

COMMENT FORM

Applications to use 129,000-pound trucks on U.S. 95, Idaho 1,
U.S. 2, Idaho 54, Idaho 41
District 1 Public Hearing

Thursday, March 9, 2017
Bonners Ferry Visitors Center
7198 Highway 95
Bonners Ferry, ID

YOU MAY LEAVE YOUR COMMENTS — OR MAIL, FAX OR EMAIL TO:

Adam Rush
ITD Office of Communications
P.O. Box 7129 ♦ Boise ♦ ID ♦ 83707-1129
E-mail: adam.rush@itd.idaho.gov
Fax: 208-334-8563

Please submit your comments by Thursday, March 30, 2017.
Comments also can be e-mailed to adam.rush@itd.idaho.gov.

Please share any suggestions/comments about allowing 129,000-pound trucks to use sections of U.S. 95, Idaho 1, U.S. 2, Idaho 54 and Idaho 41. If your comments are regarding a specific route, please mention the route.

I disapprove of 129000 pound trucks on highway # 95 of Idaho # 1 because the road bed was never built for that heavy of loads. the highway is now full of pot holes. the highway at Bonners Ferry is gone. MP 505-507 Big cracks and pot holes -200 to 300- there on #95 are places like sponges

1. canyonwood to cocolalla - 5 miles
2. Gamuela to Elmira - 4 miles
3. Blue Lake area north of Hazel # MP 498-MP 500.
4. Robinson Lake area 2 miles

Bad curves

Deep creek curve and bridge MP 493

Rock creek - fill sinking

Mission creek - at Copland - Curve is so sharp trucks with trailers need both lanes.

the county roads now get ruined by loads getting to highway

Idaho 54 bad hill and RR crossing at bottom.

Idaho 41 needs 4 LANE for the traffic it has now.

Build 4 LANE roads before letting truck trains on them

Optional Information:

AGE 7-10-25

Name:

Merrill Marcy
469 Marcy Rd.
Bonners Ferry, ID 83805-5857

M Marcy

Address - City, State, ZIP:

E-mail: _____

Phone:

208 267-3403

RECEIVED

MAR 17 2017

3-13-17

To whom it may concern : Regarding the 129,000 lb trucks

My name is Tim Narvaez - Moyie Springs resident - City Council Member and business man.

I am in favor of the weight increase off of Hwy 2 onto East Roosevelt Rd - However THERE MUST be some safety concerns addressed.

1. The speed limit MUST be REDUCED on Hwy 2 - I speak with experience - as the owner of a 10 wheel dump truck, 3 axle tag trailer and equipment I regularly pull out from E. Roosevelt onto Hwy 2 going east and west. The current speed allows vehicles, large and small to be upon you in seconds as you pull out and gain momentum. This is after you SEE NO vehicles coming toward you and feel safe to proceed. I believe 45 MPH is the MAXIMUM you should ALLOW

With the EXTRA length and Weight "T" can only see a HUGE possibility of a catastrophe in the future - Especially in inclement weather - fog - snow etc. .

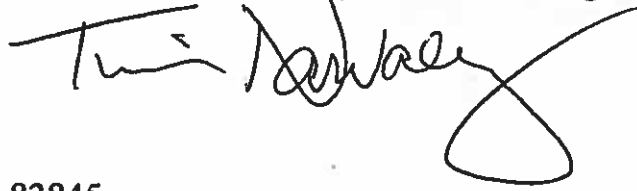
2. I would also like to address another issue that IS under your jurisdiction and that is the UN- MUFFLED engine brake NOISE.

YOU have laws on the books - Please put up signs addressing the prohibiting of UN- Muffled Compression BRAKES and ENFORCE IT.

The City has had complaints and "T" have brought it up at meeting. WHEN "T" can sit in my House with the Television on and hear engine brakes OVER the T.V.

volume Before "T" can even see the West bound Truck - WE - Have a Problem !

Thank you for being involved - doing your job AND looking out for the SAFETY of the citizens of Idaho



Tim Narvaez

P O Box 209

Moyie Springs, Id. 83845

208-946-6338 cell

City of Moyie Springs



TELEPHONE (208) 267-5161
POST OFFICE BOX 573
MOYIE SPRINGS, IDAHO 83845
FAX (208) 267-5161

PUBLIC COMMENT ON 129,000 ROUTES
Boundary County Public Hearing
March 9, 2017

On behalf of the City of Moyie Springs, Boundary County, Idaho, I wish to provide the following comments on the proposed 129,000 Routes.

The City of Moyie Springs lies on the US 2 East-West Corridor in Boundary County, approximately 10 miles from the state line between Montana and Idaho. In addition, our City is the location of one of the mills owned and operated by Idaho Forest Group; the actual entity that has requested the permit to operate the 129,000 loads on US 95, US2, SH 54, SH41.

Our relationship with the Moyie Springs Mill has been a favorable one which has allowed us to maintain this economic driver in our community with very little effort. We understand the purpose for this request by IFG and strongly support the US 2 designation.


Furthermore, we are in the midst of the public input process for the designation of our own local route- Roosevelt Street. As a part of that designation by our own City, we conducted a live-simulation of a 129,000 truck movement on Roosevelt in late December and found no major problems with this local road hosting the larger loads.

The major concern for us, with our local route designation involves the intersection of US 2 and Roosevelt. We are concerned about the posted speed of the US 2 Traffic in the area of the intersection, and the lack of posted warnings to those same motorists of incoming and outgoing large trucks at Roosevelt Street.

For that reason, we are proposing that ITD conduct a safety analysis of this intersection and make the necessary improvements on US 2 to assure the safe ingress and egress of the large trucks at this intersection. We discussed this concern with Justin Wuest, ITD Traffic Engineer, on the day of the simulation and he advised us that this analysis could take place when the winter conditions were not so extreme.

We would appreciate the opportunity to discuss this issue with you in detail and work with you in conducting the proposed traffic safety study.

The public input period on our local route will conclude in two weeks from this date, so we look forward to meeting with you soon to discuss our concerns with the US 2 traffic.


Chad Farrens, Mayor

Date 3/9/17

RECEIVED

MAR 26 2017

2725 W. Carder Ln.
Coeur d'Alene, ID 81814
March 22, 2017

Adam Rush
Idaho Transportation Department
3311 W. State St.
Boise, ID 83703

Dear Mr. Rush,

I have read the proposal to allow heavier trucks on US 95 and other North Idaho roads. While sections of US 95 have been improved north and south of Coeur d'Alene, I do not believe other existing roads are structurally suitable for increased weights. I know the trucking industry has supplied your office with assurances that the pavement will not be damaged by heavier loads. But frankly the trucking industry does not own these roads nor do the fees it pays compensate for major road repairs caused by excessive surface wear. The public both owns the road ways and essentially pays for their maintenance.

After a long winter, many of the roads the trucking industry proposes for use are damaged by frost heaves and until the roadbeds are rebuilt they will be susceptible to more seasonal damage. In addition, even on modern road surfaces such as I-90, heavy traffic usage puts grooves in the concrete, which has to be replaced every few years. I assume this occurs on blacktop surfaces as well.

Moreover, putting longer and heavier loads on public roads seems to me to increase the risk of traffic accidents, especially in stretches where passing takes place.

Before you make your decision, I ask you to assess the condition of each road proposed by the trucking industry for increased payloads and remove from consideration those roads that cannot handle additional weight. Second, for the roads that can handle additional loading, I ask that you examine the usage fees paid so that they come close to paying for the cost of repairing damage heavy trucking loads cause.

Sincerely,



Wes Hanson

RECEIVED
APR 03 2017

COMMENT FORM
Applications to use 129,000-pound trucks on U.S. 95, Idaho 1,
U.S. 2, Idaho 54, Idaho 41
District 1 Public Hearing

Thursday, March 9, 2017
Bonners Ferry Visitors Center
7198 Highway 95
Bonners Ferry, ID

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Please share any suggestions/comments about allowing 129,000-pound trucks to use sections of U.S. 95, Idaho 1, U.S. 2, Idaho 54 and Idaho 41. If your comments are regarding a specific route, please mention the route.

~~I am opposed to the added weight of the trucks and trailers on Idaho highways.~~

~~Our Idaho roads are not designed for this added weight. The road surfaces will be damaged by the tire torque from pulling and braking of the added weight.~~

~~I am opposed to the addition of the third trailer because of the danger, (the safety factor). The visibility of the third trailer in passing, and high winds, and weather problems ice, snow and water on the highways.~~

~~I also believe the third trailer would add to the safety problems because of the curves and winding roads of this state.~~

Also: these trucks will be coming off of County & other roads and travel way to fast. Dual trailers have been passing by my place and around sharp corners at a very high speed.

*Sincerely,
Mrs. Fay Eby -*



RECEIVED

APR 03 2017

Optional Information:

Name: *J. Janice Eby*

Address - City, State, ZIP: *866 - Bonners Ferry, Idaho #3805-5612*

E-mail:

Phone:

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Page 2

RECEIVED

APR 05 2017

Optional Information:

Name: David J. Ely

Address - City, State, ZIP: 866 Meadow Creek Rd. Bonners Ferry, ID 83805

E-mail:

Phone: 208-267-5856

COMMENT FORM

Applications to use 129,000-pound trucks on U.S. 95, Idaho 1,
U.S. 2, Idaho 54, Idaho 41
District 1 Public Hearing

Tuesday, March 7, 2017
Idaho Transportation Department
District 1
600 W. Prairie Avenue
Coeur d'Alene, ID

YOU MAY LEAVE YOUR COMMENTS — OR MAIL, FAX OR EMAIL TO:

Adam Rush
ITD Office of Communications
P.O. Box 7129 ♦ Boise ♦ ID ♦ 83707-1129
E-mail: adam.rush@itd.idaho.gov
Fax: 208-334-8563

**Please submit your comments by Thursday, March 30, 2017.
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Please share any suggestions/comments about allowing 129,000-pound trucks to use sections of U.S. 95, Idaho 1, U.S. 2, Idaho 54 and Idaho 41. If your comments are regarding a specific route, please mention the route.

My concerns are over SH-41 and SH-54 and changes in weight limits. These two Highway sections are quite old and worn out with their age. I am sure that SH-41 mp 23 - 38 is over 15 years old since it was last repaved. This section has never been Cracked or rehabbed the way these roads are being done now. The solution when it was last paved was to add another 2 1/2" lift of asphalt. none of the defective areas were repaired. I believe these sections need repair before any changes are made. SH-54 mp 0 - 8.08 is also in excess of 15 yrs of age since it was last rehabbed. Both of these sections are badly rutted and showing signs of base failure.

—more information on back page—

RECEIVED

MAR 13 2017

Optional Information:

Name: Anthony Exterovich

Address - City, State, ZIP: 97 ThotA Way, Spirit Lake, Idaho, 83869

E-mail:

Phone: 208-627-6892

My Comments: Dave Gray

I feel very strongly that 129,000- pound trucks should not be allowed from the northern boundary of Bonner County to the Canadian and Montana borders, through Boundary County. We are experiencing disintegration of our roadways causing huge pot holes and surface breakup. Very dangerous. Our present infrastructure is not capable of these heavier trucks and loads.

COMMENT FORM

Applications to use 129,000-pound trucks on U.S. 95, Idaho 1, U.S. 2, Idaho 54, Idaho 41 District 1 Public Hearing

Tuesday, March 7, 2017
Idaho Transportation Department
District 1
600 W. Prairie Avenue
Coeur d'Alene, ID

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Adam Rush
ITD Office of Communications
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Looks like a good idea to all 129,000 #
loads

Optional Information:

Name: Marc Ebenlein

Address - City, State, ZIP: P.F. 83854

E-mail: mebenlein@kcsou.us **Phone:**

Boundary County Commissioners
Dan R. Dinning, Chairman
LeAlan L. Pinkerton, Commissioner
Walt Kirby, Commissioner



Telephone (208) 267-7723
Fax: (208) 267-7814
commissioners@boundarycountyid.org

BOUNDARY COUNTY
P. O. Box 419
Bonnors Ferry, ID 83805

March 9, 2017

Adam Rush
Idaho Transportation Department
3311 W. State Street
Boise, ID 83703

RE:

Dear Mr. Rush:

Thank you for the opportunity to comment on the requests to designate the 129,000 pound loads on State Highways #1 and #2, and US Highway 95 in Boundary County, Idaho.

We have several safety concerns regarding this designation.

Our Road and Bridge superintendent attended the demonstration with a truck weighing approximately 96,500 pounds. This truck was observed at the intersection of Roosevelt Road and State Highway 2 in the City of Moyie Springs and it took this truck 12 to 15 seconds to cross traffic and completely occupy the designated west bound lane.

It appears that a vehicle traveling 60 miles per hour would not have the proper sight distance at that intersection to be able to react appropriately to a truck crossing those lanes. We would request a reduction in the speed limit to 45 miles per hour with additional signage and traffic control devices to more adequately address this situation.

At this same demonstration, it took this truck approximately 10,000 feet to achieve 59 miles per hour speed. We are also concerned at the Deep Creek Loop/Highway 95 intersection near the Bonnors Ferry Golf Course that this same condition exists. We would also request a reduction in speed in this area to 45 miles per hour with appropriate signage and traffic control devices.

We are concerned with the additional traction needed to start a load moving in adverse weather conditions because of the additional weight being pulled. Our local weather and hilly terrain will lead to the additional necessity of placing chains on the trucks. We have very few places in which to allow for such actions, and would request additional chain-up/removal areas.

Of highest concern is the McArthur Lake corner on Highway 95 near the south boundary line of our county. It is historically hazardous because of its design and proximity to the lake. We have been informed that this is possibly the only 45 mile per hour corner between Bonners Ferry and Lewiston, Idaho. This project was on the STIP. Initially environmental work was completed and then the McArthur Lake curve project was allowed to be removed from the STIP. Heavier trucks and more traffic causes grave concern for that stretch of road. We would urge ITD to come forward with a plan and a timeline regarding the realignment of the McArthur Lake curve and to allow the applicant's to help fund some of the costs necessary to resurrect that project.

We strongly support the local businesses that this designation may help, however these are common sense concerns that need be addressed during this process.

We thank you for coming to Boundary County and allowing us to have a voice in this matter.

Sincerely,

BOUNDARY COUNTY
BOARD OF COMMISSIONERS

A handwritten signature in blue ink, appearing to read "Dan R. Dinning".

Dan R. Dinning
Chairman

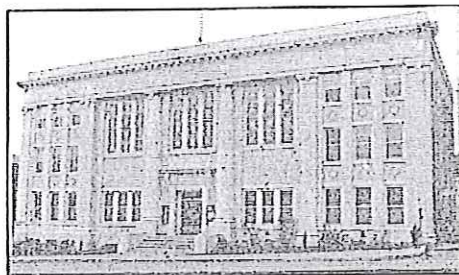
A handwritten signature in blue ink, appearing to read "LeAlan L. Pinkerton".

LeAlan L. Pinkerton
Commissioner

Board of
County Commissioners
245-2234

Clerk District Court
Auditor and Recorder
245-3212

Treasurer and
Tax Collector
245-2421



Prosecuting Attorney
245-2564

Assessor
245-2821

Sheriff
245-2555

Coroner
245-2611

County of Benewah
701 W. College Avenue
St. Maries, Idaho 83861

March 27, 2017

Idaho Transportation Dept.
Attn: Adam Rush
3311 W. State Street
Boise, Idaho 83703

adam.rush@itd.idaho.gov

Re: 129,000-pound trucks on northern Idaho highways

Dear Adam Rush:

Benewah County is strongly opposed to all existing and pending 129,000-pound truck routes located in northern Idaho.

A large number of Idaho roads are in poor to mediocre condition and do not possess the proper widths, passing lanes, turnouts and safety ramps necessary for trucks carrying 129,000 pound loads. The routes that do contain safety ramps are not equipped to handle the excess weight. Add to that unpredictable, inclement weather and winding roadways will create unsafe conditions for everyone.

Longer, heavier trucks will lead to more congestion on our highways and put increased stress on our roads and bridges and it is unfair to hold taxpayers responsible for paying for infrastructure damage caused by the heavier trucks.

Respectfully,

BOARD OF COUNTY COMMISSIONERS

By: Deanna Bramblett, Clerk

Submitted Comments

No! No! No! To heavier trucks on Hwy #95. We already have many red light runners in CDA! Our police have admitted it is "Too Boring" to sit at our red lights and ticket those who do run the red lights. I see logging trucks and big rigs running our red light DAILY. Now they will be sure to kill us when they hit a vehicle. We will have NO CHANCE of survival.

AND it is a blatant falsehood that this will not destroy our roads. If there is not damage to the roads, then why did the state impose a 35 MPH speed limit on HWY # 53 from Spokane to Rathdrum? You people must think we are all stupid.

I know this is a waste of my time as I have lived in several states and cities and when the powers that be want to do something, it is already a foregone conclusion. You know that is true and you are just "going through the motions."

I would like to object to the proposal for longer and heavier trucks on Idaho roads. It would seem to me that there would be more road damage as well as a safety issue of the larger longer truck. So NO thank you.

It makes more sense to extend the 129,000 lb zone on US 95 to Lewiston instead of cutting it off at the Benewah-Latah County Line. The two primary beneficiaries of the higher weight limit will be businesses hauling to the Port of Lewiston and chip trucks hauling to Clearwater Paper. Neither of them will receive any benefit from the new weight limit if they can't haul to Lewiston.

Just two years ago this section of roadway from Athol to Coeur d'Alene was installed, already the truck tire tracks are grooved into this Hwy 95. This is with the current weight limit, so I fail to see how the destruction to our highway by adding more weight is logical. The notion that by adding more weight to the trucks will reduce truck traffic and create efficiency is a bunch of hooey. Anyone that believes this must have recently visited WA or MT and smoked some of that funny weed. This smells like lobbyist greasing the skids for Trucking companies. I see heavy trucks coming from the Spirit Lake direction Hwy 54 and turning off on Clagstone Rd using it as a bypass, once again ruining the road way. I say no way to increased load limits.

My comment has to do with an existing problem that will worsen by having trucks on our roads that will weigh 20% more than the present weight limit of 105,500 pounds.

The problem I am referring to is the use of retarder breaks in population areas. Specifically, I want to address the areas where there is posted signage stating it is against the law to use retarder breaks. The problem is truckers use them anyway because of a complete lack of enforcement to any law-breaking offenders.

I must ask, why would anyone pass a law and not be able to enforce it? And the problem will get worse, if we allow an additional 23,500 pounds of weigh to the vehicles.

The retarder breaks will be used over longer distances and more often. If you change the law and allow heavier trucks, so be it. I get that it would be more economical, etc. But, if you do, please pay attention to the areas where these brakes will be used and figure out a way to enforce the existing laws regarding them. A possible solution to being able to better enforce the existing laws would be to use something similar to a red-light camera that instantly takes a photo of

the vehicle license plate that ran the red light and then sends them a ticket so they can pay the fine for breaking the law.

The difference for the retarder break scenario would be to use a sound-sensing device, set to the upper and lower sound decibel range of retarder breaks. When the device detects a vehicle emitting a sound within the retarder break sound range, it would take a photo of the law-breaking vehicle license plate and send them a ticket with a fine. I truly believe this would get the attention of the lawbreakers in short order and eliminate the problem. Thank you for reading my comment.

I don't feel that we should increase the weights on Idaho roads. I've made my living on Idaho roads and they are falling apart and aren't usable year around do to weight and speed restrictions, they are not handling the weights and traffic already. So by increasing the weights it will not benefit the tax payers, just a few business owners. And I don't feel losing our roads are worth that.

I strongly oppose the increase of gross vehicle loads to 129,000 pounds. The added weight significantly increases the stopping distance of those vehicles.

This adversely effect the safety of the motoring public Additionally, this weight puts a huge burden on the road beds that must be paid for by the citizens of Idaho. The carriers are reaping the benefits without shouldering the costs.

My concerns over the proposal to increase allowed weights to 129,000 # are:

- This proposal includes roads which are not limited access highways. This increases the chances of terrible accidents between cross traffic and very heavy vehicles.

- While the article projects fewer trucks due to combined weights, the article in the CdA Press also stated some companies from Canada currently avoid Idaho roads due to lower weights allowed. They would likely send more trucks into Idaho with larger weights allowed. Thus the vehicle reduction may be less than expected or even non-existent.

- It would seem roads would be torn up more with heavier weights, especially during spring break up.

- Cars are already at risk with trucks. With extra weight there would be more risk for the general public when accidents occur.

I oppose approval of the 2 subject routes (U.S. 2 between U.S. 95 and the Washington border, U.S. 2 between U.S. 95 and the Montana border) specifically and in General oppose all routes proposed for vehicles of such weight. Bonner County routes specifically are opposed.

We already suffer with 30 some-odd heavily laden trains every day that noisily and dangerously pull through our communities each with scores of 80,000 lb rail cars often carrying hazardous materials.

We don't desire adding to that danger with such heavily laden motor vehicles as sought in the proposals. Trucks pulling this massive weight cannot help but slow traffic, encourage already dangerous passing by motorists, will likely damage our roads, and generally contribute little to our county in exchange. I normally encourage business competitive improvements but this one also seems to have the effect of limiting employment of "normal" sized truck drivers.

I've seen no proof that such vehicles will actually improve competitiveness for Idaho businesses or reduce "green house" gases.

I'm writing because I am very concerned about the recent notification of the proposed application for use by larger, heavier trucks on Hwy95 and other more local highways.

I **oppose** approval of this use of our highways.

I agree that the recent improvements to Hwy 95 (4 lanes divided with new exit/on ramps) would make the highway safer for this use. However, from the specifics that I read a large portion of these trucks' route would be on much smaller, high use highways that are not built for this heavier potentially more dangerous truck traffic.

Highway 54 from Athol to Spirit Lake is a busy highway with a lot of local traffic going to/from work, schools, and homes. There are numerous personal driveways as well as business driveways and smaller local roads entering directly onto Hwy 54 in this 12 mile stretch. I personally travel it daily and do not want the risks involved in sharing it with these rigs. Hwys 41 and 2 farther north are even smaller highways, again with numerous driveways and local roads entering directly onto them.

The only reason I can see that you would want to direct these trucks over these smaller highways would be to divert them away from the Sandpoint bridge which I'm sure isn't built for this traffic either. The route from Athol through Bonners Ferry on these smaller highways is not appropriate for this kind of truck traffic. This kind of truck traffic is dangerous, in my opinion, to the residents of the communities along this route. This rerouting to avoid Sandpoint's bridge adds miles to the route. The idea of these trucks joining traffic through Couer d' Alene on Hwy 95 from I90 is mind boggling. Or is their route to 95 going to be 53 from Washington state line?

Anyway you look at it, it is not a safe decision.

The proposal to allow heavier trucks on area highways 54 and 41 should be denied.

Road conditions-Hwy 54 is in ill repair as I write this, from Athol to Hwy 41. You can not drive one-quarter mile without encountering road breakup or potholes. Even with the current Breakup limits in place destruction of the road continues to take place. Hwy 41 north of Hwy 54 is in the same shape.

Hwy 54 is a major school bus route. I am concerned for the safety of those students riding school buses.

The Transportation Department is not currently able to keep up with the road conditions as is. In addition, the Idaho senators have just whittled (??) down the Transportation budget from \$530 million to \$320 million. This area is always the last to receive funding repair monies.

As you are well aware it takes a longer truck more distance to come to a stop. This area is replete with animals continually crossing Hwy 54 ie. moose, deer, turkeys, occasionally a Canadian lynx and wolverine with ravens sitting on the side of the road. I enjoy seeing these animal and do not want them killed by these heavier and longer trucks for profit.

Approving this requested proposal will only help the businesses involved. Basically adding to their profit margin.

The article in the CDA Press did not give specific information on where and when the "pilot program" took place. I would like this information to contact local residents for their input as to less loads carried and less road destruction.

In my opinion, after over 40 years of driving trucks, this rule you are trying pass is not a good idea. This extra poundage does no good to the north Idaho roads. The weight of 105,000 now is too much for these soft roads, especially during break up limits. This new weight rule would not help anyone except the business in this area. Drivers do not get paid anymore for hauling this much more weight, just more responsibility and more danger. If this rule is to pass I believe it should be state wide, not just for a few businesses in north Idaho. I do believe this rule would be a bad idea.

I have several concerns:

1. Coeur d' Alene area is already very congested. Additional slower moving, slower breaking trucks will negate the proposed upgrades to relieve congestion in the Coeur d' Alene area.
2. While the intent is to decrease trips, opening the I-95 route will likely increase traffic from freight haulers that avoid this route because of the lower weight limits.
3. Additional weight fees would not pay for the wear of the roadways as well as the additional safety and policing.
4. I-95 North of Athol has several Left turns and areas of high traffic incidents.
5. SR 54 and 41 are in poor condition and there are school bus stops on both routes.
6. Continuing planned residential and commercial development along I-95 in the Coeur d' Alene and Athol areas will further add to the congestion.

I hope you will address these concerns before approving any increases in weight limits along I-95, SR 54, and SR41.

We would like to state our opposition to the request to allowing trucks up to 129,000 pounds on Hwy 54 and 41.

Those highways are in deplorable condition at this time and require complete resurfacing for the traffic they have now. We strongly encourage those involved in decisionmaking to drive on those highways so that they have first hand observation of the road conditions.

Regarding the request to increase the weight allowed on trucks using US95 through Coeur d'Alene. I can see absolutely no advantage and many disadvantages by making this change. I am sure you are aware the area is growing and the traffic has increased tremendously, the folks coming back after snow birding and the tourist season starting will only add to this increase.

Please use your influence to say no to this request. I appreciate that you will do the right thing for the future of Coeur d'Alene.

I am writing in support of raising the weight limits to 129,000lbs on sections of US 95, Idaho 1, US 2, Idaho 41, and Idaho 54. I operate a post and pole business and rely on heavy traffic to move my product. Heavier limits would reduce our transportation costs and make us more competitive with our competitors in Canada. I would like to request that Idaho 53 from US 95 to the Washington state line be added to the list of highways with higher weight limits.

I think it's an o.k. thing. Canadian trucks run heavier than 105.5

Personally, I feel it's o.k. I think the 129,000 is o.k. That would bring us in line with some of the Canadian trucks. I think it's acceptable.

Highway 54, I'm sure, is on the list to upgrade in time. That's probably the road that would take the beating the worst. Highway 54 is a little sketchy.

Supposedly this study was done that trucks that weigh 30 percent more than other ones approximately don't wear and tear more on the roads. That's crap.

You know it. I know it, and everybody else knows it. I don't know how they possibly could have come up with that info unless it was something that they actually wanted to come up with. But it will have way more wear and tear on the roads.

The second one is, I know that the I-90 corridor got approved for this from a state level years ago. And the topic here is retardent brakes. And I live in an area in Coeur 'dAlene, Idaho. And I'm near an area of I-90 where I know coming down the hill, coming into Coeur d'Alene, there are two different signs that say retarder brakes are not permitted, not permitted, not permitted.

And they blow those things all the time. And you hear them coming down the hill and they're grrrrrrrrrrrrrrrrrr and they got their grind and all that going on. And none of them, or very few, adhere to that regulation. And I can guarantee if you bring trucks in that are 30 percent heavier, they're going to need more retarders for a longer period of time, not just on I-90, but on 95, on 41, and 54 and all these other areas where they've got ups and downs and all that.

That's really going to wreak havoc on neighborhoods and people who never had the intent of having these 129,000 pound trucks blowing through their neighborhood, and that kind of thing.

And I'll tell you, I mean, you got to go to 129, I get it. I mean I do understand reduce the congestion and improve the efficiency of the haulers. That makes sense on paper. But you also have to take care of the people and the areas surrounding it. And you know, these two things, which is no more wear and tear, that's baloney. And these

retarder brakes are going to get worse and longer. And if you put the signs out, I wish there was a way, like they have traffic cams now, right. If you run a red light, it takes a photo of you and your license plate and so on. And bang, you get hit with a thing in the mail saying whoops, you blew it and you ran a red. Well, I don't know why they couldn't do that with regards to the retarder brakes cause obviously, they're quite loud. And where these signs are at, you could put a thing, well, this is now audio-based, and we're listening, and when we see it, and then you got the camera, and if they hear the arrrrrrrrrrrrrr, and obviously it's way louder than anything else that's going to come down the road they're going to take a photo of those guys and then give them a ticket and I'll tell you what, really quickly, that will give them the idea that, don't do that s*\$%, right, and don't abuse the system.

So those are my two comments. And I'm all about, you know, making it easier and better on the truckers and all that. I get that. But we also got to make sure that there's a balance with humanity and what it is that we want to hear or not hear as part of trying to make this a better and more efficient system to work on. The roads around here are all torn up anyway with cars just because of the nature of where we live and the differences in temperatures and precipitation and all that. And I get that. These retarder brakes, I mean, it's ridiculous, ridiculous, coming down 90 out of the pass, coming into Coeur d'Alene, and all of the noise that these guys bring up. And there's two different signs saying you're breaking the law. Don't do it.