

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 Bodwin
William R. Cronson

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