

The meeting was called to order by the chairman, Mr. Bodine, with all members present. The minutes of the last meeting were read and stood approved. The treasurer's report was given and all correspondence read. The following bills were read and ordered paid:

Kootenai Rural Electric	\$ 7.00
Bankers Life & Casualty Co.	29.62
Ben Cooper	465.85
James C. Kennedy	569.33
Byron L. Peery	552.29
Fred J. Richmond	451.68
Ben Holmen	470.69
Larry Easterly	382.10
Waymon Rollis	87.49
Ben Cooper	46.50
Bank of Idaho	88.80
Bankers Life & Cas. Co.	116.39
Post Falls Hardware	15.71
Banner Auto Parts	129.72
Post Falls Auto Parts	453.66
Jones Radiator Shop	209.00
Modern Machinery Co.	58.75
Inland Asphalt Co.	82.38
Knudtsen Chevrolet	2.64
Texaco, Inc.	51.70
American Machinery Co.	84.70
Dale's Equipment Co.	34.41
Montague Truck Parts	25.00
Forest Towing & Salvage	15.48
Fossum's Paint & Flooring	16.60
Atlas Tie Co.	54.00
Brack Motor Supply	105.28
Enco Petroleum Products	651.76
Don Kamps' Service	4.20
Interstate Typewriter	1.90
Post Falls Municipal Water	2.75
General Telephone of NW	21.53
Washington Water Power Co.	11.64
Les Schwab Tire Center	365.54
L. W. Vail Co.	8,602.50

A motion was made by Don Satchwell, seconded by Clarence Dahlberg that the road project between the two bridges south of the river be abandoned for the present. The motion carried with Bill Cranston abstaining.

It was reported by Mr. Schneidmiller that the tax levy now due shall be made after more information is received from Mr. Peterson. The motion was made, seconded and carried to levy 10 mills general road levy, 1.2 mills bridge fund and 3 mills matching funds.

Ben Cooper reported on general road work, the completion of oiling, etc. Problems with the Allis-Chalmers tractor were discussed, and the suggestion made by Mr. Booth that the Board investigate the possibility of making a change since we have experienced many problems with this equipment.

Guests present at the meeting were Bob Shulkin, Clarence Block and Byron Peery. Mr. Shulkin and Mr. Block informed the Board that they were present to represent the residence of their area south of the Green Ferry Bridge. Each stated that it was their feeling that the bridge should be located at Post Falls. However, each was against placing a road on what has been referred to as the "wagon route" or alignment A on the maps prepared by Bovay Engineers, but preferred alignment B. Mr. Block stated that he would prefer to drive through Coeur d'Alene, if Green Ferry bridge were closed, rather than have the road placed on alignment A. Mr. Shulkin was of the same opinion.

There being no further business, the meeting was adjourned.

There being no further business, the meeting was adjourned.

Attest Marcus Smith Approved Gary Beehne

DEFENDANT'S EXHIBIT

For Identification

D (2)

ADMITTED IN EVIDENCE

Date

10/16/67

September 11, 1967

Reporter

PLEASANT VIEW HIGHWAY DISTRICT - DISTRICT #4

The purpose of this special meeting was to study the bridge inspection report prepared by Bovay Engineers, attached hereto and made a part of these minutes.

After studying the report attached hereto recommending that the Green Ferry Bridge be closed, the following motion was made:

The motion was made by Don Satchwell, seconded by Bill Cranston that the Green Ferry Bridge be closed immediately. The motion carried unanimously.

There being no further business, the meeting was adjourned.

Attest

Margaret Schindler

Approved

Goy Boelma

BOVAY ENGINEERS, INC.

SPOKANE - HOUSTON - BATON ROUGE

H. E. BOVAY, JR.
CHARLES A. LAWLER
RICHARD B. ROBERTSON
WILLIAM N. PAULEY
GUY FURGUIELE
L. S. CURTIS
MORRIS BACKER
ROBERT O. GRIMES

WEST 933 THIRD AVENUE
SPOKANE, WASHINGTON 99204
TELEPHONE: 509 / TEMPLE 8-4111

ASSOCIATES

M. J. GREEN
J. BYRON BARBER
C. RAY THOMAS
CHARLES E. BROWN
J. G. DICKSON
LOUIS H. GADDY
RALPH E. LANDERHOLM
GENE MCKAY
OTIS O. MILLER
HERBERT R. PETTY
A. B. WILLIAMSON
STEPHEN A. BRYAN
DONALD G. DONEGAN
WILLIAM J. SANDERS

September 11, 1967

Mr. Roy Bodine
Post Falls Highway District
Post Falls, Idaho

Re: Green Ferry Bridge Inspection

Dear Mr. Bodine:

In accord with your directive to us to inspect and evaluate the Green Ferry Bridge structure, we herewith present you with our findings and recommendations.

On September 5, 1967, engineers of our office made an on-site inspection of the above water structure of the Green Ferry Bridge. A boat furnished by the Highway District provided access to the under side of the bridge and also provided a platform from which to check the condition of the piling at the water line.

The bridge was driven over slowly in an automobile to check for deflection of bridge planking and for relative movement of the stringers, caps, piles and the general substructure. One could notice significant movement of the planking and it was evident that higher speeds of even a 3500 pound automobile would cause severe and damaging vibration of the bridge structure itself.

The guard rails on either side of the bridge are in extremely poor condition. In places they are broken or worse and would not support the weight of even a person, should he lean heavily against it.

The bridge planking consists of 3" x 4" lumber, untreated. These 3 x 4's are spiked to the stringers but generally have worked loose to the point that they do not as a practical matter provide any structural continuity to the bridge.

An inspection of the bridge stringers showed some signs of deterioration, not so much from decay but by splitting, warping and checking. In many cases, nails joining the overlapping ends of the stringers were pulled loose, undoubtedly caused by the vibration of moving traffic.

The pile caps supporting the stringers also showed signs of deterioration similar to that of the stringers. These 12" x 12", untreated timbers, however, are probably in better condition structurally than any other single bridge component.

From within the boat provided by the Highway District, an inspection was made of the supporting piling. These piles consist of untreated poles of 10 to 14 inches in diameter and ranging in length from 8 feet (plus or minus) to 50 feet. They are in clusters of three and crossbraced laterally with substantial timbers.

Almost every pile shows severe deterioration in the vicinity of the present water line (the level of the river is now stabilized at its mean high). The amount of deterioration of the piles inspected ranged from 10 to 95 percent. Nails were driven into the piles to ascertain the soundness of the wood. In many cases, the 20 penny nails could be easily forced in up to the head without the familiar resistance offered by healthy wood fiber. In the case of the typical 12" diameter pile, this would indicate that at least 7" of its total diameter was incapable of supporting any load. This leaves a 5" core upon which the stability of the bridge is dependent. It must be pointed out that many of these piles were in even worse condition.

In the sixth row of pile clusters from the south end of the bridge, a 3-inch knotch was sawed into the pile on the east side, the cut about 5 feet above the water line contained no healthy wood. Samples of this wood were collected and kept.

In the 13th row of pile clusters from the south abutment, all three pilings could be pushed back and forth a distance of 1 to 2 feet, indicating severe decay or perhaps failure at a point underwater.

On the basis of these findings, another inspection was made by a professional diver on September 11. An underwater inspection using SCUBA diving gear revealed that the excessive deflection of these piles was caused by the deep penetration of rot which reduced the cross section of the pile to such an extent that very little lateral strength remained. The diver's report indicated that the condition of the piles down to depths of 30+ feet was generally fair. While some superficial decay was found it was not nearly so bad as that found at the water line.

Near the center of the bridge at the south end of the steel truss, the diver found at depths of 30+ feet large deposits of debris lodged on the upstream piles by the river's natural, but presently slow, current. This debris consists of dead heads, logs, timber, etc. and has accumulated into a conglomeration some 10 to 15 feet high while resting on the river's bottom.

It must be pointed out that this accumulation of debris being forced against the bridge piling by the current constitutes a lateral thrust, particularly during periods of fast flow, putting a strain on the pile cluster and therefore, amounting to a hazard to the entire structure's stability.

Conclusions and Recommendations

In our opinion, major structural components of the Green Ferry Bridge are in such a deteriorated condition that the bridge is unsafe for vehicular traffic.

We would recommend that in the interest of public safety, the Green Ferry Bridge be closed to further traffic.

Our estimate of the cost to repair the structure in order that it may carry safely a 5-ton load is in the vicinity of \$45,000.

This estimate includes necessary replacement of all piling, repair and replacement of deteriorated stringers and caps, new decking as required and guard rails. Also included as a cost item is the clearing of lodged debris from the upstream side of the bridge.

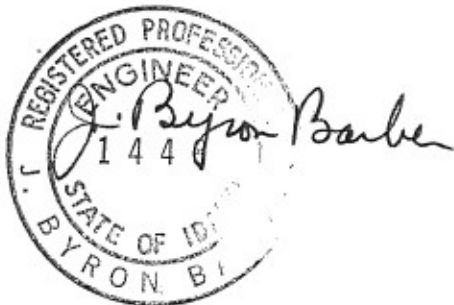
We trust that our inspection of the Green Ferry Bridge and our findings as contained in this letter will be of assistance to your Board of Commissioners in their deliberations.

Sincerely,

BOVAY ENGINEERS, INC.

J. Byron Barber
J. Byron Barber, P.E.
Associate

JBB:sh



Since the merger of Pleasant View Highway District and District #4, the business of the two districts has been handled jointly by the six members of the two boards. On September 14, 1967, Mr. Bodine, Mr. Schneidmiller and Mr. Cranston received appointments to serve on the newly formed Post Falls Highway Board. These appointments were made by Gov. Don Samuelson.

The purpose of this meeting was to ~~re~~organize the board of the Post Falls Highway District. Mr. Bodine was elected chairman, Mr. Schneidmiller; secretary-treasurer; Mr. Cranston, board member.

There being no further business, the meeting was adjourned.

Attest Manuel Schneidmiller Approved Gay Bodine

This special meeting was held in the office of Hawkins & McCabe with all members present, to discuss the decision of the Idaho Supreme Court regarding the Green Ferry Bridge. This problem was thoroughly discussed. Mr. McCabe stated that he planned to discuss this matter with Mr. Powell, attorney for the citizens group of Post Falls. Another meeting will be held soon.

Attest

Manuel Schneider

Approved

Gary Bodine

Special

1:00 P.M.

December 16, 1968

This special meeting was held in the offices of the district with all members present to discuss further the decision of the Idaho Supreme Court regarding the Green Ferry Bridge.

The recommendations of Mr. McCabe, Attorney, and those of Bovay Engineers, we thoroughly appraised. As a result of this, the motion was made by Mr. Cranston, seconded by Mr. Schneidmiller, to proceed with the abandonment of the Greens Ferry Bridge, as provided by Idaho Code 31-819 and pursuant to the authority under Idaho Code 40-501. This motion was approved un-animously.

Attached to these minutes, and made a part thereof, are documents further substantiating this action; drawn up as minutes on December 16, 1968, and approved by the signatures of all board members. Also attached is "Notice of Proceedings of Bridge Abandonment."

The meeting was adjourned.

Attest

Manuel Schneider

Approved

Gary Bodine

BOVAY ENGINEERS, INC.

SPOKANE - HOUSTON - BATON ROUGE

H. E. BOVAY, JR.
CHARLES A. LAWLER
RICHARD B. ROBERTSON
GUY FURGIUELE
L. S. CURTIS
MORRIS BACKER
ROBERT O. GRIMES
J. BYRON BARBER

EAST 808 SPRAGUE AVENUE
SPOKANE, WASHINGTON 99202
TELEPHONE: 509/TEMPLE 8-4111

December 14, 1968

ASSOCIATES
M. J. GREEN
C. RAY THOMAS
CHARLES E. BROWN
J. G. DICKSON
H. LOUIS GADDY
GENE McKAY
OTIS O. MILLER
HERBERT R. PETTY
A. B. WILLIAMSON
DONALD G. DONEGAN
WILLIAM J. SANDERS
RUDOLPH SAUCILLO
CHARLES A. SCHAEFER

Mr. Roy Bodine
Chairman
Post Falls Highway District
Post Falls, Idaho 83854

Dear Mr. Bodine;

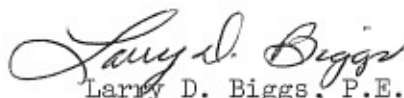
In accordance with your request, this letter summarizes our opinion concerning re-opening the Greens Ferry Bridge.

From an engineering viewpoint, the cost is prohibitive to rehabilitate the structure to even minimal standards. There is now road access from the Greens Ferry Bridge site to the existing Post Falls Bridge. The completion of the access road to full secondary highway design criteria is imminent.

It is our engineering opinion that the access road plus construction of a new bridge at Post Falls will adequately meet the transportation requirements of the Greens Ferry area.

Sincerely,

BOVAY ENGINEERS, INC.


Larry D. Biggs, P.E.
Associate

LDB/eq

PROFESSIONAL CONSULTANTS - PLANNERS

CIVIL · MECHANICAL · ELECTRICAL ENGINEERING - INDUSTRIAL FACILITIES

The Commissioners of the Post Falls Highway District, upon their investigation and upon consultation with Bovay Engineers, an independent engineering firm, hereby find:

1. That the Greens Ferry Bridge is no longer necessary as a means of access to the area South of the Spokane River which it once serviced.

2. That there now exists a means of ingress and egress to the area South of the Spokane River across the existing Post Falls Bridge and by means of an existing road which connects between the Post Falls Bridge and the area formerly serviced by the Greens Ferry Bridge. That this road provides access for and it is presently in use by residents of the area.

3. That the Commissioners of the Post Falls Highway District have obtained by Deed or commitment, the right-of-way necessary to reconstruct and improve said connecting road to the point where it would qualify as a Federal Secondary Road.

4. That it is projected that completion of this road as improved for travel is imminent and in the interim provides adequate access to the residents of the area.

5. That the Greens Ferry Bridge is in an unsafe condition and that based upon knowledge and observation of the bridge and independent engineering studies, the bridge would have to be substantially reconstructed to place it in a safe condition.

6. That the Commissioners find that any further expenditure on the Greens Ferry Bridge would serve no useful purpose and would amount to a duplication of services in view of the improved access now afforded by the Post Falls

Bridge and connecting road which is superior to that previously afforded by the Greens Ferry Bridge and that any further expenditure on said bridge would not lie in the best interest of the public and to the taxpayers of the District and would be to their detriment.

Therefore, be it resolved by the Commissioners of the Post Falls Highway District that said bridge should be abandoned,

NOW, THEREFORE, IT IS HEREBY ORDERED by the Commissioners of the Post Falls Highway District pursuant to Idaho Code 40-501, that the Greens Ferry Bridge extending from its present location from the South Bank of the Spokane River to the North Bank of the Spokane River be, and is hereby forever abandoned and shall no longer constitute a portion of the road system of this District.

DATED this 16 day of December, 1968.

Roy Bodine

Manuel Schindler

William R. Cransford

NOTICE OF PROCEEDINGS OF BRIDGE ABANDONMENT
ORDERED AT A SPECIAL MEETING OF THE
POST FALLS HIGHWAY DISTRICT.

In accordance with Idaho Code 31-819, Notice is hereby given by the Commissioners of the Post Falls Highway District that at a special meeting of said Commissioners held December 16, 1968 at 1:00 P.M. in the maintenance shop of said Highway District, the Greens Ferry Bridge which crosses the Spokane River approximately 6 miles West of Coeur d'Alene, Idaho, was by order of said Commissioners declared forever abandoned pursuant to the authority under Idaho Code 40-501.

DATED this 16 day of December, 1968.

Roy Bodine
Manuel Schneider
William R. Cranstom

The board met with Attorney Paul McCabe to discuss the recent decision by Judge Prather denying the abandonment of the Green Ferry Bridge.

A motion was made, seconded and carried to instruct Bovay Engineers to prepare an engineering design for the Green Ferry Bridge in preparation for calling a bond election.

There being no further business, the meeting was adjourned.

Attest Marcus Shindler Approved Ray Bodine

The meeting was called to order by the Chairman, Mr. Bodine, with all members present.

The decision was reached to hold a public meeting regarding the call for a bond election on the Green Ferry Bridge. Bovay Engineers have informed Mr. Bodine that plans for the Green Ferry Bridge will be ready to present early in August.

Permission to use the gym at the high school has been granted by the school district for this public meeting, and announcement will be made through the papers.

There being no further business, the meeting was adjourned.

Attest

Marion Schindler

Approved

Gary Bodine

The purpose of this meeting was to accept petitions from the Citizens for Progress Committee, and was called at the request of Mr. Ed Seiter, Chairman. All members of the Post Falls Highway District Board were present.

The meeting was called to order by Chairman Bodine, and at this point Mr. Ed Seiter officially presented the Highway Board with this petition, which reads as follows:

"We, the undersigned residents owning property in Kootenai County, Idaho, and residing within the boundaries of Post Falls Highway District respectfully petition the Commissioners of said Post Falls Highway District as follows:

I

That the Greens Ferry Bridge be abandoned by the said Commissioners and said structure removed and all pilings and supports be removed from the waters of the Spokane River, thereby increasing the navigability of the Spokane River.

II

That the existing approaches to said bridge continue to be maintained as public roadways, thereby preserving public access to the waters of the Spokane River, it being the express desire of the undersigned that public access to said river continue to be maintained, and that no persons be denied such access by reason of the removal of said bridge."

These petitions were substantiated by signatures of area residents, and are on file in the office of the Highway District at the home of the secretary.

After reviewing the petitions, it was moved by Mr. Cranston, seconded by Mr. Schneidmiller, that the petitions be accepted, and a public hearing be held on the 22nd day of September, 1969, at 8:00 P.M. at which time any persons could appear and show cause for or against said abandonment, and that thereafter a determination be made whether or not said bridge should be abandoned. Notice of said public meeting will be given by publication in the Coeur d'Alene Press and the Post Falls Tribune, newspapers of general circulation within Kootenai County, Idaho, for four consecutive weeks, at least once a week, prior to said hearing.

The motion was unanimously carried upon a vote of the commissioners, whereby Roy Bodine, Chairman of the Board directed Manuel Schneidmiller, secretary-treasurer of the Board to arrange a meeting place for a public hearing on the 22nd day of September, 1969, at 8:00 P.M., and to cause notice of said meeting to be published at least once a week for four consecutive weeks in the Coeur d'Alene Press and the Post Falls Tribune, newspapers of general circulation in Kootenai County, Idaho.

Upon motion duly made, seconded and carried unanimously, the meeting adjourned.

Attest

Manuel Schneidmiller

Approved

Roy Bodine

- Sept. 18 The board met with Mr. McCabe to discuss the proper procedure in handling the hearing scheduled for the 22nd of September concerning petitions to have the Greens Ferry Bridge abandoned.
- 22 Hearing to hear testimony relative to the abandonment of the Green Ferry Bridge requested by petition, presented by Citizen's Group.
- 25 Road inspection of road connecting Green Ferry Area with the Post Falls Bridge. Those present: Merle Harding, Idaho State Highway Engineer; Larry ~~Q'Brien~~ of the State Highway Department; Gary Frame, Jim LePard of LePard and Frame, Engineers; Bill Lamb, Bovay Engineers; Paul McCabe, Attorney, Mr. Bodine, Mr. Schneidmiller, Mr. Cooper.
- Oct. 2 Road Inspection of same area, same people, except LePard and Frame, and including Larry Biggs, Bovay Engineers; and Mr. Cranston.
- The Board, with Larry Biggs, Paul McCabe, discussed and observed the preliminary design of the Greens Ferry Water Association project.
- 5 Met with Harold Mikelson to discuss forth coming request by Green Ferry Water Association regarding their water lines.
- 6 The Board met at the office of Paul McCabe to discuss several problems affecting the District.
- 13 The Board met with Paul McCabe and Herb Nagel to discuss the request by the Green Ferry Water Association to lay water lines along and across the District roads.
- Discussed quotations received on trucks. Awarded lease to Robideaux Motors for two GMC trucks.
- 29 The Board met with Mr. McCabe in his office to discuss the contempt charge coming up against the Board on November 7th.
- 21 Met with Bob Crews and Gordon Curry of Inland Empire Realty regarding Mt. View Addition west of Post Falls for road improvement through local improvement districts to bring roads to standard for District acceptance.

The meeting was called to order by the Chairman with the entire board present in addition to Paul McCabe and Ben Cooper.

The purpose of the meeting was to make a decision as a result of the hearing held on September 22, 1969, relative to the Green Ferry Bridge.

The Post Falls Highway District having on the 18th day of August, 1969, received petitions requesting the abandonment of the Greens Ferry Bridge and its removal and a public hearing having been held before the Commissioners of the said Post Falls Highway District on September 22, 1969, at which hearing persons appeared and offered testimony and evidence both for and against said abandonment, and the Commissioners having also made their own independent study of the matter, and having consulted with and been advised by reputable engineers,

Now therefore, the commissioners of the Post Falls Highway District make the following findings:

I

That the load carrying capacity of the Green Ferry Bridge prior to its closure on September 13, 1967, was 4,000 pounds gross weight.

II

That the Post Falls Bridge located approximately two (2) miles downstream from the Greens Ferry Bridge has a load carrying capacity of 10,000 pounds gross weight.

III

That there now exists and has been constructed, a surfaced all-weather road connecting the area south of the Spokane River (previously served by the Green Ferry Bridge) with the south approach of the Post Falls Bridge.

IV

That said road has been constructed and is maintained and in use as a public road on a right-of-way acquired by and under the jurisdiction of the Post Falls Highway District.

V

That with the existence of said road, and the Post Falls Bridge, there is, therefore, an alternate facility substantially as satisfactory as the Greens Ferry Bridge, even if it were re-built to a 10,000 pound capacity.

VI

That the Greens Ferry Bridge is unnecessary in view of the alternate facility, to-wit: The Post Falls Bridge and connecting road.

VII

That any further expenditure of monies on the Green Ferry Bridge would serve no useful purpose and would amount to a duplication of services.

VIII

That the Greens Ferry Bridge does not serve a public use within the meaning of Idaho Code 40-1614.

IX

That removal of the Greens Ferry Bridge will improve navigability of the Spokane River.

X

That by removal of the Greens Ferry Bridge and by maintaining its approaches to the Spokane River, public access to said river will thereby be created.

Based upon the foregoing findings,

Now, therefore, Mr. Cranston moved and Mr. Schneidmiller seconded that based upon the foregoing findings of fact the following resolution of the

bridge abandonment be adopted and that the findings of fact upon which it is based also be officially adopted. The decision was unanimous:

BE IT RESOLVED, by the Commissioners of the Post Falls Highway District, that the Greens Ferry Bridge be, and is hereby, abandoned, and that the same to be removed, and its approaches and roadway leading to said approaches be maintained so that public access to the Spokane River is thereby created and that said access be thereafter preserved, or until further proceedings by an appropriate body in accordance with applicable law.

There being no further business to come before the Board, the meeting adjourned.

Attest

Manuel Schneider

Approved

Ray Bodin
William R. Chaston

The meeting was called to order by the Chairman, with all members present. Also present were representatives from Ford, Chevrolet and GMC. Minutes of previous meetings were read, correspondence read, treasurer's report given, bills examined and approved for payment as follows:

Bovay Engineers, Inc.	Matching Fund	\$3,000.00
Rob't. P. Jones Drilling	" "	10,217.50
Paul McCabe, Attorney		698.35
Earl Reed, Attorney		441.32
McCallum Ford		9.11
Texaco, Inc.		19.60
Berchard Eberhart		165.22
Warren E. Box		175.00
M. L. Joseph (First Sec. Bank)		168.91
Ben Cooper		525.50
James C. Kennedy		581.03
Byron L. Peery		568.32
Berchard Eberhart		194.13
Warren E. Box		348.35
Larry Easterly		564.66
Bank of Idaho		328.70
Roy Bodine		58.14
William R. Cranston		75.00
M. Schneidmiller		270.00
Kaiser Aluminum & Chemical Sales		604.45
McCallum Ford Sales		83.69
Atlas Building Center		4.06
Walton Supply Co.		18.80
Bower Machinery Co.		105.92
Allis-Chalmers		130.26
H & U Clutch & Brake		53.16
Coeur d'Alene Press		15.48
Post Falls Auto Parts		111.16
County Recorder		4.00
Brack Supply Co.		99.42
Don Kamps Service		6.00
Post Falls Hardware		23.01
L. W. Vail Co.		487.50
Forest Towing		39.30
Modern Machinery Co.		492.95
General Telephone of Northwest		42.05
Washington Water Power		32.52
Mary Carter Paint		10.17
Kootenai SS Trust Fund		959.64
Tax Commission		97.53
Robertson Insurance Agency		1,947.00
Banner Auto Parts		88.70
Post Falls Tribune		77.58
Modern Glass		4.77
Bankers Life & Casualty Co.		79.12

The leasing of two trucks was discussed with the representatives from the above mentioned truck dealers. It was decided that it would be necessary to have delivery by the 10th of December. The board assured the dealers that specifications would be delivered to them by Monday, October 6, 1969.

Mr. Bodine reported that he had heard the chances of receiving almost twice as much Forest Service money because of higher prices and more timber sales being made, are very good. This money should be forth coming soon. If there is a substantial increase in their fund, the chairman will call a special meeting to discuss paying off some equipment contracts.

Mr. Bodine reported on a forth coming road equipment sale. He stated there were several items needed badly by the District, especially a grid roller and a grader. The board decided to look at the equipment and then attend the sale.

Since the Board officially abandoned the Green Ferry Bridge, the following motion: A motion was made, seconded and carried to write Bovay and suspend further work on the Green Ferry Bridge.

A general discussion was held on work to be completed in preparation for winter. Equipment is to be readied as rapidly as possible, roads all graded, gravel where necessary. Mr. Cooper will be informed by the Chairman.

Mr. Schneidmiller was to contact Harold Mikelson and arrange a meeting with the Board regarding the Green Ferry Water Association water plan.

There being no further business, the meeting was adjourned.

Attest

Manuel Schneidmiller

Approved

Roy Bodine

Special Meeting

7:00 P.M.

October 20, 1969

The Board met with the Green Ferry Water Association Board. Those present were Chairman Harold Mikelson, Secretary Margaret Evenson, Don Edmonds, Mr. Kirchbaum, Engineer Dirschi, Attorney Herb Nagel, Roy Bodine, Manuel Schneidmiller. The Green Ferry Water Association requested permission to place a pumping station and lay pipe on District right-of-way was discussed. The plan was approved, if legal documents meet the approval of Attorney McCabe.

After the departure of members of the Green Ferry Water Association members, the board discussed the receipt of Forest Service funds. A motion was made, seconded and carried to pay off the contract on the grader held by the Bank of Idaho.

There being no further business, the meeting was adjourned.

Attest

Manuel Schneidmiller

Approved

Roy Bodine

Special Meeting

7:30 P.M.

October 13, 1969

The Board met with Paul McCabe and Herb Nagel to discuss the request by the Green Ferry Water Association to lay water lines along the District Roads, as well as crossing them.

The Board discussed quotations received on the proposed leasing of trucks. A motion was made, seconded and carried, to award the lease to Robideaux Motors for two GMC trucks. To expedite delivery, Mr. Cooper will pick up the trucks at the factory.

Attest

Manuel Schneidmiller

Approved

Roy Bodine