

POWER COUNTY HIGHWAY DISTRICT

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November 7, 2016

Adam Rush, Public Involvement Coordinator
Idaho Transportation Department
3311 W. State St.
Boise, Idaho 83703

Subject: Proposed 129,000-pound truck route on SH-39

Dear Mr. Rush:

Thank you for the opportunity to provide testimony related to the proposed 129,000-pound truck route on SH-39. We are providing this written testimony since Power County Highway District (PCHD) will be significantly, and directly, impacted by the Idaho Transportation Department's (ITD's) decision to increase the allowable truck loading on SH-39. PCHD has already received, and is in the process of reviewing, two 129,000-pound route requests submitted in anticipation of the ITD's approval of the request to allow 129,000-pound trucks on SH-39. In addition, PCHD anticipates additional route requests, on our system, after ITD approves the 129,000-pound request for SH-39.

In order to support approval of the proposed increase in truck weights on SH-39, PCHD will need the assurance from ITD that:

1. ITD will actively, and aggressively, provide enforcement by State Police and Port of Entry personnel to ensure that 129,000-pound truck do not utilize PCHD roadways without having the local routes first being approved by PCHD, and receiving the appropriate vehicle permits issued by PCHD.
2. ITD acknowledges that the CFR 658.17 & 658.19 provisions requiring access of the 129,000-pound trucks within one (1) mile of National Network Routes (see attached National Network Map) do not apply to SH-39 and that PCHD will be able to consider 129,000-pound truck route requests, on PCHD's system, in accordance with Idaho Code 49-1004A.

If ITD cannot provide the assurances listed above, then it will be necessary for PCHD to oppose approval of the 129,000-pound truck route proposed for SH-39.

Thank you for your on-going consideration on this matter, and if you have any questions or need additional information, please let me know.

Sincerely,

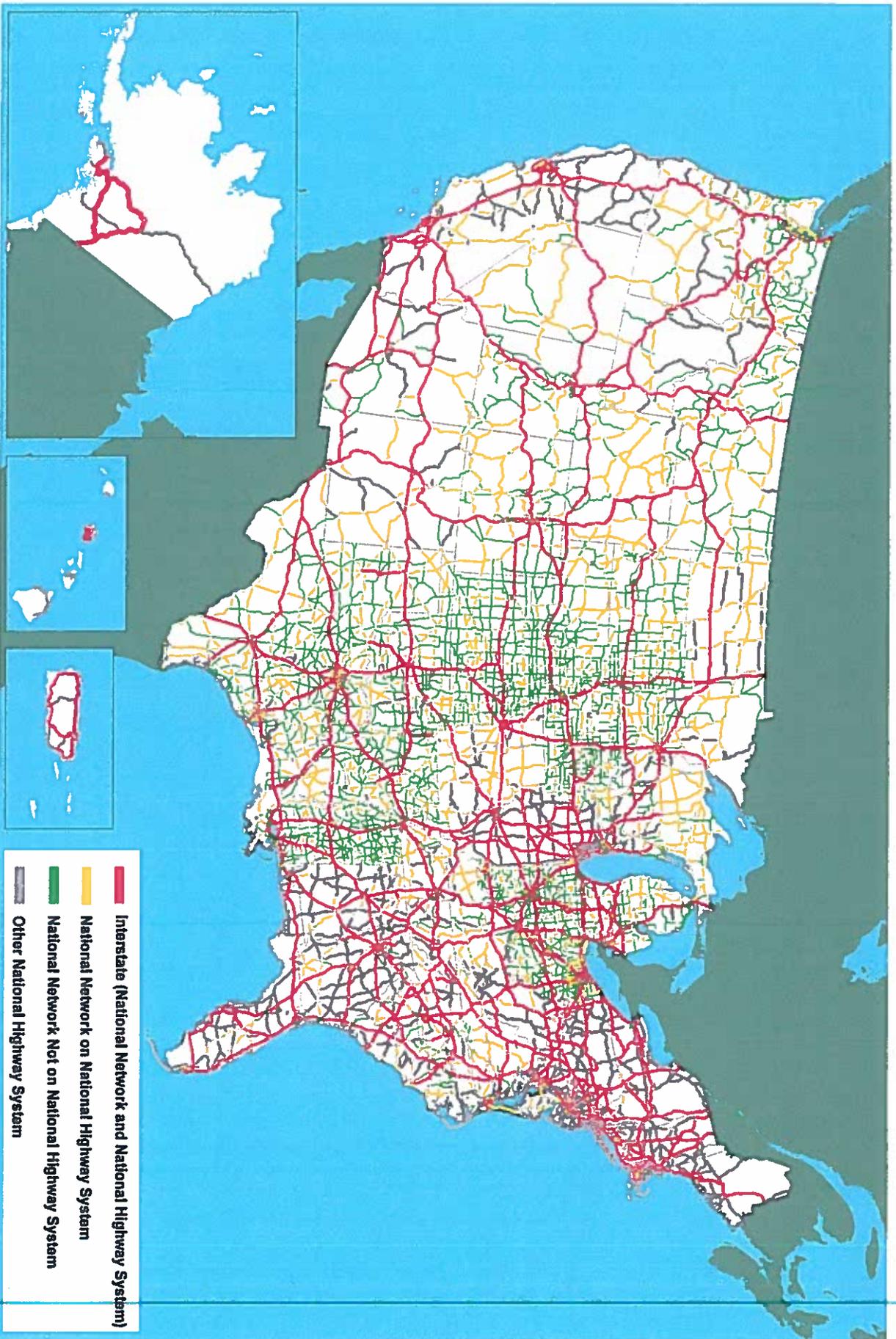


Robert Wetzel
Chairman

cc. Ed Bala; ITD D5 District Engineer
encl.



National Network for Conventional Combination Trucks: 2009



Notes: This map should not be interpreted as the official National Network and should not be used for truck size and weight enforcement purposes. The National Network and the National Highway System (NHS) are approximately 200,000 miles in length, but the National Network includes 65,000 miles of highways beyond the NHS, and the NHS encompasses about 50,000 miles of highways that are not part of the National Network. "Other NHS" refers to NHS mileage that is not included on the National Network. Conventional combination trucks are tractors with one semitrailer up to 48 feet in length or with one 28-foot semitrailer and one 28-foot trailer. Conventional combination trucks can be up to 102 inches wide.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 2.2, 2009.

Please allow 129,000 lb trucks to use Idaho Highway 39. This will result in far less trucks going up and down the road through my community. It will also result in safer truck travel and less wear and tear on the roads. Thank you for hearing my comment.

Verbal Comments

Brodie Griffin with Amalgamated Sugar at P.O. Box 700, Paul, Idaho, 83347. And really for us, you know, we have a lot of beets to haul from this whole area all the way to Paul, you know, and the 129's for us is big because it's less trucks on the road, you know, compared to 105's, just that much more, less, just that much less truck traffic on the road.

You know, we want to be safe. We don't want to hurt anyone. We have crops that we have to get there and basically, that's our biggest view is, and I know pound per square inch on the roads, 129's are better than 105's as well. But the least amount of trucks is safer for the public and, you know, that's, that's really what we care about as well.

You know, we have our job and what we need to do but at the same time, we want to keep the public safe. We want to keep the roads clean. You know, we work really hard at that and, you know, for us, that's the biggest thing. The least, less trucks on the roads.

I'm Lamar Isaak, 3298 Isaak Loop in American Falls, Power County. I'm here representing myself and the sugar beet company, Snake River Sugar. We feel that with this opportunity, we have the ability to make our footprint smaller by the tonnage by these trucks. Pack, pack a bigger payload which gives a return to the growers.

We also feel that with this extra weight that's hauled, less trips, less risk, better opportunity to have drivers that respond better. I can't remember what the poundage differences were but it's significant per inch of tire and per axle weight.

We also would, due to the fact when we're hauling this large of distance, it would give us an amount of product we need at Mini, which is Paul. It would take it down to a point to where instead of a load every two minutes, it would be a load every almost three. We think it's an opportunity that we don't want to pass up. We feel we should, we should make all of our opinions known. If we don't, well, nobody will and that's my comment.

And I as a grower, I grow alfalfa hay. I buy hay out of the Pingree area. I come down this route. It would be an advantage to me. I have three train trucks. I supply JBS in Malta. I supply Robison in Rupert and I supply Benton

Court. And with the bales that we're baling now with the new technology, we're able to actually put almost 1,200 pounds in a 3 by 4 straw bale so we can get to that weight and it would really save.