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<b>9-1</b>	LP School Board Media Center
<b>9-2</b>	LP School Board Media Center
<b>9-3</b>	McLane Recreation Center
<b>9-4</b>	LP School Board Media Center
<b>9-5</b>	LP School Board Media Center
<b>9-6</b>	Sisemore Fire Station

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

<b>11-1</b>	Reese Hall Tech Farm
<b>11-2</b>	Reese Hall Tech Farm
<b>11-3</b>	Reese Hall Tech Farm
<b>11-4</b>	Reese Hall Tech Farm
<b>11-5</b>	Catherine's Dance Studio

<b>12-1</b>	St. Thomas Aquinas School
<b>12-2</b>	St. Thomas Aquinas School
<b>12-3</b>	St. Thomas Aquinas School
<b>12-4</b>	St. Thomas Aquinas School
<b>12-5</b>	St. Thomas Aquinas School
<b>12-6</b>	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 Skip Russell who moved its adoption. The motion was seconded by Ronny Walker and after having been considered by sections, was adopted by sections and as a whole by the following Yea and Nay vote:

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

Nays: None

Absent: Wyatt and Mayfield

WHEREUPON, the Ordinance was declared duly adopted this 21<sup>st</sup> day of July 2014.

/s/ Courtney Hall  
Courtney Hall  
Parish Administrator

/s/ Hazel Hunter  
Hazel Hunter  
Parish President

There being no other business to discuss, the meeting was adjourned.

\_\_\_\_\_  
Courtney Hall  
Parish Administrator

\_\_\_\_\_  
Hazel Hunter  
Parish President