



JACKSON PARISH POLICE JURY

Jackson Parish Courthouse
500 East Court Street, Room 301
Jonesboro, Louisiana 71251-3446

Phone: (318) 259-2361

Fax: (318) 259-5660

www.jacksonparishpolicejury.org

Notice Posted:

Wednesday, January 22, 2020, 4:30 PM
January 24, 2020 Operations Committee

MEMBERS

District 1

TODD CULPEPPER
P. O. Box 323
Quitman, LA. 71268
(318) 259-4184 (Work)
(318) 243-1084

District 2

LEWIS CHATHAM
1575 Mariah Road
Chatham, LA. 71226
(318) 235-0254

District 3

AMY C. MAGEE
2332 Walker Road
Jonesboro, LA. 71251
(318) 235-0002

District 4

JOHN W MCCARTY
2766 Hwy 155
Quitman, LA 71268
(318) 259-9694

District 5

TARNESHALA COWANS
598 Beech Springs Road
Jonesboro, LA. 71251
(318) 480-9095

District 6

REGINA H. ROWE
159 Hughes Rd.
Jonesboro, LA 71251
(318) 259-7923

District 7

LYNN TREADWAY
505 Fifth Street
Jonesboro, LA 71251
(318) 259-7673
(318) 680-8510

MEETING DATE:

Friday, January 24, 2020

MEETING TIME:

12:00 PM

PLACE OF MEETING:

**Jackson Parish Courthouse
500 E. Court Street, Room 301
Jonesboro, LA 71251**

AGENDA:

Call to Order

Invocation

Pledge of Allegiance

Public Comments

Agenda Items

Road Department

- 1.** Review specs for requested Road Department equipment
- 2.** Review proposed safety and training program for Road Department
- 3.** Review Road Department organization chart and recommended employee classifications
- 4.** Discuss 2020 Road Program
- 5.** Discuss the definition of "public use road" and opinions from Mr. Avery
- 6.** Discuss the 2021 - 2023 Road Capital Improvements Policy

Solid Waste Department

- 7.** Discuss Solid Waste recycle program
- 8.** Discuss cooperative endeavor agreement with Union Parish for landfill

Maintenance Department

- 9.** Discuss 2020 Maintenance Department projects

Administrative Department

- 10.** Discuss administration offices
- 11.** Discuss recommendation to Policy & Personnel Committee to consider Operations Manager position

Adjourn

Committee: Amy Magee, Chair
Lewis Chatham
Lynn Treadway



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Gina M. Thomas, Secretary-Treasurer

Jackson Parish Police Jury

500 E. Court Street, Room 301, Jonesboro, LA. 71251

(318) 259-2361 extension 3

In accordance with the Americans with Disabilities Act, if you need special assistance, please contact Gina Thomas at (318) 259-2361, extension 3 describing the assistance that is necessary.

It is possible that a quorum of the Police Jury may be in attendance at the meeting, but no action of the Police Jury as a whole will be taken.



BID SPECIFICATIONS

NEW 2020 TRUCK WITH FLAT BED

SAME AS OR BETTER THAN

F-450 4X2 CREW CAB CHASSIS
XL 179" WB CHASSIS CAB
7.3 DECVT NA PFI V8 ENGINE
10-SPEED TRANSMISSION AUTOMATIC

OXFORD WHITE EXTERIOR COLOR

GRAY VINYL INTERIOR

EXTERIOR

HEADLAMPS-AUTOLAMP (ON-OFF)
HEADLAMPS-WIPER ACTIVATED
ROOF CLEARANCE LIGHTS
TOE HOOKS
TRAILER SWAY CONTROL
TRAILER TOW WIRE HARNESS
WIPERS-INTERMITTENT

FUNCTIONAL

4-WHEEL ANTILOCK BRAKE SYST.
FORDPASS CONNECT 4GGWI-FI
HOTSPOT TELEMATICS MODEM
HILL START ASSIST
JEWEL EFFECT HEADLAMPS
MONO BEAM COIL SPRING FRT
SUSPINSION W/STABLIZER BAR
STABILIZER BAR FRONT/REAR
SYNC WITH APPLINK

OPTIONAL EQUIPMENT/OTHER

PREFERED EQUIPMENT PACKAGE PKG.650A
7.3 DECVT NA PFI V8 ENGINE
10 SPEED AUTOMATIC
4.88 RATIO REGULAR AXLE
16500# GVWR PACKAGE
SPARE TIRE AND WHEEL WITH JACK

INTERIOR

60/40 REAR BENCH W/FLIP UP/FLIP DOWN
AIR COND, MANUEL FRONT
BLACK VINYL FLOOR COVERING
OUTSIDE TEMP DISPLAY
PARTICULATE AIR FILTER, VINYL SUN VISORS
STEERING-TILT/TELESCOPIC, WHEEL WITH AUDIO
UPFITTER SWITCHES

SAFETY/SECURITY

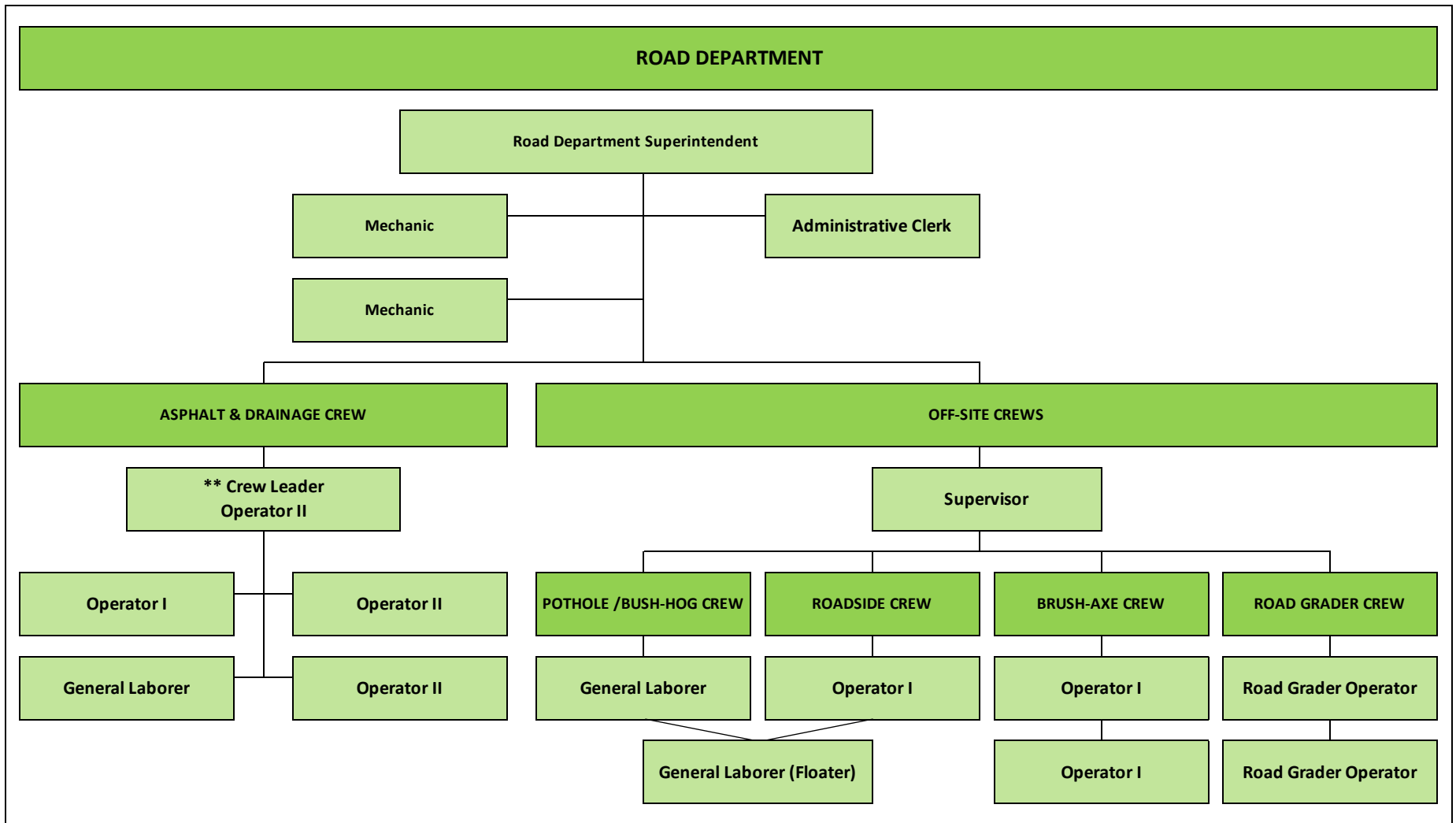
ADVANCEDTRAC WITH RSC
AIRBAGS-SAFETY CANOPY
BELT-MINDER CHIME
DRIVER/PASSINGER AIR BAGS
SOS POST CRASH ALERT SYS

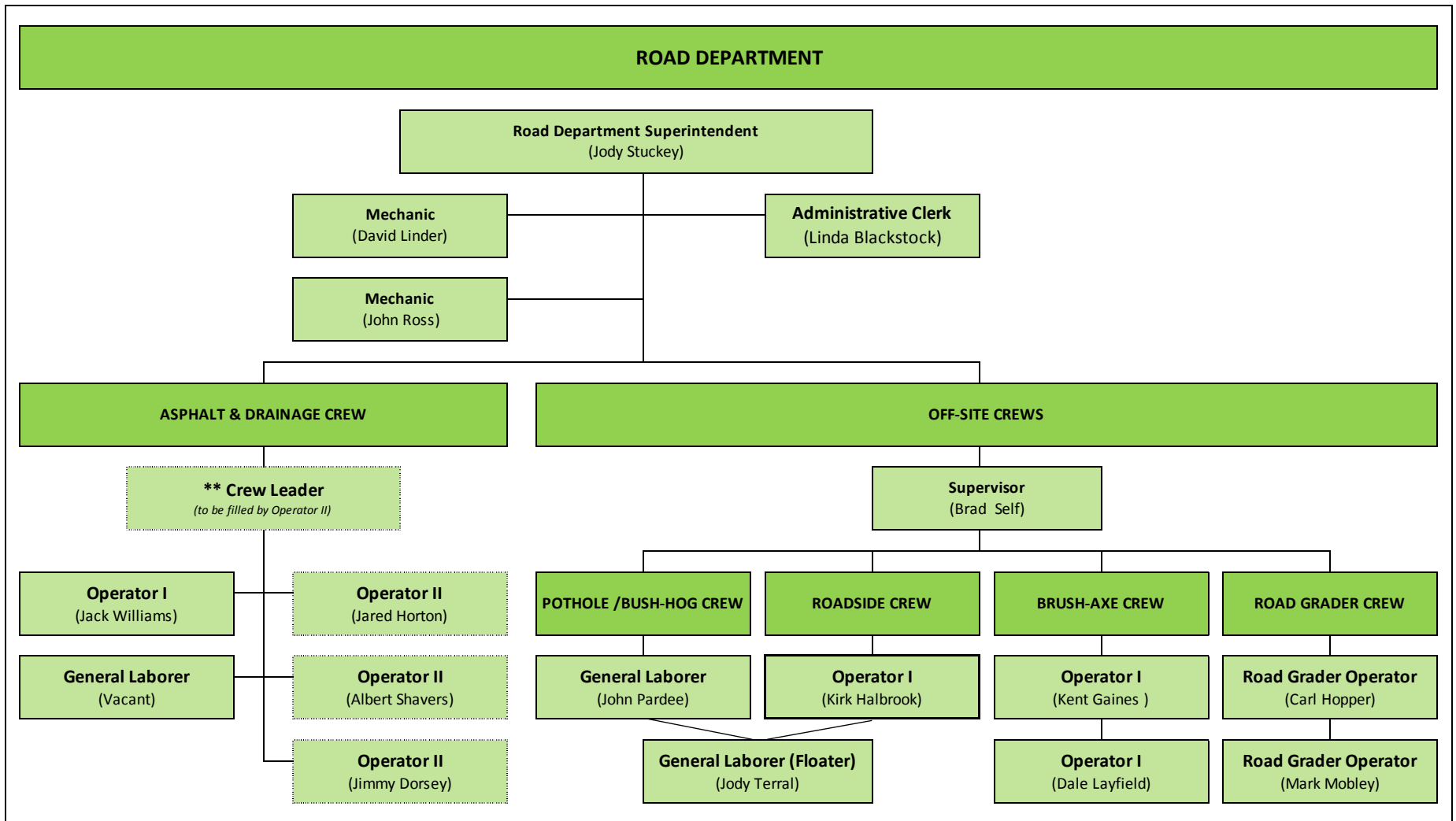
WARRANTY

3YR/36,000 BUMPER/BUMPER
5YR/60,000 POWERTRAIN
5YR/60,000 ROADSIDE ASSIST

GOOSENECK BODY SPECS

9'4" CM FLATBED GOOSENECK BODY, NEW 2020
9'4" LONG X 97 WIDE MODEL GOOSENECK BODY
TAPERED HEADACHE RACK WITH Led lights
1/8" TREADPLATE FLOOR
GOOSENECK BOX RECESSED BELOW FLOOR WITH REMOVABLE COVER
2 5/16" 26k GOOSENECK BALL WITH 7 WAY PLUG
14.5K REAR RECEIVER HITCH WITH 7 WAY PLUG
TAI SKIRT AT REAR
EXTERNAL STAKE POCKETS WITH RUB RAILS ON BOTH SIDES
LED MARKER HEADBOARD LIGHTS
OEM FACTORY TAILLIGHTS PROTECTED
MUD FLAPS WITH ANTI-SAIL BRACKETS
POWDER COATED BLACK AND INSTALLED
2 - 30"X18"X18" UNDERBODY STEEL TOOLBOX, ONE ON EACH SIDE
STROBE/LED FLASHING LIGHTS MOUNTED ON FRONT GRILL AND REAR BED.





**JACKSON PARISH POLICE JURY
ANNUAL ROAD CAPITAL IMPROVEMENTS POLICY
ADOPTED
??????, 2020
FOR YEARS 2021, 2022, AND 2023**

1. Every three years the Parish will, using the priority rating scheme approved by the Police Jury, assign a priority rating number to each Parish road or section of Road.
2. Two groups of priority rating lists will be compiled every third year. One group will apply to existing gravel roads or oil roads which are to receive gravel, surface treatment, asphaltic concrete or a cracked fuel oil treatment; the other group will apply to capital improvements for existing asphalt or concrete roads. The existing gravel group is split up into two categories, gravel list and oil road list. Oil roads are roads that have been constructed by Parish personnel using the cracked fuel oil process. Existing blacktop roads are split up into three categories, major, minor, and overlay. The overlay list will primarily consist of roads which had been chip sealed, overlaid, or reconstructed in previous road programs (1999 to present). Only roads that need minor repairs and/or maintenance in the opinion of the Engineer will be on this list. Existing blacktop roads that were not constructed or overlaid in previous road programs, but, in the opinion of the Engineer, need only minor repairs or maintenance can be included in the overlay list. Roads that need more than minor patching, leveling, chip seal, or Asphalt overlay in the opinion of the Engineer, will be placed on one of the other two existing blacktop lists. Major blacktop consists of blacktop roads with and ADT greater than 50. Minor blacktop consists of roads with an ADT less than 50.
3. The Police Jury will, each year, based upon available funding and need annually, designate the division and amount of funds to be used for hard surfacing existing gravel roads or oil roads and for existing hard surface roads. The Police Jury will also, each year, determine the amount of funds to be used for each of the five lists.
4. In order to more equally distribute capital improvements projects throughout the parish because of limited funds, no more than One mile of new hard surface or oil road will be constructed on any one road in any one year on any existing gravel road or oil road and no more than two miles will be constructed on any one road in any one year on any existing hard surface road. The mileage limitation can be increased by the Police Jury if required to reach a desired stopping point, upon Engineer's recommendation. This increase can include portions of the road which are on different lists.
5. Except on roads constructed by Parish personnel using the cracked fuel oil process or by placing rock, whenever possible, no new hard surface road will be constructed unless there is right-of-way available for a two-lane road (60' minimum). For purposes of this determination, the driving surface of any new hard surface road shall be a minimum of eighteen feet wide. Engineers recommendation can reduce that width. In event a road (Gravel Major or Gravel Minor) has a high enough priority for funding and does not have sufficient width for hard surfacing, then such road will be skipped on the priority list to the next road of sufficient width for two-laning unless the road is to be done by Parish personnel using the cracked fuel oil process or by placing rock. A road on the existing oil road list can be treated like an existing hard surfaced road or a gravel road. If Right of Way is required in order to construct the road with a 60' wide Right of Way, the Parish can spend the first year acquiring Right of Ways, clearing and grubbing, and having utilities moved and then perform the actual construction of the road the following year.

6. The Parish recognizes that there is also a priority list for bridges to be replaced with state funding under the Federal Off-System Bridge and Rehabilitation Program or under other state or federal funding. Furthermore, it is recognized that during construction of such bridges, parish roads are closed until completion of construction. Accordingly, existing gravel roads on which bridges are to be replaced can be skipped for hard surfacing in any year for which a bridge is scheduled for replacement.
7. Because of the number of parish roads, it is recognized that many roads will have the same engineering priority number. In such case, all roads having the same priority rating number will be prioritized by the Police Jury on the basis of geographical fairness, funding availability and benefit to the public.
8. For any existing gravel road which connects to an existing asphalt or concrete road, new asphalt surfacing will begin at the existing asphalt connection. In event other requirements of this policy prohibit this procedure, such as insufficient right-of-way for a two lane road, then the road will be skipped on the priority list until all requirements of this policy allow the new asphalt surfacing or unless the road is scheduled to be constructed by Parish personnel using the cracked fuel oil process.
9. This policy applies only to self-generated parish funds and to the State Road Fund funds. Any special project for which State, Federal, or out-side funding is earmarked will not be a part of this procedure, and any such road can be skipped on the priority list pending construction by such designated funding.

**EXPLANATION OF CRITERIA
EXISTING BLACKTOP ROADS - OVERLAY LIST
ADOPTED
?????, 2020**

1. Number of Dwellings – A road with less than 2 dwellings is given a rating of Negative 4. All other roads will be given a 0.

2. Estimated Traffic Volume – The estimated traffic volume (Average Daily Traffic) using a road is a good indicator of its value to the public. The greater the traffic flow the greater the need for a good all weather roadbed and surface to sustain the increased loading requirements. Cut-off roads with a high traffic volume are good examples of roads that provide benefits to a large number of Parish residents. Traffic counting machines would be invaluable in the future in compiling the most meaningful data needed for this criteria. Estimates of the traffic volume on each road is obtained from persons familiar with the roads under consideration, Parish counting records, and/or from most recent available La DOTD records. For roads without a traffic count, it will be assumed that the road will have a traffic count of 5 vehicles per day per house on the road unless other data is available. The maximum rating for this item is 5. ADT of 0-49 will receive 0 points. ADT of 50-99 will receive 1 points. ADT of 100-149 will receive 2 points. ADT of 150-199 will receive 3 points. ADT of 200-more will receive 5 points.

3. Special Considerations – Special Considerations cover a multitude of items that may enter into the selection process. Some of the considerations are:
 - a. Relative maintenance costs
 - b. Road serving special areas (such as nursing homes, recreation areas, landfill, a fire station, or a family with special needs)
 - c. Expected increased traffic flow
 - d. Individual recommendations
 - e. Road connects to Gravel section which rates high enough for work to be done or which has recently been done
 - f. Other considerations

A maximum rating of five was allotted under this criteria.

4. Overlay list - Since all roads on the overlay list require minimal patches and leveling, it is assumed that all or the roads on this list are relatively in the same shape. Traffic Counts, number of dwellings, special considerations, and years since the road was last overlayed are the only items that attribute to the ratings of these roads. The points given for number of years since the road has last been overlayed is as follows:

0-6 yrs	-10 points
7-8 yrs	0 points
9-10 yrs	6 points
11-13 yrs	9 points
14-16 yrs	12 points
17-19 yrs	15 points
20-over	20 points

5. Summary – The total maximum rating to be achieved by any road is 30 points

**JACKSON PARISH POLICE JURY
 PROPOSED ROAD PRIORITY RATING SYSTEM
 EXISTING BLACKTOP ROADS (OVERLAY LIST)
 ADOPTED
 ??????, 2020**

CRITERIA	RATING VALUE	MAXIMUM RATING
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1.	Number of Dwellings		
	Less Than 2	-4	
	2 or more	0	0
2.	Estimated Traffic Volume (ADT)		
	0-49	0	
	50-99	1	
	100-149	2	
	150-199	3	
	200-more	5	5
3.	Special Considerations	0-5	5
4.	Years Since Last Overlay:		
	0-6 years	-10	
	7-8 years	0	
	9-10 years	6	
	11-13 years	10	
	14-16 years	12	
	17-19 years	15	
	Over 20 years	20	<u>20</u>
	MAXIMUM POSSIBLE RATING*		30

*The highest number indicates the greater need; hence a higher priority.

**EXPLANATION OF CRITERIA
EXISTING BLACKTOP ROADS
ADOPTED
?????, 2020**

1. Number of Dwellings – A road with less than 2 dwellings is given a rating of Negative 4. Roads with 2-3 dwellings will be given a rating of 0. Roads with 4-5 dwellings will be given a rating of 2. Roads with 6-7 dwellings will be given a rating of 4. Roads with 8-9 dwellings will be given a rating of 6. Roads with 10 - 15 dwellings will be given a rating of 8. Roads with 16 or more dwellings will be given a rating of 10.

2. Existing Condition of Road – The existing condition of a road is considered the single most important criteria in the priority system. A road in good condition can be relied upon to provide a safe and adequate riding surface under all types of conditions, but a road in poor condition is a source of danger to the public and a continuous maintenance problem. The condition of the existing road surface is evaluated utilizing the following criteria with a maximum possible rating of twenty:

<u>CONDITION</u>	<u>ROAD CONDITION RATING</u>	<u>POINTS</u>
Good	Surface in good, but not perfect condition, minor ripples or patching, does not significantly affect riding quality.	0-6
Fair	Surface condition marred by ripples and/or patching, which mildly affects riding quality.	7-13
	Surface condition provides poor riding quality and/or patching, potholing, or lack of adequate base exists to such an extent that reworking is needed	
Poor	Surface conditions are extremely poor. Riding quality is poor to the extent that automobiles must travel slow speeds in order to avoid hazards.	14-20

3. Estimated Traffic Volume – The estimated traffic volume (Average Daily Traffic) using a road is a good indicator of its value to the public. The greater the traffic flow the greater the need for a good all weather roadbed and surface to sustain the increased loading requirements. Cut-off roads with a high traffic volume are good examples of roads that provide benefits to a large number of Parish residents. Traffic counting machines would be invaluable in the future in compiling the most meaningful data needed for this criteria. Estimates of the traffic volume on each road is obtained from persons familiar with the roads under consideration, Parish counting records, and/or from most recent available La DOTD records. For roads without a traffic count, it will be assumed that the road will have a traffic count of 5 vehicles per day per house on the road unless other data is available. The maximum rating for this item is 5. ADT of 0-49 will receive 0 points. ADT of 50-99 will receive 1 points. ADT of 100-149 will receive 2 points. ADT of 150-199 will receive 3 points. ADT of 200-more will receive 5 points.

4. Special Considerations – Special Considerations cover a multitude of items that may enter into the selection process. Some of the considerations are:
 - a. Relative maintenance costs
 - b. Road serving special areas (such as nursing homes, recreation areas, landfill, a fire station, or a family with special needs)
 - c. Expected increased traffic flow
 - d. Individual recommendations
 - e. Road connects to Gravel section which rates high enough for work to be done or which has recently been done
 - f. Other considerations

A maximum rating of five was allotted under this criteria.

5. Summary – The total maximum rating to be achieved by any road is 40 points except on the overlay list.

**JACKSON PARISH POLICE JURY
 PROPOSED ROAD PRIORITY RATING SYSTEM
 EXISTING BLACKTOP ROADS
 ADOPTED
 ??????, 2020**

CRITERIA	RATING VALUE	MAXIMUM RATING
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1.	Number of Dwellings		
	Less Than 2	-4	
	2-3	0	
	4-5	2	
	6-7	4	
	8-9	6	
	10-15	8	
	16 or more	10	10
2.	Existing Condition of Road		
	Good (Excellent Condition)	0-6	
	Fair (Need Improving)	7-13	
	Poor (Rework Required)	14-20	20
3.	Estimated Traffic Volume (ADT)		
	0-49	0	
	50-99	1	
	100-149	2	
	150-199	3	
	200-more	5	5
4.	Special Considerations	0-5	<u>5</u>
	MAXIMUM POSSIBLE RATING*		40

*The highest number indicates the greater need; hence a higher priority.

**EXPLANATION OF CRITERIA
EXISTING GRAVEL ROADS OR OIL ROADS
ADOPTED
?????, 2020**

1. Number of Dwellings – A road with less than 2 dwellings is given a rating of Negative 4. Roads with 2-3 dwellings will be given a rating of 0. Roads with 4-5 dwellings will be given a rating of 2. Roads with 6-7 dwellings will be given a rating of 4. Roads with 8-9 dwellings will be given a rating of 6. Roads with 10-15 dwellings will be given a rating of 8. Roads with 16 or more dwellings will be given a rating of 10.
2. Existing Condition of Road – The existing condition of a road is considered one of the most important criteria in the priority system. A road in good condition can be relied upon to provide a safe and adequate riding surface under all types of conditions, but a road in poor condition is a source of danger to the public and a continuous maintenance problem. The condition of the existing road surface is evaluated utilizing the following criteria with a maximum possible rating of 5:

<u>CONDITION</u>	<u>ROAD CONDITION RATING</u>	<u>POINTS</u>
Good	Surface in good, but not perfect condition, minor ripples or potholes, does not significantly affect riding quality.	0-1
Fair	Surface condition marred by ripples and/or potholes, which mildly affects riding quality. Surface condition provides poor riding quality and/or potholes or lack of road base exists to such an extent that reworking is needed	2-3
Poor	Surface conditions are extremely poor. Riding quality is poor to the extent that automobiles must travel slow speeds in order to avoid hazards.	4-5

3. Estimated Traffic Volume – The estimated traffic volume (Average Daily Traffic) using a road is a good indicator of its value to the public. The greater the traffic flow the greater the need for a good all weather roadbed and surface to sustain the increased loading requirements. Cut-off roads with a high traffic volume are good examples of roads that provide benefits to a large number of Parish residents. Traffic counting machines would be invaluable in the future in compiling the most meaningful data needed for this criteria. Estimates of the traffic volume on each road is obtained from persons familiar with the roads under consideration, Parish counting records, and/or from most recent available La DOTD records. For roads without a traffic count, it will be assumed that the road will have a traffic count of 5 vehicles per day per house on the road unless other data is available. The maximum rating for this item is 5. ADT of 0-49 will receive 0 points. ADT of 50-99 will receive 1 points. ADT of 100-149 will receive 2 points. ADT of 150-199 will receive 3 points. ADT of 200 or more will receive 5 points.

4. Special Considerations – Special Considerations cover a multitude of items that may enter into the selection process. Some of the considerations are:
- a. Relative maintenance costs
 - b. Road serving special areas (such as nursing homes, recreation areas, landfill, a fire station, or a family with special needs)
 - c. Expected increased traffic flow
 - d. Individual recommendations
 - e. Roads connecting to Blacktop portion which rates high enough to have work done on it.
 - f. Other considerations

A maximum rating of five was allotted under this criteria.

4. Summary – The total maximum rating to be achieved by any road is 25 points.

**JACKSON PARISH POLICE JURY
 PROPOSED ROAD PRIORITY RATING SYSTEM
 EXISTING GRAVEL ROADS OR OIL ROADS
 ADOPTED
 ?????, 2020**

CRITERIA	RATING VALUE	MAXIMUM RATING
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1.	Number of Dwellings		
	Less Than 2	-4	
	2-3	0	
	4-5	2	
	6-7	4	
	8-9	6	
	10-15	8	
	16 or more	10	10
2.	Existing Condition of Road		
	Good (Excellent Condition)	0-1	
	Fair (Need Improving)	2-3	
	Poor (Rework Required)	4-5	5
3.	Estimated Traffic Volume (ADT)		
	0-49	0	
	50-99	1	
	100-149	2	
	150-199	3	
	200-more	5	5
4.	Special Considerations	0-5	<u>5</u>
	MAXIMUM POSSIBLE RATING*		25

*The highest number indicates the greater need; hence a higher priority.

October 8, 2018
Jonesboro, Louisiana
www.jacksonparishpolicejury.org

The Jackson Parish Police Jury met on Monday, October 8, 2018, at 5:30 PM in the Dr. Charles H. Garrett Community Center, 182 Industrial Drive, Jonesboro, Louisiana to conduct a public hearing to receive comments on the removal of a portion of Bell Lane from the Parish Road System. Members present: Mr. Todd Culpepper, Mr. Eddie Langston, Ms. Amy Magee, Mr. John McCarty, Ms. Niki Cowans, Ms. Regina Rowe, and Mr. Lynn Treadway. Absent: none. Also present: Mr. Darrell Avery, Assistant District Attorney.

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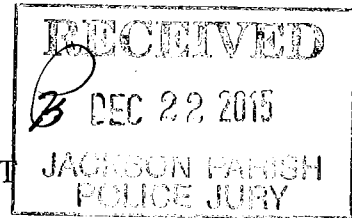
Motion Mr. Treadway, seconded Mr. Langston to approve extending the agreement with Union Parish Landfill for an additional 2 years under the same terms. Motion carried.

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I, Gina M. Thomas, Secretary-Treasurer of the Jackson Parish Police Jury do hereby swear that the above is a true and correct excerpt of the official minutes of the regular meeting of the Jackson Parish Police Jury, conducted in open session October 8, 2018.

/s/ Gina M. Thomas
Gina M. Thomas
Secretary-Treasurer

Parish Seal:



INTERGOVERNMENTAL COOPERATIVE ENDEAVOR AGREEMENT

BE IT KNOWN, that on the dates hereinafter mentioned, before the undersigned authorities and in the presence of the undersigned legal and competent witnesses personally came and appeared:

UNION PARISH POLICE JURY (TIN 72-6001417), a political subdivision of the State of Louisiana, appearing herein by and through its authorized President, Charles Sawyer (hereinafter sometimes referred to as "UNION");

AND

JACKSON PARISH POLICE JURY (TIN 72-6000572), a political subdivision of the State of Louisiana, appearing herein by and through its authorized President, Eddie Langston (hereinafter sometimes referred to as "JACKSON");

Who after being duly sworn did depose and state that in accordance with the provisions of Article VI, Section 20 and Article VII, Section 14 of the Louisiana Constitution and LSA-R.S. 33:1321, et seq. (Local Services Law) they do hereby enter into the following Intergovernmental Cooperative Endeavor Agreement in accordance with the terms and conditions set forth hereinafter.

JACKSON provides garbage and/or solid waste pickup and disposal services to various citizens of Jackson Parish, Louisiana, and is in need of the services of a landfill facility for the disposal of such garbage and/or solid waste. UNION is the owner and operator of the Union Parish Landfill and in the business of accepting and disposing of garbage and/or solid waste.

The parties agree that JACKSON will haul its household garbage and/or solid waste to the Union Parish Landfill and that UNION is willing to accept and dispose of such garbage an/or solid waste. For purposes of this agreement, " household garbage and/or solid waste" shall mean garbage an/or solid waste of the nature and kind routinely produced and disposed of by residents and occupants of single or multi-family homes, residences, or dwellings. Said term shall not include industrial garbage or waste, dead animals, tree limbs, tree tops, logs, appliances, construction debris, vehicle parts, bicycle parts, machinery parts, pain, paint thinners, paint strippers, chemicals, batteries, tires and similar objects. UNION reserves the right to reject the disposal of any loads delivered to the Union Parish Landfill by JACKSON containing items other than household garbage and/or solid waste. The parties acknowledge that JACKSON can haul to alternative sites due to emergencies or holidays.

The parties further agree that there is no limit on the amount of tonnage of the garbage and/or solid waste brought to the Union Parish Landfill by JACKSON for disposal by UNION; except that any such garbage and/or solid waste to be hauled to the Union Parish Landfill by JACKSON shall be hauled by JACKSON or its authorized hauler after being gathered by, through, or in connections with its waste transfer system. It is specifically understood and agreed that the authority granted herein to JACKSON shall not apply to any present or future commercial garbage and/or solid waste haulers, or others operating independently in Jackson Parish.

This agreement shall have a fixed term of three (3) years commencing January 1, 2016 and ending December 31, 2018. The initial three (3) year term of this contract may be extended for additional two (2) year term under the same terms and conditions unless EITHER party advises the other in writing of its desire that the contract not be renewed at least 45 days prior to the end of any contract period.

The consideration or tipping fee, to be paid to UNION by JACKSON for the disposal of the garbage and/or solid waste brought to the Union Parish Landfill by JACKSON shall be as follows:

EFFECTIVE JANUARY 1, 2016, THE PRICE PER TON OF SOLID WASTE SHALL BE \$25.50. FUTURE INCREASES/DECREASES WILL BE TIED TO THE AVERAGE CONSUMER PRICE INDEX (CPI) BASED ON THE TABLE OF ALL URBAN CONSUMERS (CPI-U) PER THE U.S. DEPARTMENT OF LABOR STATISTICS FOR THE PREVIOUS YEAR. ALTHOUGH INCREASES FOR ANY GIVEN YEAR CAN NOT EXCEED FIVE (5) PERCENT, AT NO TIME WILL THE PRICE DROP BELOW THE ESTABLISHED PRICE PER TON OF \$25.50.

UNION will provide JACKSON with a billing statement immediately following the first day of each month for the garbage and/or solid waste brought to the Union Parish Landfill by JACKSON during the preceding month, which billing statements shall be paid in full by JACKSON on or before the 15th day of the month in which it is issued. The failure of JACKSON to pay any such billing on or before the 15th day of the month in which it is due may result in the imposition of a late charge of two (2%) percent of the unpaid balance due. UNION shall have the right to cancel this contract at any time that any billing statement is not paid in full within thirty (30) days of the date it is issued.

In the event performance of this agreement by UNION becomes impossible or impractical because of the passage of future legislation, or the issuance of future regulations, by the State of Louisiana or by the United States of America, this agreement shall be terminated as of the effective date of said legislation and both parties relieved from any further responsibility which either might have arising out of this agreement, except for the obligation of JACKSON to pay the consideration, or tipping fee, for the disposal of any and all garbage and/or solid waste delivered to the Union Parish Landfill by JACKSON prior to the termination of this agreement.

UNION shall notify JACKSON at least seven (7) days prior to closing the Union Parish Landfill for any holiday and will allow late delivery of loads to the Union Parish Landfill on days immediately preceding said holidays.

JACKSON and UNION agree that all prior agreements between JACKSON and UNION with respect to garbage and/or solid waste disposal are terminated and superseded by this agreement, effective the 1st day of January, 2016. All such prior agreements shall remain in effect through and including December 31, 2015.

THUS DONE AND SIGNED in duplicate originals at Farmerville, Union Parish, Louisiana, this 15th day of DECEMBER, 2015.

UNION PARISH POLICE JURY

By: Charles Sawyer
Charles Sawyer, President

WITNESSES:
Signature of Witness: Glenn Hutto

Print Name of Witness: Glenn Hutto

Signature of Witness: Don Acree

Print Name of Witness: DON ACREE

NOTARY PUBLIC
STATE OF LOUISIANA
PARISH OF UNION

Dan James Morgan

Print Name: _____

La. Bar Roll/Notary I.D. No. _____

Commission Expires: _____

Dan James Morgan # 56091
Commission Expires At Death

THUS DONE AND SIGNED in duplicate originals at Jonesboro, Jackson Parish, Louisiana, this 14 day of DECEMBER, 2015.

JACKSON PARISH POLICE JURY

By: Eddie Langston
Eddie Langston, President

WITNESSES:
Signature of Witness: Kenneth D. Pardue

Print Name of Witness: Kenneth D. Pardue

Signature of Witness: Jody Stucky
Print Name of Witness: Jody Stucky

NOTARY PUBLIC
STATE OF LOUISIANA
PARISH OF JACKSON

Print Name: William Todd Culpepper
La. Bar Roll/Notary I.D. No. 38986
Commission Expires: LIFE

William Todd Culpepper
Notary ID # 38986
Jackson Parish, LA



Jackson Parish Police Jury

2020 Maintenance Projects

The following projects were approved through the 2020 Budget Ordinance:

- Fain Building parking lot
 - Estimated Cost: \$10,000
 - Will delay this project until final decisions are made regarding office locations

- LED lighting project for the Courthouse
 - LED lighting units are ordered and replaced as a maintenance item as time permits
 - Estimated Cost: \$3,840

- Restoring the eternal flame at the front of the Courthouse
 - Estimated Cost: \$9,000

- Installation of new signage throughout the Courthouse including directories
 - Estimated Cost: \$2,500
 - Will delay this project until final decisions are made regarding office locations

- Replacing exterior Courthouse light posts and upgrading to LED lights
 - Estimated Cost: \$9,000 (posts), \$2,500 (LED lighting)

- Construction of a maintenance shop at the west entrance of the Courthouse
 - Estimated Cost: \$25,000

- Courthouse sidewalk repair
 - Estimated Cost: \$18,000

- Clerk of Court office flooring replacement for carpeted sections
 - Estimated Cost: \$15,000

- Insulation of 4th floor piping
 - Estimated Cost: \$10,000

- Replacement of air handling units #1 and #2 in the Courthouse (Clerk of Court and Sheriff offices)
 - Estimated Cost: \$105,000
 - Will delay this project until final decisions are made regarding office locations