

## **Comments submitted on District 6 129,000-pound truck route applications**

### **Written Comments**

The increase in load limits is a money maker for The Southern Idaho Solid Waste. I sit on that board. In my own beliefs, that is what the impetus of this discussion is. Money made by being able to haul heavier loads-decreasing the needed hauls to accomplishing any given job. But money lost by the County in trying to maintain roads that are being destroyed by heavier loads. Compounded by the winter road destruction and the possibility of heavier loads that would negatively impact an already impacted road surface. This leads me to believe the Counties will be bearing the brunt of road construction and repair without any added funding vehicles for Counties to rely on. This should be provided by the legislature if they are going to make decisions that could very well impact our budgets. This is tantamount to the legislature passing laws that will inevitably effect our budgets and how we allocate our money to who and when.

Roger M. Morley

Jerome County Commissioner

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Why do they want to haul the extra weight? I can think of no good reason to allow this to happen. I am sure this is so they can make more profit from the same load which will only happen for the first few loads and then right back to hauling more for less. Which leaves the taxpayer to pay for the extra damage they would create on the roads used. Would anyone else benefit from this? Anyone not directly involved with the heavier loads? Anyone at all? You will end up with deeper ruts where the heavy trucks travel, which means more crashes from hydroplaning when it rains and you know what ruts do when they are icy and your vehicle does not fit the ruts exactly. We all know that these roads are lesser traveled and also lesser maintained

when it comes to putting new asphalt down to remove the ruts so they will be that way for a long time. I feel it is not in the public's best interests to allow heavier loads than are now permitted to travel on these roads.

Dan Parker

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I am submitting comments as Mayor of the City of Driggs on the proposal to allow overweight vehicles on Highway 32. I am not commenting on the proposals at other locations, except inasmuch as my comments below may be applicable to those routes as well. Unfortunately I will not be able to attend the December 5th hearing in person, but I would like to ensure that these comments are received and entered into the record. Please confirm this upon receipt.

As Mayor, I am aware of the economic benefit of 129,000 lb trucks on our highways. These trucks are able to reduce the impact of trucking to our roads and bridges by reducing the axle weight and number of trucks required to move the same amount of goods. That said, I believe that ITD needs to consider other users of our highway system who could be detrimentally impacted by this addition - specifically on Highway 32.

Another highway user group which must be considered on this route is road cyclists. Road cyclists are a longstanding statutory user of our roads and highways in Idaho. They are entitled to the same rights and consideration as other user types. More importantly, they contribute a large, and growing, amount to our regional economy. In recent years Driggs has enjoyed the opportunity to host several large groups of touring cyclists coming from around the country and world. These groups tend to spend heavily in our businesses while they are here, providing a critical source of revenue to our tourism and travel

industry, an economic segment so important for Resort Towns like Driggs. Our proximity to the National Parks makes this an increasingly popular destination for this user group in particular. One of the most popular rides in our region is from Ashton to Tetonia via Highway 32, and thence to Driggs, Victor, and either over the pass to Jackson, or over Highway 31 to Swan Valley. This route is internationally acclaimed, and growing in popularity and use.

Unfortunately Highway 32 is already a dangerous route for cyclists. It is narrow, winding, hilly, and the speed limit is unnaturally high. The speed limit difference combined with the natural features create an extremely dangerous mix for cyclists, who don't have much shoulder space available on this route.

For these reasons I encourage ITD to reject the application for 129,000 lb trucks on Idaho Highway 32. If the state is able to improve the safety features of this route at some point in the future, specifically encouraging reduced speeds (traffic calming), widening and maintaining the shoulder, or building a separated paved path, I may change my position. At this point it is simply too dangerous to encourage these overweight vehicles in such proximity to another user group.

Thank you for your consideration of these concerns. You may contact me with any questions you may have.

Mayor Hyrum Johnson

City of Driggs

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My name is Jim Beard. We farm in the Drummond Driggs area. Just wanted to drop you a note and express my support for increasing the weight limit on Hiway 32. I am out of town but wanted to express my support.

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We are glad to hear that the ITD is considering the increase of the legal load weight limit from 105,500 up to 129,000 on Idaho 28 from Salmon to Idaho 22 (Milepost 30.61 to 135.64.) We are in favor of this proposal which would greatly help our farm and ranch operation by reducing truck loads.

We haul approximately 4,500 to 5,000 tons of hay and straw to a ranch in Nicholia, just south of Leadore. Raising the legal load limit to 129,000 pounds would reduce our trucking time and expense by approximately 23%. With fluctuating commodity prices, we welcome any opportunity to make better use of our time and resources.

Blaine Sanderson  
Farm Manager  
Taylor & Sons Farms, Inc.

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I support Idaho Hwy 28 to be included in the 129,000 (pound) truck routes as to reduce the number of loads – trucks on the roads and to improve efficiency in the trucking industry and remain competitive in the market place.

Greg Mackay  
One Circle Farm

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Simplot Grower Solutions – Ashton, ID. We move app. 10,000 tons of liquid fertilizer annually. Which at the present time equates to 300

PWS loads per year. We have no rail service so everything is brought in on trucks. 1/3 of the tonnage comes from the north (Montana), which would come down Hwy 20, to Ashton then Hwy 47 to Hwy 32 out towards Drummond. The other 2/3 comes from Pocatello/Blackfoot, which be I-15, Hwy 20, Fremont Co. 1000 N, Hwy 32.

If we could raise this, it would eliminate 1 truckload per every 3 loads to move the same amount of tons. It would also reduce the amount of truck travel to our location as well as all other locations across the state.

John Klein

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### **Verbal Comments**

I'm Jay Howard, with Johnny B. Transport, LLC. We haul asphalt throughout the state and into other states. For us, the more routes that can be opened up, the more we can look at maybe going with the heavy equipment.

We don't have any set route. So it's not like I can say, from Idaho Falls/Pocatello we're going to run that all the time, and we can get heavy equipment for that. Our problem is if we go and buy a bunch of heavy equipment, you know, bigger trailers, then we need to be able to use them and to only be able to use them on one road makes it so it's hard for us to justify it.

So for us, 26 would be a very good road. We run into Wyoming a lot to haul oil over there. We run out and get onto 20 out of Bingham County, out of the Blackfoot area, on 26. So we could go that way and get onto 20 and run out that direction. So, those roads would be good for us.

Of course, any state road that would be open would make it just that much better if we needed to go out for chipseals and that kind of work. So, we're pro.