ORDINANCE NO. 5063

AN ORDINANCE AMENDING CHAPTER 110, ARTICLE II AND ARTICLE III, OF THE BOSSIER PARISH CODE OF ORDINANCES "SUBDIVISIONS" TO ADD AND/OR AMEND CERTAIN SECTIONS OR SUBSECTIONS.

BE IT ORDAINED by the Bossier Parish Police Jury in regular and legal session on this 8th day of May, 2025, that Chapter 110, Article II, be and is hereby amended to read as follows:

Section 110-87 is hereby added as follows:

Sec. 110-87 Minimum street right-of-way widths

(a) The minimum right-of-way width of streets in any subdivision shall be 60 feet.

(b) The minimum right-of-way width of service streets (streets upon which no lots front) in any subdivision shall be 50 feet.

(c) Boulevards or avenues in any subdivision shall have a minimum right-of-way width of 100 feet, and shall have a 20-foot neutral ground.

(d) Cul-de-sacs shall have a 50-foot radius as the minimum right-of-way width.

Section 110-93 is hereby amended as follows:

(1) All residential streets with open ditch drainage shall have a minimum width of 20 feet for side streets and 22 feet for main streets, as approved by the Parish Engineer. All residential streets with curb and gutter shall have a minimum width of 25 feet as measured from the back of curb to the back of curb. Cul-de-sacs shall have a minimum radius of 42.5 feet. The final compacted base width shall extend at least one foot beyond the edge of pavement on each side and the subbase shall extend at least one foot beyond the compacted base width on each side. The pavement section and associated drainage shall be provided in drawings furnished by the developer and approved by the Parish Engineer.

(2) All pavement sections shall be designed by a licensed Civil Engineer. The minimum design life shall be for 20 years. The design will be based on the AASHTO design guide and LADOTD design guide, with coefficients for the local area. Flexible pavements shall have a minimum structural number of 3.0. Design calculations including traffic assumptions shall be submitted to the Parish Engineer for approval. All streets will require proper design information including a soils investigation (One boring every 1,000 feet of roadway, minimum of three borings) (Roadway borings shall be six feet in depth below the planned grade). All costs for the design will be the responsibility of the developer.

The following shall be complied with:

(1) The entire area indicated for public use shall be cleared and grubbed: all existing stumps, roots, brush, and any other unsatisfactory materials shall be removed for a minimum of depth of two feet below the subgrade or natural ground, whichever is lower. In no case should cleared and grubbed material or any organic matter be buried under the proposed right-of-way.

(2) The subbase shall be a minimum of 12 inches of A-1, A-2, A-3, or A-4 material. A-6 or A-7 materials used as a subbase shall be lime treated to obtain a Plasticity Index of 18 or less and compacted to 95 percent of Standard Proctor ASTM D-698. The subbase shall be inspected and tested prior to placement of base material.

(3) For rigid pavements. the base shall consist of crushed stone, recycled Portland Cement Concrete, cement treated base, or select soils (sandy clay or clayey sand with a liquid limit less than 35 and a plasticity index between 8 and 18) compacted to 95 percent Standard Proctor ASTM D-698 over an approved geotextile fabric. The base shall be inspected and tested prior to placement of surface course. The surface course thickness shall be a minimum of six inches of concrete for residential streets and shall be a minimum of eight inches for all other streets. The concrete pavement shall be

constructed of a 4,000 psi mix meeting the Louisiana Department of Transportation and Development Standard Specifications for Roads and Bridges. Maximum spacing for transverse construction joints is 15 feet. Plans shall be provided to the police jury detailing joint layout including expansion joints, size of dowel bars and tie bars, joint sealant, and curb types. The concrete mix design shall be submitted and approved prior to starting paving construction.

(4) For flexible pavements, the base shall be a minimum of 10 inches of graded crushed stone or recycled Portland Cement Concrete compacted to 95 percent Standard Proctor ASTM D-698 over an approved geotextile fabric. In place soil cement stabilization, a minimum of 12 inches in thickness may be used in lieu of aggregate base course in well-draining and non-floodplain areas. The base shall be inspected and tested prior to placement of surface course. The asphalt surface course thickness shall be a minimum of three inches. The asphalt surface course shall meet the Louisiana Department of Transportation and Development Standard Specifications for Roads and Bridges (Section 502). The approved mix design shall be submitted and approved before construction begins.

(5) All materials and construction shall be in compliance with the Louisiana Department of Transportation and Development Standard Specifications for Roads and Bridges and be on the state approved materials list.

(6) All drainage design shall be the responsibility of the developer. The minimum culvert size under a roadway shall be 15 inches in diameter and the minimum ditch shall be 24 inches deep. Culverts must meet the LADOTD Specifications and be on the state approved materials list. The Parish Engineer may approve exceptions if it is found to be necessary. Metal culverts will not be allowed unless approved by the Parish Engineer.

(7) After final dressing of the right-of-way, all disturbed areas shall be fertilized, seeded, and mulched with straw.

(8) All street name signs and traffic control signs shall be erected prior to request for acceptance.

(9) All street construction must be done by a competent licensed and bonded contractor who shall furnish an acceptable maintenance bond guaranteeing proper maintenance of the street/drainage for a period of two years from acceptance by the police jury. All construction work shall be done under the supervision of the Parish Engineer.

(10) Culverts under streets shall have a minimum cover of 12 inches.

(11) No inverted roads shall be allowed within a subdivision.

(12) There shall be sidewalks provided on each side of all streets within a subdivision. The sidewalk area shall be at least six feet in width and shall be provided on each side of all streets, avenues, and boulevards. The sidewalk shall be a minimum four feet wide. When lots are 200 feet in width or more and no less than one acre, the developer may request a variance for sidewalks.

Secs. 110-101—110-120. - Reserved.

Division 3. Private Developers

Section 110-122 is hereby amended as follows:

The right-of-way for new streets shall comply with Sec. 110-87.

Section 110-123 is hereby amended as follows:

All new roadways constructed by private developers shall comply with Sec. 110-93.

Section 110-124 is hereby amended as follows:

Rights-of-ways for thoroughfares or main arteries shall comply with 110-87.

Section 110-126 is hereby amended as follows:

Portland Cement Concrete paving shall comply with 110-93.

Section 110-129 is hereby deleted or amended as follows:

a) Any roads or streets constructed in the parish, which have the possibility of

becoming a part of the parish road system, shall not only conform to the conditions set forth in sections 110-121—110-127, but shall also be certified by an approved independent testing laboratory chosen by the police jury that any and all materials used in the construction of such roads or streets meets or exceeds the police jury regulations.

(b) It shall be the responsibility of the developer or his contractor to see that all materials are approved by the laboratory prior to being used in the construction of such roads or streets. Certified copies of the laboratory test results will be filed with the police jury immediately (24 hours) after the tests are conducted. Retests of the contractors work will be the responsibility of the developer/contractor and must be paid before final acceptance.

Section 110-132—110-160. Reserved.

ARTICLE III. UNINCORPORATED AREAS WITHIN FIVE MILES OF INCORPORATED TOWN OR VILLAGE WITH ZONING REGULATIONS

Division 2. Regulations of Subdivisions

Subdivision I. In General

Section 110-199 is hereby amended as follows:

All proposed subdivisions within the jurisdiction of a metropolitan planning commission within a five-mile radius of Bossier City, the Town of Benton, or the Town of Haughton shall be approved by the metropolitan planning commission prior to presentation to the Parish Engineer and police jury for final approval

Section 110-228 is hereby amended as follows:

The streets in all subdivisions, whether public or private, dedicated or not, within the five-mile radius of any incorporated town or village in the parish which has zoning regulations, must be constructed in strict compliance with the following requirements and must meet the standards of the town or village.

(1) All residential streets shall be constructed of concrete with an integral curb and shall be a minimum of 25 feet wide, as measured from the back of curb to the back of curb. The surface course thickness shall be a minimum of six inches of concrete for residential streets and a minimum of eight inches for all other streets. The base shall be a minimum of five inches thick consisting of crushed stone or recycled Portland Cement Concrete compacted to 95 percent Standard Proctor ASTM D-698 over an approved engineering geotextile fabric. The minimum subbase shall be 12 inches in thickness consisting of suitable soil. Suitable soil shall include compacted A-1, A-2, A-3, or A-4 material. A-6 or A-7 materials used as a subbase shall be lime treated to obtain a Plasticity Index of 18 or less and compacted to 95 percent standard proctor ASTM D-698. The street section shall be graded to a minimum subbase width of 29 feet with a final compacted base width of 27 feet with a surface course width of 25 feet and a minimum 42.5-foot radius for cul-de-sacs. The subbase and base shall be inspected and tested prior to placement of surface course. The concrete pavement shall be constructed of a 4,000 psi mix meeting the Louisiana Department of Transportation and Development Standard Specifications for Roads and Bridges. Maximum spacing for transverse construction joints is 15 feet. Plans shall be provided to the police jury detailing joint layout including expansion joints, size of dowel bars and tie bars, joint sealant, and curb types. The concrete mix design shall be submitted and approved prior to starting paving construction. All construction plans and drawings, including drainage and street lighting, shall meet all parish code requirements and must be submitted to the Parish

Engineer for approval.

a. As an exception to subsection (1) of this section, open ditch drainage and asphaltic concrete pavement will be permitted where each lot has a width of 200 feet, and is no less than one acre in size. Refer to section 110-233.

b. As an exception to subsection (1) of this section, open ditch drainage will be permitted in the "Cypress and Black Bayou Reservoirs' Zoned Area" where each lot has an average width of 125 feet, and is no less than three-quarters of an acre in size when the subdivision is supported by only community water. The "Cypress and Black Bayou Reservoirs' Zoned Area" is defined as the area adjacent to and surrounding the Cypress and Black Bayou Reservoirs up to a distance of 800 feet from the 179.6-foot contour line on the Cypress Black Bayou Reservoir and from the 185.0-foot contour line on Black Bayou Reservoir. Individual sewer systems meeting all provisions of the State and Parish Health Code and the Bossier Parish Police Jury Code of Ordinances may be utilized within the "Zoned Area." Refer to section 110-233.

(2) Rights-of-way shall meet the minimum requirement of Sec. 110-222.

(3) All concrete pavements shall be designed by a licensed Civil Engineer. The concrete pavement shall be designed for a 20-year design life. The design will be based on the AASHTO design guide and LADOTD design guide, with coefficients for the local area. Design calculations including traffic assumptions shall be submitted to the Parish Engineer for approval. All street design will require a soils investigation (One boring every 1,000 ft. of roadway, minimum of three borings) (Roadway borings should be a minimum of six feet in depth). All costs for the design will be the responsibility of the developer.

(4) There shall be sidewalks provided on each side of all streets within a subdivision. The sidewalk area shall be at least six feet in width and shall be provided on each side of all streets, avenues, and boulevards. The sidewalk shall be four feet wide. Handicap ramps are required at all intersections, meeting ADA requirements. When lots are 200 feet in width or more and no less than one acre the developer may request a variance for sidewalks unless restricted by the Unified Development Code.

(5) Cul-de-sacs shall have a minimum radius of 42.5 feet, as measured from the back of curb to the center point. Cul-de-sacs shall be constructed of a minimum of six inches of Portland Cement Concrete over five inches of crushed stone or recycled Portland Cement Concrete.

(6) The entire area indicated for public use shall be cleared and grubbed: all existing stumps, roots, brush, and any other unsatisfactory materials shall be removed for a minimum of depth of two feet below the subgrade or natural ground, whichever is lower. In no case should cleared and grubbed material or any organic matter be buried under the proposed right-of-way.

(7) All materials and construction shall be in compliance with the Louisiana Department of Transportation and Development Standard Specifications for Roads and Bridges.

(8) All drainage design shall be the responsibility of the developer. The minimum culvert size under a roadway shall be 15 inches in diameter and the minimum ditch shall be 24 inches deep. Culverts must meet the LADOTD Specifications and be approved on the state approved material list. The Parish Engineer may approve

exceptions if it is found to be necessary. Metal culverts will not be allowed unless approved by the Parish Engineer.

(9) After final dressing of the right-of-way, all disturbed areas shall be fertilized, seeded, and mulched with straw.

(10) All street name signs and traffic control signs shall be erected prior to request for acceptance.

(11) All street construction must be done by a competent licensed and bonded contractor who shall furnish an acceptable maintenance bond guaranteeing proper maintenance of the street/drainage for a period of two years from acceptance by the police jury. All construction work shall be done under the supervision of the Parish Engineer.

(12) No inverted roads shall be allowed within a subdivision.

Under subsection (1) a.:

(1) Asphaltic concrete residential streets must be graded to a minimum subbase width of 29 feet with a final compacted base width of 27 feet with a surface course width of 25 feet and a minimum 42.5-foot radius for cul-de-sacs. The pavement section, cross sections, and associated drainage plans with the proper slope of ditches shall be provided in drawings furnished by the developer and approved by the Parish Engineer.

(2) All flexible pavements shall be designed by a licensed Civil Engineer. The flexible pavement shall be designed for a 20-year design life and a minimum structural number of 3.0. The design will be based on the AASHTO design guide and LADOTD design guide, with coefficients for the local area. Design calculations including traffic assumptions shall be submitted to the Parish Engineer for approval. All street design will require a soils investigation (One boring every 1,000 ft. of roadway, minimum of three borings) (Roadway borings should be a minimum of six feet in depth). All costs for the design will be the responsibility of the developer. All pavement shall consist of a subbase, a base, and a surface course. The minimum subbase thickness shall be 12 inches of compacted A-1, A-2, A-3, or A-4 material. A-6 or A-7 materials used as a subbase shall be lime treated to obtain a Plasticity Index of 18 or less and compacted to 95 percent of Standard Proctor ASTM D-698. The base shall consist of a minimum of ten inches of crushed stone or recycled Portland cement concrete, compacted to 95 percent Standard Proctor ASTM D-698 over an approved geotextile fabric. The base shall be inspected and tested prior to placement of surface course. The asphalt surface course thickness shall be a minimum of three inches. The asphalt surface course shall meet the Louisiana Department of Transportation and Development Standard Specifications for Roads and Bridges (Section 502). The approved mix design shall be submitted and approved before construction begins. All costs for the design will be the responsibility of the developer.

(3) If the asphaltic concrete street option is approved, all intersections and driveways shall be a minimum of six inches of Portland Cement Concrete over five inches of crushed stone or recycled Portland Cement Concrete for residential streets.

(4) There shall be sidewalks provided on each side of all streets within a subdivision. The sidewalk area shall be at least six feet in width and shall be provided on each side of all streets, avenues, and boulevards. The sidewalk shall be four feet wide. Handicap ramps are required at all intersections, meeting ADA requirements. When lots are 200 feet in width or more and no less than one acre the developer

may request a variance for sidewalks unless restricted by the Unified Development Code.

a. The following shall be complied with:

1. The entire area indicated for public use shall be cleared and grubbed: all existing stumps, roots, brush, and any other unsatisfactory materials shall be removed for a minimum of depth of two feet below the subgrade or natural ground, whichever is lower. In no case should cleared and grubbed material or any organic matter be buried under the proposed right-of-way.

2. All materials and construction shall be in compliance with the Louisiana Department of Transportation and Development Standard Specifications for Roads and Bridges.

3. All drainage design shall be the responsibility of the developer. The minimum culvert size under a roadway shall be 15 inches in diameter and the minimum ditch shall be 24 inches deep. Culverts must meet the LADOTD Specifications and be approved on the state approved material list. The Parish Engineer may approve exceptions if it is found to be necessary. Metal culverts will not be allowed unless approved by the Parish Engineer.

4. After final dressing of the right-of-way, all disturbed areas shall be fertilized, seeded, and mulched with straw.

5. All street name signs and traffic control signs shall be erected prior to request for acceptance.

6. All street construction must be done by a competent licensed and bonded contractor who shall furnish an acceptable maintenance bond guaranteeing proper maintenance of the street/drainage for a period of two years from acceptance by the police jury. All construction work shall be done under the supervision of the Parish Engineer.

7. Culverts under streets shall have a minimum cover of 12 inches.

8. No inverted roads shall be allowed within a subdivision.

Section 110-230 is hereby amended as follows:

Streets for industrial and/or commercial use shall be constructed of concrete with an integral curb a minimum of eight inches thick concrete and laid on a base of crushed stone or recycled Portland Cement Concrete a minimum of five inches thick compacted to 95 percent Standard Proctor ASTM D-698 over an approved engineering geotextile fabric. The minimum subbase shall be 12 inches in thickness consisting of suitable soil. Suitable soil shall include compacted A-1, A-2, A-3, or A-4 material. A-6 or A-7 materials used as a subbase shall be lime treated to obtain a Plasticity Index of 18 or less and compacted to 95 percent standard proctor ASTM D-698. All roadways shall be 31 feet wide, as measured from the back of curb to the back of curb, or the edge of slab to the edge of slab. All specifications shall conform to the standards of the parish. Complete plans, with computations, including drainage and streetlights, shall be submitted to the Parish Engineer for approval.

Section 110-240 is hereby amended as follows:

(a) Any roads or streets constructed in the parish, which have the possibility of becoming a

part of the parish road system, shall not only conform to the conditions set forth in sections 110-121 through 110-127, but shall also be certified by an approved independent testing laboratory chosen by the police jury that any and all materials used in the construction of such roads or streets meets or exceeds the police jury regulations.

(b) It shall be the responsibility of the developer or his contractor to see that all materials are approved by the laboratory prior to being used in the construction of such roads or streets. Certified copies of the laboratory test results will be filed with the police jury immediately (24 hours) after the tests are conducted. Retests of the contractor's work will be the responsibility of the developer/contractor and must be paid before final acceptance.

BE IT FURTHER ORDAINED that all ordinances or parts of ordinance in conflict herewith are hereby repealed.

The ordinance was offered by Mr. Salzer, seconded by Mr. Cochran. It was duly adopted on this 8th day of May, 2025, with the following votes recorded:

Yes: Glenn Benton, Jimmy Cochran, Julian Darby, Julianna Parks, Doug Rimmer, Tom Salzer
No: Kim Gaspard, John Ed Jorden, Chris Marsiglia, Philip Rodgers, Keith Sutton
Abstain: None
Absent: Pam Glorioso

MEGAN C. RAMOS
PARISH SECRETARY

GLENN BENTON, PRESIDENT
BOSSIER PARISH POLICY JURY