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MARY L. LUDLOW
RECORDER LAPORTE CO.

See Rec # 83-902
2-2-83

83-02390

CORRECTED

ORDINANCE OF THE LAPORTE COUNTY
BOARD OF COMMISSIONERS
NO. 83-3

AN ORDINANCE ESTABLISHING ELECTION PRECINCTS
IN THE CITY OF MICHIGAN CITY, INDIANA

WHEREAS, the Common Council of the City of Michigan City, Indiana has, under the provisions of I.C. 36-4-6-4, reapportioned the councilmanic districts of the city by adopting Ordinance NO. 2700; and

WHEREAS, the Board of Commissioners of LaPorte County, Indiana have the authority under the provisions of I.C. 3-1-8-2 to establish election precincts within the city.

NOW THEREFORE BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF LAPORTE COUNTY, INDIANA THAT THE FOLLOWING ELECTION PRECINCTS ARE HEREBY ESTABLISHED IN THE CITY OF MICHIGAN CITY, INDIANA

Ward 1 Precinct 1

Starting at the intersection of 2nd St. and the Monon Railroad, then east on 2nd St. to Center St., then north on Center Street to U.S. 12, then east on U.S. 12 to the intersection of the center line of U.S. 12 and the west boundary line of Section 22, Township 38N, Range 4W, then continuing north along the west boundary line of said section to the point at which said line intersects the water line of Lake Michigan, then west along the shore of Lake Michigan to the northeast boundary of the property owned by the Northern Indiana Public Service Company, then following the east boundary line of said property in a southerly direction to the point of beginning.

Ward 1 Precinct 2

Starting at the intersection of the Monon Railroad and Second Street and continuing east along Second Street to the intersection of Spring Street, continuing south on Spring St. to the intersection of 8th St., continuing west on 8th St. to the intersection of LaFayette St., continuing south on LaFayette St. to the intersection of Main St., continuing west on Main St. to the intersection of Cedar St., continuing north on Cedar St. to the intersection of 11th St., continuing west on 11th St. to the center line of the Monon Railroad right-of-way continuing north to the point of beginning.

Ward 1 Precinct 3

Starting at the intersection of Spring St. and 2nd St. and continuing east on 2nd St. to the intersection of Center St. continuing North on Center St. to the intersection of U.S. 12, continuing east on U.S.12 to the northwest boundary of the incorporated Town of Pottawattamie Park, continuing south along the western boundary of the Town of Pottawattamie Park to the intersection of Springland Ave., continuing west on Springland Ave. to the intersection of Vail St., continuing southwesterly on Vail St. to the intersection of Main St., continuing west on Main St. to the intersection of Cedar St., continuing northwesterly on Cedar St. to the intersection of 11th St., continuing west on 11th St. to the intersection of Lafayette St., continuing north on Lafayette St. to the intersection of 8th St., continuing southwesterly on 8th St. to the intersection of Spring St., continuing north on Spring St. to the point of beginning.

Ward 2 Precinct 1

Starting at the intersection of the center line of the right-of-way of the Monon Railroad and 11th St., continuing east on 11th

St. to the intersection of Cedar St., continuing south on Cedar St. to the intersection of Main St., continuing east on Main to the intersection of Lafayette St., continuing south on Lafayette St. to the intersection of Barker Ave., continuing west on Barker Ave. to the intersection of Kentucky St., continuing north on Kentucky to the intersection of Greene St., continuing west on Greene St. to the intersection of the center line of the right-of-way of the Monon Railroad, continuing north on the said center line to the point of beginning.

Ward 2 Precinct 2

Starting at the intersection of Barker Ave. and Buffalo St. continuing east on Barker Ave. to the intersection of Lafayette St., continuing south on Lafayette to the center line of the right-of-way of the Chesapeake and Ohio Railroad, continuing east along the center line of the right-of-way of the Chesapeake and Ohio Railroad to the intersection of Oak St., then continuing south on Oak St. to the intersection of Coolspring Ave., then continuing west on Coolspring Ave. to the intersection of Earl Rd., then continuing northeast on Earl Rd. to the intersection of Buffalo St., continuing north on Buffalo St. to the point of beginning.

Ward 2 Precinct 3

Starting at the intersection of Main St. and Lafayette St., continuing east on Main St. to the intersection of Poplar St., continuing south on Poplar St. to the intersection of Barker Ave., continuing west on Barker Ave. to the intersection of Tilden Ave., continuing south on tilden Ave. to the intersection of the center line of the right-of-way of the Chesapeake and Ohio Railroad, continuing west on said center line to the intersection of LaFayette Ave. extended, continuing north on Lafayette Ave. extended and Lafayette Ave. to the point of beginning.

Ward 3 Precinct 1

Beginning at the intersection of Dunes Highway and the LaPorte Porter County line, then continuing north along said line to the shore of Lake Michigan, then east along said shore to the northeast corner of the property owned by the Northern Indiana Public Service Co., then following the east boundary of said property to the point at which it intersects with the center line of the right-of-way of the Monon Railroad, then south along said right-of-way to the intersection of Chicago St., then southwest along Chicago St. to the intersection of Hitchcock St., then continuing south on Hitchcock St. to the intersection of Woodlawn, continuing west on Woodlawn to the intersection of Dunes Highway, then southwest on Dunes Highway to the point of beginning.

Ward 3, Precinct 2

Beginning at the intersection of the center line of Kentucky St. and Barker Ave. and continuing east on Barker Ave. to the intersection of Buffalo St.; then south on Buffalo St. to the intersection of Earl Rd.; then southwest on Earl Rd. to the west boundary line of Section 6, Township 37 N., Range 4 W.; then continuing north along the west line of Section 6 to its intersection with the center line of the Chesapeake and Ohio Railroad right-of-way; then continuing northeast along the center line of the said right-of-way to its intersection with Kentucky St.; then north on Kentucky St. to the point of beginning.

Ward 3, Precinct 3

Commencing at a point where the west corporate limits of the City of Michigan City intersects the center line of Dunes Highway; then running south along the west corporate limits of the city to its intersection with the south right-of-way line of the New York Central Railroad; then in a northeast direction along the south right-of-way of the New York Central Railroad to its intersection

with the east right-of-way line of the Northern Indiana Public Service Company; then southwest along the east right-of-way line of the Northern Indiana Public Service Company to its intersection with the north right-of-way line of the Chesapeake and Ohio Railroad; then northeast along said right-of-way line; then north along the corporate boundary line of the city; then east along the corporate boundary line of the city, said line being the north line of Section 6, Township 37 N., Range 4 W. to the point at which said line intersects the center line of the right-of-way of the Chesapeake and Ohio Railroad; then northeast along said right-of-way to the point of intersection with the center line of Kentucky St.; then north on Kentucky St. to Green St.; then west on Green St. to Chicago St.; then southwest on Chicago St. to Hitchcock St.; then south on Hitchcock St. to Woodlawn Ave.; then west on Woodlawn Ave. to Dunes Highway; then southwest on Dunes Highway to the point of beginning.

Ward 4, Precinct 1

Contains all the land lying south of U.S. 20 within the corporate limits of the City of Michigan City.

Ward 4, Precinct 2

Commencing at a point where the center line of Coolspring Ave. intersects the center line of Earl Rd.; then running southwesterly along the Center line of Earl Rd. to its intersection with the corporate boundary of the City; then southerly along the corporate boundary of the city to the corporate boundary of the city and U.S. 20; then east along U.S. 20 to the intersection of Franklin St.; then north on Franklin St. to the intersection of Coolspring Ave.; then west on Coolspring Ave. to the point of beginning.

Ward 4, Precinct 3

Commencing at the intersection of the center line of Coolspring Ave. and the center line of Franklin St. continuing south on Franklin St. to the intersection of U.S. 20; then east along U.S. 20 to its intersection with the east corporate limit of the City of Michigan City just east of the intersection of U.S. 20 and Woodland Ave.; then north along said eastern corporate boundary to its intersection with the center line of Coolspring Ave.; then west on Coolspring Ave. to the point of beginning.

Ward 5, Precinct 1

Beginning at the intersection of the center line of Springland Ave. and Vail St.; then southwest along Vail St. to Michigan Blvd.; then southeast along Michigan Blvd. to Ridgeland Ave.; then north along the center line of Ridgeland Ave. to the point at which it intersects the center line of the Norfolk and Western Railroad right-of-way; then southeast along said right-of-way to the intersection of Carrol Ave.; then north on Carrol Ave. to Springland Ave.; then west on Springland Ave. to the point of beginning.

Ward 5, Precinct 2

Beginning at the intersection of the center line of Tilden Ave. and the center line of the right-of-way of the Chesapeake and Ohio Railroad; then continuing north on Tilden Ave. to Barker Ave.; then east on Barker Ave. to the intersection of Poplar St.; then north on Poplar St. to Michigan Blvd.; then east on Michigan Blvd. to Butler St.; then south on Butler St. and Butler St. extended to the intersection of Greenwood Ave., then continuing west to the intersection of Jackson St., then continuing south on Jackson to the point at which said line intersects the center line of the right-of-way of the Chesapeake and Ohio Railroad; then west along said right-of-way to the point of beginning.

Ward 5, Precinct 3

Beginning at the intersection of the center line of the Chesapeake and Ohio Railroad right-of-way and the center of Carroll Ave.; then north on Carroll Ave. to its intersection with the center line of the Norfolk and Western Railroad right-of-way; then northwest along said right-of-way to its intersection with the center line of Ridgeland Ave.; then south on Ridgeland Ave. to Michigan Blvd.; then northwest on Michigan Blvd. to Butler St.; then south on Butler St. and Butler St. extended to the intersection of Greenwoood Ave., then continuing west on Greenwood Ave. to the intersection of Jackson St., then continuing south on Jackson St. to the point at which said line intersects the center line of the Chesapeake and Ohio Railroad right-of-way; then east along said right-of-way to the place of beginning.

Ward 5, Precinct 4

Beginning at the intersection of the center line of Tilden Ave. and the center line of the Chesapeake and Ohio Railroad right-of-way; then west along the said right-of-way to its intersection with the center line of Oak St. extended; then south along the center line of Oak St. extended and Oak St. to the center line of Coolspring Ave.; then east along the center line of Coolspring Ave. to Carroll Ave.; then north on Carroll Ave. to its intersection with the center line of the right-of-way of the Chesapeake and Ohio Railroad; then west along said center line to the place of beginning.

Ward 6, Precinct 1

Beginning at the intersection of the center line of U.S. 12 and the east line of Section 21, Township 38 N., Range 4 W.; then continuing north along said line to its intersection with the southerly boundary of the Town of Long Beach, said line also being the north corporate boundary line of the City of Michigan City; then following said north corporate boundary line to its intersection with the east corporate boundary line of the City of Michigan City at the northeast corner of Section 13, Township 38 N., Range 4 W.; then continuing south along the east boundary line of Sections 13 and 24 of Township 38 N, Range 4 W. to the southeast corner of said Section 24; then west along the south boundary of said Section 24, Township 38 N., Range 4 W. said line also being the center line of Tryon Rd. to the intersection of the center line of the Chesapeake and Ohio Railroad right-of-way; then southwest along said right-of-way to its intersection with the center line of the Chicago, South Shore and South Bend Railroad right-of-way; then west along said right-of-way to its intersection with Karwick Rd.; then north on Karwick Rd. to Springland Ave.; then west on Springland Ave. to its intersection with the east corporate limits of the Town of Pottawatamie Park; then north along the eastern corporate limits to the intersection of said corporate limits and Martin Luther King Jr. Drive; then west along Martin Luther King Jr. Drive to the intersection of U.S. 12; then southwest along U.S. 12 to the point of beginning.

Ward 6, Precinct 2

Commencing at the intersection of Springland Ave. and Carrol Ave.; then south along the center line of Carrol Ave. and Carrol Ave. extended to its intersection with Coolspring Ave.; then west on Coolspring Ave. to the center line of Sal Court; then south along the center line of Sal Court to Welnetz Rd.; then east along Welnetz Rd. to the west boundary line of the Town of Trail Creek; then north along the boundary line of the Town of Trail Creek, said line also being the center line of Roeske Ave., to the center line of Michigan Blvd.; then continuing north along the center line of Roeske Ave. to the Springland Ave.; then west on Springland Ave. to the point of beginning.

Ward 6, Precinct 3

Commencing at the intersection of the center line of Springland Ave. and the center line of Roeske Ave.; then south on Roeske Ave. to Michigan Blvd.; then southeast on Michigan Blvd. to the intersection of Meinke Rd.; then south along the center line of Meinke Rd. to the south boundary line of Section 35, Township 38 N., Range 4 W.; then continuing along the south boundary line of Sections 35 and 36, Township 38 N, Range 4 W., to the southeast corner of said Section 36; then north along the east boundary line of Section 36 and Section 25, said line also being Meer Rd., to its intersection with the center line of Tryon Rd.; then west on Tryon Rd. to its intersection with the center line of the right-of-way of the Chesapeake and Ohio Railroad; then southwest along said right-of-way to the intersection of the center line of the right-of-way of the Chicago, South Shore and South Bend Railroad; then west along said right-of-way to the intersection of Karwick Rd.; then north on Karwick Rd. to the intersection of Springland Ave.; then west on Springland to the point of beginning.

NOW THEREFORE BE IT FURTHER ORDAINED THAT:

1. Should any section of this Ordinance be held to be invalid or unconstitutional, all other sections and provisions contained herein shall be considered to be valid and shall remain in effect.

2. Unless otherwise stated, the boundary lines as herein described shall follow the center line of all right-of-ways used to delineate election precincts.

3. This Ordinance shall be in full force and effect from, and after its passage by the Board of County Commissioners of LaPorte County, Indiana.

4. Whenever the boundary lines of an election precinct coincide with the boundary lines of a ward the description of the ward lines, as described in the City Ordinance shall take precedence.

Passed this 31st day of January, 1983.

BOARD OF COMMISSIONERS
LAPORTE COUNTY, INDIANA

Kenneth W. Swanson
Kenneth W. Swanson, President

Richard O. Knoll
Richard O. Knoll

Robert E. Miller

Attested to: Sherry K. Waters
Sherry K. Waters, County Auditor