



## Case #202101SH162

### Public involvement summary

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\*KLER Radio out of Orofino also covered the story

**May 2021**



## Executive Summary

Communication efforts prior to the online hearing from March 29 to April 12, 2021, for the application submitted by KBC Trucking to reclassify Idaho Highway 13 from the KBC Trucking yard at milepost 24.4 to its intersection of US-12 outside of Kooskia, US-12 from Kooskia to Kamiah and Idaho Highway 162 from Kamiah to its intersection with Old Highway 7 included:

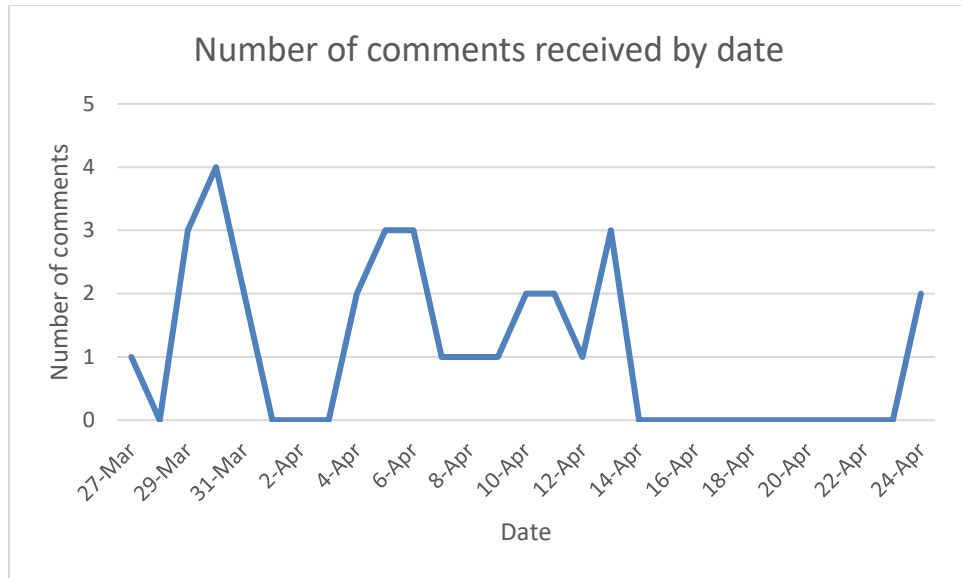
- Created an application-specific website at <https://arcg.is/1S4XHy>
- Sent a notification on March 29 to city, county and state officials and industry associations
- Sent postcards to 4,219 addresses and postal boxes along the proposed routes in Kamiah, Kooskia, Stites and Nezperce
- Sent two press releases to more than 100 news groups that resulted in the following coverage:
  - Daily Fly on March 16
  - Big Country News on March 29
  - Idaho County Free Press on April 7
  - Clearwater Progress on April 8
- Published ads
  - Idaho County Free Press on March 31 and April 7
  - Clearwater Progress on April 1 and April 8
- Posted notices to [itd.idaho.gov/news-info](http://itd.idaho.gov/news-info), ITD's Facebook and ITD's Twitter

The site was viewed 164 times, and 31 comments were received. Of the comments, 71 percent opposed the reclassification and 13 percent expressed support. The remaining commenters offered statements without directly stating their opinions and/or asked for further information.

Those who opposed the reclassification focused on the poor conditions of the highways and concerns about pavement damage from heavier trucks. Of all of the highways, ID-162 received the most comments due to its narrow lanes and shoulders and a steep grade that already slows down trucks and has limited passing opportunities.

Those in favor of the reclassification believed increasing the limits would support the economy of the Clearwater Valley and that this would not only benefit KBC Trucking and the logging industry but also other related industries.

Of the 31 comments, six were recorded via the oral testimony line. All others were emailed directly to the Freight Program Manager or sent via the link on the website. Submission of comments was consistent throughout the comment period, likely due to the staggered coverage by news outlets and paid advertisements in the local papers. Note that comments were received before and after the official comment period, and all have been included in the analysis.



Communication with stakeholders continued through the process, including after the subcommittee meeting on May 22.



# ID-13, US-12 and ID-162

129,000-pound load application submitted by KBC Trucking

Idaho Transportation Department

March 29, 2021

## Welcome

Welcome video

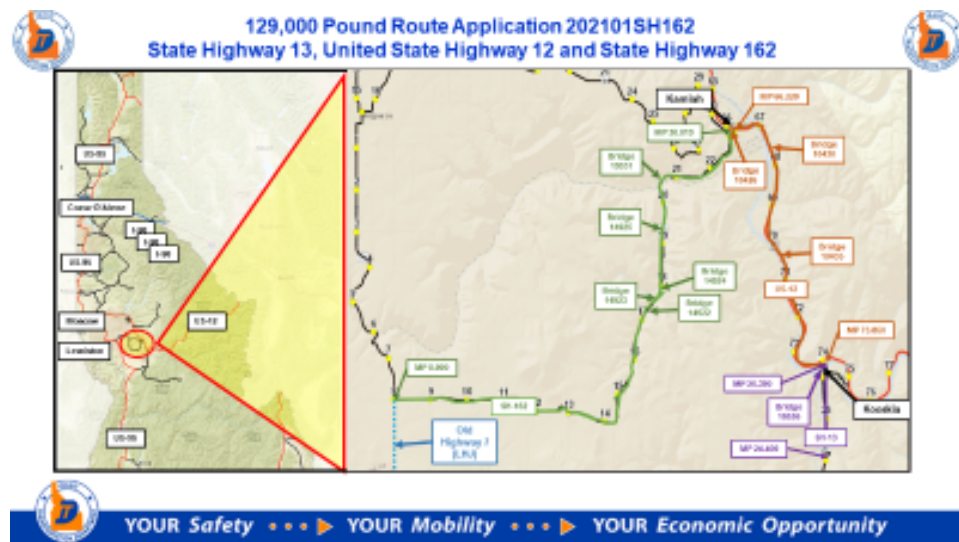
Welcome to the online hearing for a 129,000 pound (129k) route application affecting several highways in Idaho County. The



comment period closes April 12.

Comments will be reviewed by ITD before a decision is reached. A decision could come as early as late May.

## Application



Map of proposed routes

[Download application map.](#)

KBC Trucking is applying to utilize commercial loads up to 129,000 pounds on Idaho Highway 13 (ID-13) from its yard to Kooskia, US-12 from Kooskia to Kamiah and Idaho Highway 162 (ID-162) from Kamiah to its intersection with Old Highway 7. The applicant is also requesting conversion of Old Highway 7 from its intersection with ID-162 down to Grangeville, but that request is being considered independently by the Greencreek Highway District, Union Independent Highway District and Grangeville Highway District.

The purpose of the application is to more efficiently transport logs and lumber, both from the yard to Boise Valley using US-95 (which is already legal for 129,000-pound loads) and from Kooskia to the sawmill in Tamarack. KBC Trucking is already using trucking configurations capable of hauling 129,000 pounds but only loads them to the current legal limits of 105,500 pounds.

[You can read the application by clicking here.](#)

## Road Descriptions

These highways are predominantly flat or rolling terrain. They can accommodate vehicles up to 95 feet long and a 5.5-foot off-track. Loads weighing up to 129,000 pounds would meet these safety requirements.

All nine bridges are already capable of safely carrying 129,000-pound loads.

There are no runaway truck ramps along any of the routes. Roving sites for Port of Entry employees are established at the intersection of ID-13 and US-12 as well as on ID-162 at milepost 19.

Between 2016 and 2020, there were a total of 103 crashes on these highways, one of which involved a tractor-trailer. These crashes resulted in 44 injuries and two deaths. The two deaths were the result of two separate crashes in August 2018 and June 2020. Neither involved a tractor-trailer.

**ID-13** from the entrance of the KBC Trucking yard at milepost 24.4 to the intersection of US-12 at milepost 26.390 is a rural arterial passing through agricultural lands and Kooskia. This section of roadway is predominantly flat with no dedicated passing lanes or climbing lanes. It is an asphalt paved route rated as good or fair outside of city limits. However, within city limits is is rated as fair or poor. The speed limit varies from 25 mph to 55 mph, with traffic volumes ranging from 2,400 to 3,100 vehicles per day on average. Truck traffic accounts for 10 to 11 percent of all traffic.

**US-12** from its intersection with ID-13 at milepost 73.85 and its intersection with ID-162 at milepost 66.22 is a two-lane rural arterial bordered by the Clearwater River on one side and agricultural and wooded properties on the other. It runs through predominantly rolling terrain with no dedicated passing or climbing lanes. It is rated in fair condition with some shorter sections rated as poor. The

speed limit varies from 35 mph to 55 mph, with traffic volumes ranging from 4,100 to 5,800 vehicles per day on average. Truck traffic accounts for 6 to 13 percent of all traffic.

**ID-162** from its intersection of US-12 at milepost 31.077 to its intersection with Old Highway 7 at milepost 8 is a two-lane, rural arterial, except within the city of Kamiah. *Note the mileposts in the full evaluation change at the ID-64 intersection in Kamiah.* It passes through predominantly rolling terrain and has no dedicated passing or climbing lanes. It includes the long grade known as Seven Mile. The highway is in mostly good and fair condition, with some shorter sections rated as poor. The speed limit varies from 25 mph to 55 mph, with traffic volumes ranging from 1,110 to 1,670 vehicles per day on average. Truck traffic accounts for 7 to 16 percent of traffic.

For specific data on pavement conditions, traffic volumes and crashes, read the engineering evaluation.

## Engineering Evaluation

ITD engineers have evaluated the conditions of the bridges and roads as well as safety data for highway sections included in this application. The analysis determined the route is appropriate for 129,000-pound loads. **No improvements are necessary for these routes to support 129,000-pound trucking, and no additional costs will be passed on to taxpayers.**

You can review the full analysis by clicking the button below.

**ITD Evaluation**

## Common Concerns

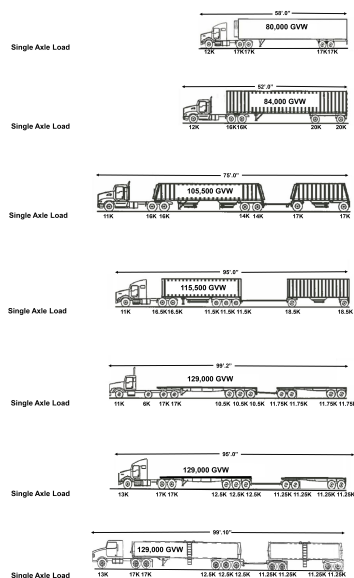
### Noise

Trucks on highways generate noise, especially impacting residents

along rural highways. ITD has heard concerns that heavier trucks will produce more noise. However, in an analysis of noise generated by various truck sizes, ITD has found that heavier trucks do not create more noise than trucks already allowed on these highways.

In regards to compression brakes, ITD does not have the authority to regulate the trucking industry. Those standards are created by the Environmental Protection Agency and enforced by local and state law enforcement agencies.

### 129,000 Pound Route Truck Diagrams



Diagrams for different truck weight configurations

## **Pavement Damage & Braking**

The primary difference between a 129,000-pound load and a load that weighs 105,500 pounds is of course the weight. Most people can't tell the difference, but visually you can usually identify the heavier load by its extra axles or sometimes the addition of a pup trailer.

To the left, you can see the different legal configurations for commercial vehicles. At the bottom are the configurations for 129,000-pound loads.

Notice how the 129,000-pound configurations require more axles. This spreads out the load over a greater surface area, reducing the impact to the roadway. In testing, ITD has found that 129,000-pound loads are actually less damaging than lighter loads with fewer axles.

More axles also means more brakes. Depending on the type of brakes and how well they are maintained, 129,000-pound trucks can stop as quickly as lighter trucks already on the highway. Heavier

trucks are still required to meet stopping standards identified in state and federal regulations.

## Existing Routes

### North Central Idaho

[Download existing 129,000-pound routes.](#) Although not shown on this map, note that the following highways are now approved for 129,000-pound loads:

- Idaho Highway 6 from the US-95 junction to Harvard
- Idaho Highway 9 from Harvard to Deary
- Idaho Highway 8 from Deary to the US-95 junction



## 129,000 Pound Route District 2 Map



**Mixed Routes:** National Network Routes Legal To Operate A Single Trailer Not Exceeding 53 Ft And Double Trailers Not Exceeding 68 Ft (Tip To Tail). Extra Length Permit Required If Exceeding These Dimensions. For Overall Length Limits And Off-Track Requirements See Corresponding Route Color.

**Red Routes:** Legal For A Single Trailer Not Exceeding 53 Feet And A Doubles Configuration Not Exceeding 61 Feet Of Trailers And 75 Feet Overall (Doubles Configurations Can Exceed One Or The Other And Still Be Legal). Permit Required If Exceeding These Dimensions And Must Not Exceed 5.50 Feet Of Off-Track And 115 Feet Overall Length Including Load Overhang. Total Gross Weight Not To Exceed 105,500 Lbs.

**Purple Routes:** Legal For A Single Trailer Not Exceeding 53 Feet And A Doubles Configuration Not Exceeding 61 Feet And 75 Feet Overall (Doubles Configurations Can Exceed One Or The Other And Still Be Legal). Permit Required If Exceeding These Dimensions And Must Not Exceed 5.50 Feet Of Off-Track And 115 Feet Overall Length Including Load Overhang. Total Gross Weight Not To Exceed 129,000 Lbs.

**Blue Routes:** Legal For A Single Trailer Not Exceeding 48 Feet And A Doubles Configuration Not Exceeding 61 Feet Of Trailers And 75 Feet Overall (Doubles Configurations Can Exceed One Or The Other And Still Be Legal). Permit Required If Exceeding These Dimensions And Must Not Exceed 5.50 Feet Of Off-Track And 95 Feet Overall Length Including Load Overhang. Total Gross Weight Not To Exceed 105,500 Lbs.

**Brown Routes:** Limited To Legal Length Combinations.

**Cargo Carrying Units:** For Doubles And Triples Combinations May Not Exceed 95 Feet And For A Full Truck And Trailer May Not Exceed 98 Feet.



**YOUR Safety** ••• **YOUR Mobility** ••• **YOUR Economic Opportunity**

Map of 129,000-pound routes in North Central Idaho

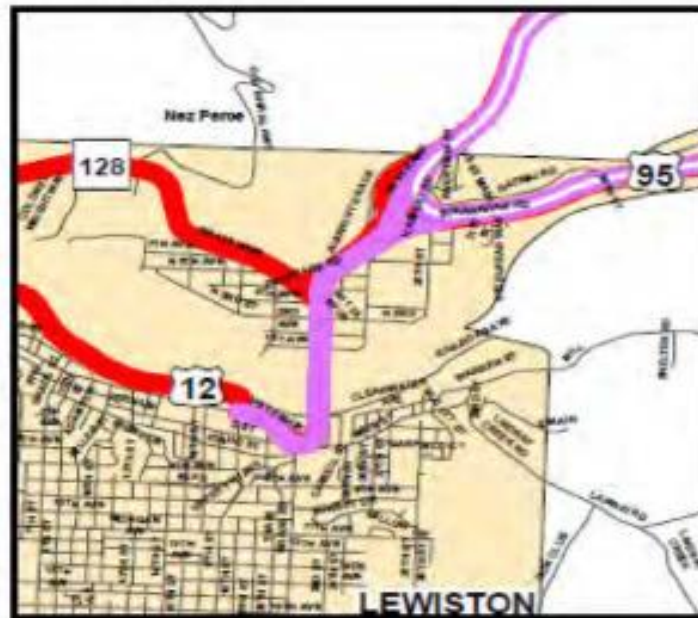




## 129,000 Pound Route District 2 Enlargements



### Lewiston



Mixed Routes: National Network Routes Legal To Operate A Single Trailer Not Exceeding 53 Ft And Double Trailers Not Exceeding 65 Ft (Tip To Tail). Extra Length Permit Required If Exceeding These Dimensions. For Overall Length Limits And Off-Track Requirements See Corresponding Route Color.

Red Routes Legal For A Single Trailer Not Exceeding 53 Feet And A Doubles Configuration Not Exceeding 61 Feet Of Trailers And 75 Feet Overall (Doubles Configurations Can Exceed One Or The Other And Still Be Legal). Permit Required If Exceeding These Dimensions And Must Not Exceed 6.50 Feet Of Off-Track And 115 Feet Overall Length Including Load Overhang. Total Gross Weight Not To Exceed 105,500 Lbs.

Purple Routes Legal For A Single Trailer Not Exceeding 53 Feet And A Doubles Configuration Not Exceeding 61 Feet And 75 Feet Overall (Doubles Configurations Can Exceed One Or The Other And Still Be Legal). Permit Required If Exceeding These Dimensions And Must Not Exceed 6.50 Feet Of Off-Track And 115 Feet Overall Length Including Load Overhang. Total Gross Weight Not To Exceed 129,000 Lbs.



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Map of 129,000-pound routes in Lewiston

## Previous Application

A similar application to this request by KBC Trucking was filed by Arlo Lott of Montana in 2015 but included all of ID-13 from Kooskia to Grangeville. After engineering analysis deemed the proposal would not negatively affect safety or pavement conditions, a public

hearing was held and received significant public comment, with much opposition to the reclassification of ID-13. The applicant withdrew his request in 2016.

## **Comment**

Before submitting your comment, please finish reading the FAQs below. Written comments can be emailed to [officeofthechiefengineer@itd.idaho.gov](mailto:officeofthechiefengineer@itd.idaho.gov) or mailed to the attention of Freight Program Manager Scott Luekenga at P.O. Box 7129 in Boise, Idaho 83707. Oral testimony can be recorded at (855) 785-2499.

If you have questions you would like to discuss before giving comment, you may call Freight Program Manager Scott Luekenga at (208) 334-8057.

In your comment, be sure to clearly identify whether you support or oppose this application and why. Since multiple routes are under review, be specific in your comment.

### **Comment**

## **FAQs**

### **Q: Why does Idaho have a 129,000-pound route program?**

A: In 2013, at the request of the trucking industry, Idaho Legislature authorized the permitting of trucks weighing up to 129,000 pounds to operate on designated Idaho highways. The permitting of 129,000-pound trucks allows for combining shipments, which in turn decreases the number of trips a truck must make, supporting Idaho's agricultural, forestry, mineral and manufacturing industries. Furthermore, the 129,000-pound route program reduces congestion on state routes, provides for a safer highway system and reduces impact of trucking on the environment.



**Q: What are the applicable laws governing the 129,000-pound program?**

A: Below are the applicable laws:

- Idaho Code Title 49, Motor Vehicles, Chapter 10 – Weight, Speed and Tire Regulations
- IDAPA 39.03.03 Rules Governing Special Permits - General Conditions and Requirements
- IDAPA 39.03.06 Rules Governing Special Permits for Extra-Length Excess Weight, Up to 129,000 Pound Vehicle Combinations
- IDAPA 39.03.22, Rules Governing Over Legal Permits for Extra-Length Vehicle Combinations

**Q: When did Idaho start allowing 129,000-pound trucks?**

A: In 2003, as a result of ITD receiving an application to allow trucks weighing up to 129,000 pounds, the Idaho Legislature passed House Bill 395, which created a pilot project to test the effects of increasing the legal truck weights on state highways. The pilot project revealed no adverse impacts to Idaho highways, so in 2016, the 129,000 Pound Program was officially adopted. The interstate system (I-84, I-86, I-15, I-90, I-184) was approved by the federal government on July 1, 2016, to allow 129,000-pound trucks.

**Q: What criteria does ITD use to conduct its evaluation of a route in order to ensure the route is suitable for 129,000-pound trucking?**

A: ITD operates with the mission of safety, mobility and economic opportunity for all motorists on the state highway system. Criteria used to analyze a route includes a safety analysis of vehicle accidents and fatalities, an assessment of pavement and bridge cracking, roughness or ruts and the route's ability to accommodate off-tracking requirements to include route width and curvature. Additional emphasis is given to residential areas and social infrastructure along with residential and commercial traffic volume.

**Q: Is there any reduction of overall trucks on highways as a result of the 129,000-pound program?**

A: Reduction in truck traffic varies dependent on the applicant, route, commodities and time of year. Estimates range from 12 percent to 20 percent in reduced truck traffic on approved 129,000-pound routes.

**Q: How is a 129,000-pound route approved?**

A: Routes are approved by the Idaho Transportation Board following a thorough review of the route. Reviews consist of route analysis and public involvement. Analysis are conducted by ITD's Office of Highway Safety, Office of Bridge Asset Management, Division of Motor Vehicles and the applicable ITD District Engineer. Public comments are sought during the review process and are incorporated into ITD's final evaluation, which is presented to the 129,000 pound Subcommittee. The 129,000 pound Subcommittee reviews the evaluation and either endorses or doesn't endorse the application. The application evaluation is presented to the Idaho Transportation Board for approval or disapproval of the route. If approved, the route goes into effect 14 calendar days after the Transportation Board approves the application.

**Q: Do trucks which are over legal limits require a permit to drive on routes approved for 129,000 pound operations?**

A: Yes. When a route is designated a 129,000-pound route it means the route has been designated as such and meets all requirements per Idaho Code. All trucks operating on these highways must still be permitted to operate on a 129k approved route per Idaho Rules and Code.

**Q: Who grants permits for trucks weighing up to 129,000 pounds on state and federal highways?**

A: The Idaho Department of Motor Vehicles is the executive permitting agent for trucks operating on highway systems within

Idaho.

**Q: Who approves a route for trucks weighing up to 129,000 pounds on local roads?**

A: The Local Highway Jurisdiction (LHJ) has the authority to approve a 129,000-pound route request for routes within the local highway's jurisdiction.

**Q: Who can apply for a highway to be designated for a 129,000-pound-use highway?**

A: Any company or owner or operator of an overweight or oversized vehicle can apply for a route to be designated as a 129,000-pound route.

**Q: Won't heavier trucks go slower on the highways and cause congestion while ascending a hill?**

A: Oversized vehicles must abide by Idaho rules and code regarding speed or at safe speeds given road and environmental conditions on highways. Oversized vehicles must maintain a minimum speed limit of 20 mph while ascending any grade.

**Q: What are the non-permitted weight limits on interstates and highways?**

A: The Federal Highway Amendment Act of 1974 established allowable legal weight limits on Interstate System Highways at 20,000 pounds for single axles, 34,000 pounds on tandems and total gross loads not exceeding 80,000 pounds.

**Q: What are the non-permitted weight limits on non-interstate highways?**

A: Allowable legal weight limits on non-interstate highways are set at 20,000 pounds on single axles, 37,000 pounds on tandems and total gross loads not exceeding 80,000 pounds

**Q: Do trucks authorized to weigh up to 129,000 pounds damage pavement more than trucks weighing up to 80,000?**

A: The impact of a 129,000-pound on pavement structures is less than an 80,000-pound truck by 21 percent. This is because of disbursement of weight among additional axles and the spacing of the axles allows the weight to spread over a greater area, thus reducing the impact on routes.

## ID-13, US-12 and ID-162

 Edit thumbnail



 Add to Favorites

129,000-pound load application submitted by KBC Trucking

 StoryMap by [Megan.Jahns](#)

Created: Mar 19, 2021    Updated: Mar 29, 2021    View Count: 164



## Megan Jahns

---

**From:** Idaho Transportation Department <megan.sausser@itd.idaho.gov>  
**Sent:** Monday, April 12, 2021 1:38 PM  
**To:** Megan Jahns  
**Subject:** Comment period open



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Your Economic Opportunity**

**Comment period open**

**March 29, 2021**



**Proposal to reclassify highways under consideration**

The Idaho Transportation Department is hosting a virtual public hearing to collect comments on a proposal to reclassify several highways in Idaho County as legal for carrying heavier loads. If approved, these highways could support commercial loads weighing up to 129,000 pounds.

KBC Trucking of Kooskia submitted an application to ITD earlier this month requesting the reclassification of the following routes to allow for more efficient transport of logs and lumber to Boise Valley:

- Idaho Highway 13 from the KBC Trucking yard at milepost 24.4 to its intersection of US-12 outside of Kooskia
- US-12 from Kooskia to Kamiah
- Idaho Highway 162 from Kamiah to its intersection with Old Highway 7

The applicant has also requested the use of Old Highway 7 from its intersections with ID-162 and US-95. This route is not being evaluated by ITD as it is under the jurisdiction of the Greencreek Highway District, Union Independent Highway District and Grangeville Highway District. These highways are currently rated for commercial loads weighing up to 105,500 pounds. Analysis of the state routes by ITD subject matter experts found that allowing heavier loads on the specified highways could be accommodated without affecting safety or pavement conditions.

A similar application was filed by Arlo Lott of Montana in 2015 but included all of ID-13 from Kooskia to Grangeville. After engineering analysis deemed the proposal would not negatively affect safety or pavement conditions, a public hearing was held and received significant public comment. The applicant later withdrew his request.

"While similar to an earlier application, the latest request excludes much of ID-13, which was the most controversial segment," said Jan Vassar, the Idaho Transportation Board Member representing North Central Idaho. "Staff are approaching this proposal with fresh eyes, and as before, comments received will influence the decision regarding reclassification of the routes."

The application, analysis by ITD and FAQs about 129,000-pound loads are available at [itd.idaho.gov/freight](http://itd.idaho.gov/freight). Comments are being sought until April 12 and can be submitted in the following ways:

- via [itd.idaho.gov/freight](http://itd.idaho.gov/freight)
- by emailing [officeofthechiefengineer@itd.idaho.gov](mailto:officeofthechiefengineer@itd.idaho.gov)
- mailed to PO Box 7129, Boise, Idaho 83707 to the attention of Scott Luekenga
- recorded by calling (855) 785-2499

Commenters can also call ITD Freight Program Manager Scott Luekenga at (208) 334-8057 with questions.

The department is required to conduct an analysis and public hearing on all requests to operate 129,000-pound loads on the state highway system before the Idaho Transportation Board makes a final decision. The board could make a decision as early as May.

*Please share this commenting opportunity with others who may be interested.*

comment



You are receiving this email due to your anticipated interest in reclassification of these routes.



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Idaho Transportation Department | 2600 Frontage Road, Lewiston, ID 83501

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**Stakeholders 129k meeting for ID-13, US-12 and ID-162**

**Cities, counties and law enforcement**

Name	Email	City	
Steve Bateman	<a href="mailto:sbateman@simplot.com">sbateman@simplot.com</a>	Nezperce	Mayor
	<a href="mailto:Clerk@CityOfNezperce.com">Clerk@CityOfNezperce.com</a>	Nezperce	Clerk
Jason Davis	<a href="mailto:jdavis@lewiscountyyid.org">jdavis@lewiscountyyid.org</a>	Lewis County	Sheriff
Greg Johnson	<a href="mailto:gjohnson@lewiscountyyid.org">gjohnson@lewiscountyyid.org</a>	Lewis County	Commissioner
Justin McLeod	<a href="mailto:jmcleod@lewiscountyyid.org">jmcleod@lewiscountyyid.org</a>	Lewis County	Commissioner
Mike Ponozzo	<a href="mailto:mponozzo@lewiscountyyid.org">mponozzo@lewiscountyyid.org</a>	Lewis County	Commissioner
Stephanie	<a href="mailto:stephanied@cityofkamiah.org">stephanied@cityofkamiah.org</a>	Kamiah	Clerk
Mike	<a href="mailto:mtornatore@cityofkamiah.org">mtornatore@cityofkamiah.org</a>	Kamiah	Assistant Deputy Clerk
Carlos Martinez	<a href="mailto:kooskiapw@qroidaho.net">kooskiapw@qroidaho.net</a>	Kooskia	Public Works Supervisor
Denis Duman	<a href="mailto:dduman@idahocounty.org">dduman@idahocounty.org</a>	Idaho County	Commissioner
Skip Brandt	<a href="mailto:sbrandt@idahocounty.org">sbrandt@idahocounty.org</a>	Idaho County	Commissioner
Ted Lindsley	<a href="mailto:tlindsley@idahocounty.org">tlindsley@idahocounty.org</a>	Idaho County	Commissioner
Doug Ulmer	<a href="mailto:dulmer@idahocounty.org">dulmer@idahocounty.org</a>	Idaho County	Sheriff
Gene Meinen	<a href="mailto:icroads@qroidaho.net">icroads@qroidaho.net</a>	Idaho County Roads Supervisor	
Wes Lester	<a href="mailto:wlester@grangeville.us">wlester@grangeville.us</a>	Grangeville	Mayor
Tonya Kennedy	<a href="mailto:tkennedy@grangeville.us">tkennedy@grangeville.us</a>	Grangeville	Administrator/clerk
Morgan Drew	<a href="mailto:grangevillepd1@grangeville.us">grangevillepd1@grangeville.us</a>	Grangeville	Chief of Police
	<a href="mailto:grangevillehighwaydistrict@outlook.com">grangevillehighwaydistrict@outlook.com</a>	Grangeville Highway District	
Joe Forsmann	<a href="mailto:joeforsm@qwestoffice.net">joeforsm@qwestoffice.net</a>	Union Independent Highway District	Clerk
Ken	<a href="mailto:ken@forsmannaccounting.com">ken@forsmannaccounting.com</a>	Greencreek Highway District	
Richard Adamson	<a href="mailto:Richard.Adamson@isp.idaho.gov">Richard.Adamson@isp.idaho.gov</a>	ISP D2	ISP Captain
Kayeloni Scott	<a href="mailto:kayelonis@nezperce.org">kayelonis@nezperce.org</a>	Nez Perce Tribe	Communications Manager

Excluding Stites and Harpster since they are unincorporated

## Elected officials

Name	Email	Coverage area
Sen. Carl Crabtree	<a href="mailto:ccrabtree@senate.idaho.gov">ccrabtree@senate.idaho.gov</a>	District 7
Rep. Priscilla Giddings	<a href="mailto:PGiddings@house.idaho.gov">PGiddings@house.idaho.gov</a>	District 7
Rep Charlie Shepherd	<a href="mailto:cshepherd@house.idaho.gov">cshepherd@house.idaho.gov</a>	District 7
Sen. Daniel G. Johnson	<a href="mailto:DJohnson@senate.idaho.gov">DJohnson@senate.idaho.gov</a>	District 6
Rep. Aaron von Ehlinger	<a href="mailto:AvonEhlinger@house.idaho.gov">AvonEhlinger@house.idaho.gov</a>	District 6
Rep. Mike Kingsley	<a href="mailto:mkingsley@house.idaho.gov">mkingsley@house.idaho.gov</a>	District 6
Shawn Keough	<a href="mailto:skeough@senate.idaho.gov">skeough@senate.idaho.gov</a>	former legislator and commenter
Paul Shepherd	<a href="mailto:pshepherd@house.idaho.gov">pshepherd@house.idaho.gov</a>	former legislator and commenter
Sheryl Nuxoll	<a href="mailto:snuxoll@senate.idaho.gov">snuxoll@senate.idaho.gov</a>	former legislator and commenter

## Trucking industry

Name	Company	Email	Phone	
Wally Burchak	Trucking Advisory Council D2	<a href="mailto:wallykbc1@gmail.com">wallykbc1@gmail.com</a>		
Allen Hodges	Idaho Trucking Association	<a href="mailto:allenh@idtrucking.org">allenh@idtrucking.org</a>	(208) 949-8937	
Arlo Lott	Arlo Lott Trucking	<a href="mailto:andy.lott@agltrucking.com">andy.lott@agltrucking.com</a>		
Bill Higgins	Idaho Forest Group	<a href="mailto:bhiggins@idahoforestgroup.com">bhiggins@idahoforestgroup.com</a>		
Steve Sherich	Associated Logging Contractors	<a href="mailto:alc@idahologgers.com">alc@idahologgers.com</a>		
William Stellmon	Excel Transport		(208) 746-4111	has since been sold; left a message
Melanie von Lutzow	Tamarack Energy Partnership	<a href="mailto:melaniev@frontier.com">melaniev@frontier.com</a>		
Frank Arnzen	Arnzen Transfer		(208) 962-3498	left message
Cynthia Lane	former USFS	<a href="mailto:lanefamily1988@gmail.com">lanefamily1988@gmail.com</a>		
Duane Orcutt	Duane Orcutt Trucking			no longer in business

## Email commenters

Jerry Litchfield	<a href="mailto:jerpeg@startmail.com">jerpeg@startmail.com</a>
Glen Scott	<a href="mailto:gscott.swearingen@hughes.net">gscott.swearingen@hughes.net</a>
Daryl Kinzer	<a href="mailto:dardonkinzer@gmail.com">dardonkinzer@gmail.com</a>
Tim E. Christopherson	<a href="mailto:dabco@connectwireless.us">dabco@connectwireless.us</a>
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LaVerne Wiley	<a href="mailto:idwilley1@gmail.com">idwilley1@gmail.com</a>
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Anonymous	(208) 935-7651
Elroy Moffett	(208) 935-7014
Dave Seburt	(208) 451-4340
Orville Martin	(208) 926-4935
Mrs. Dains	(208) 451-4650



Idaho Transportation Department  
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## Comment on proposed changes to commercial trucking limits by April 12

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# Proposal to reclassify highways under consideration

A virtual public hearing will be held from **March 29 to April 12** to collect comments on a proposal to reclassify several highways as legal for commercial loads weighing up to 129,000 pounds.

To allow for more efficient transport of logs and lumber, KBC Trucking has requested reclassification from its yard on Idaho Highway 13 to the ID-13/US-12 intersection outside of Kooskia, US-12 from Kooskia to Kamiah and Idaho Highway 162 from Kamiah to its intersection with Old Highway 7. ITD has reviewed the request, with the analysis, application and frequently answered questions available online.

Comments may be submitted via the website or emailed. Oral testimony can be recorded at (855) 785-2499. Comments may also be mailed to the attention of Scott Luekenga at P.O. Box 7129 in Boise, ID 83707.

**VISIT** [itd.idaho.gov/freight](https://itd.idaho.gov/freight)  
**CALL** (208) 334 - 8057 with any questions  
**EMAIL** [officeofthechiefengineer@itd.idaho.gov](mailto:officeofthechiefengineer@itd.idaho.gov)



**From:** [ITDNews@itd.idaho.gov](mailto:ITDNews@itd.idaho.gov)  
**To:** [Megan Jahns](#)  
**Subject:** Monthly meeting of Idaho Transportation Board Thursday (March 18) will include special 129,000-pound route Subcommittee meeting  
**Date:** Tuesday, March 16, 2021 7:41:45 AM

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**3/16/2021**

Contact:  
Megan Jahns  
ITD Office of Communication  
208 772-1295  
[megan.jahns@itd.idaho.gov](mailto:megan.jahns@itd.idaho.gov)

**Monthly meeting of Idaho Transportation Board Thursday (March 18) will include special 129,000-pound route Subcommittee meeting**

BOISE - The Idaho Transportation Board will hold its monthly meeting **Thursday (March 18)** in Boise, focusing on a pair of grant applications through the federal Infrastructure for Rebuilding America (INFRA) Program, discussion of funds available through the COVID Relief bill, and a report from the Dealer Advisory Board overseeing licensure and operations by vehicle dealers statewide. The subcommittee on 129,000-pound routes will also meet and be informed of a recent route application in north central Idaho.

Here's a link to the agenda for the Idaho Transportation Board meeting: <https://itd.idaho.gov/wp-content/uploads/2021/03/March2021agenda.pdf>

The larger meeting will also include a meeting by the subcommittee on 129,000-pound routes. That meeting is tentatively scheduled to start at 2 p.m. on March 18, but could start a little early (but not before 1:50 p.m.) or a little late, depending on when the Transportation Board's regular business meeting adjourns.

The subcommittee will be informed of a recent application to designate portions of US-12, Idaho Highway 13 and Idaho Highway 162 in north central Idaho as 129,000-pound routes.

Here's the link for the 129,000-pound Subcommittee meeting:

<https://itd.idaho.gov/wp-content/uploads/2021/03/129KsubcomagendaMarch2021.pdf>

# # #



**From:** [ITDNews@itd.idaho.gov](mailto:ITDNews@itd.idaho.gov)  
**To:** [Megan Jahns](#)  
**Subject:** Comment period open for proposed changes to commercial trucking limits on some Idaho County highways  
**Date:** Monday, March 29, 2021 4:52:04 PM

---



**3/29/2021**

Contact:  
Megan Jahns  
ITD Office of Communication  
208 772-1295  
[megan.jahns@itd.idaho.gov](mailto:megan.jahns@itd.idaho.gov)

### **Comment period open for proposed changes to commercial trucking limits on some Idaho County highways**

LEWISTON—The Idaho Transportation Department is hosting a virtual public hearing to collect comments on a proposal to reclassify several highways in Idaho County as legal for carrying heavier loads. If approved, these highways could support commercial loads weighing up to 129,000 pounds.

KBC Trucking of Kooskia submitted an application to ITD earlier this month requesting the reclassification of the following routes to allow for more efficient transport of logs and lumber to Boise Valley:

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- Idaho Highway 162 from Kamiah to its intersection with Old Highway 7

The applicant has also requested the use of Old Highway 7 from its intersections with ID-162 and US-95. This route is not being evaluated by ITD as it is under the jurisdiction of the Greencreek Highway District, Union Independent Highway District and Grangeville Highway District.

[Download a photo of Seven Mile Canyon on ID-162.](#)

These highways are currently rated for commercial loads weighing up to 105,500 pounds. Analysis of the state routes by ITD subject matter experts found that allowing heavier loads on the specified highways could be accommodated without affecting safety or pavement conditions.

A similar application was filed by Arlo Lott of Montana in 2015 but included all of ID-13 from Kooskia to Grangeville. After engineering analysis deemed the proposal would not negatively affect safety or pavement conditions, a public hearing was held and received significant public comment. The applicant later withdrew his request.

“While similar to an earlier application, the latest request excludes much of ID-13, which was the most controversial segment,” said Jan Vassar, the Idaho Transportation Board Member representing North Central Idaho. “Staff are approaching this proposal with fresh eyes, and as before, comments received will influence the decision regarding reclassification of the routes.”

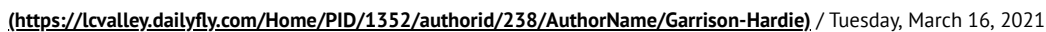
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- recorded by calling (855) 785-2499

Commenters can also call ITD Freight Program Manager Scott Luekenga at (208) 334-8057 with questions.

The department is required to conduct an analysis and public hearing on all requests to operate 129,000-pound loads on the state highway system before the Idaho Transportation Board makes a final decision. The board could make a decision as early as May.

# # #



**Next Article >**

[https://www.bigcountrynewsconnection.com/idaho/itd-opens-comment-period-for-proposed-changes-to-commercial-trucking-limits-on-some-idaho-county/article\\_07db90ec-90ea-11eb-8477-4b2b743f0f2c.html](https://www.bigcountrynewsconnection.com/idaho/itd-opens-comment-period-for-proposed-changes-to-commercial-trucking-limits-on-some-idaho-county/article_07db90ec-90ea-11eb-8477-4b2b743f0f2c.html)

## ITD Opens Comment Period For Proposed Changes to Commercial Trucking Limits on Some Idaho County Highways

Mar 29, 2021



KAMIAH - The Idaho Transportation Department is hosting a virtual public hearing to collect comments on a proposal to reclassify several highways in Idaho County as legal for carrying heavier loads. If approved, these highways could support commercial loads weighing up to 129,000 pounds.

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The applicant has also requested the use of Old Highway 7 from its intersections with ID-162 and US-95. This route is not being evaluated by ITD as it is under the jurisdiction of the Greencreek Highway District, Union Independent Highway District and Grangeville Highway District.

These highways are currently rated for commercial loads weighing up to 105,500 pounds. Analysis of the state routes by ITD subject matter experts found that allowing heavier loads on the specified highways could be accommodated without affecting safety or pavement conditions.



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FEATURED

## Proposal for county highways carrying heavier commercial loads; public comment deadline: April 12

Apr 7, 2021



Seven Mile Canyon, State Highway 162.

Contributed photo

The Idaho Transportation Department is hosting a virtual public hearing to collect comments on a proposal to reclassify several highways in Idaho County as legal for carrying heavier loads. If approved, these highways could support commercial loads weighing up to 129,000 pounds.

Comment deadline is next Monday, April 12.

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75¢ Vol. 71, No. 14

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## INSIDE THIS EDITION:

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## ON THE HUNT: KAMIAH EASTER



Progress / Norma Staaf  
Ron Sapko of the Kamiah Kiwanis Club was happy to have the annual Easter egg hunt after cancelling last year's event. Although the crowd was smaller than past years, families enjoyed the event on a beautiful sunny Saturday, April 3. As expected, the 1-to-4-year-old group had by far the most kids. Sapko appreciates the kids from the teen center helping fill the estimated 2,800-3,000 plastic eggs. Tina Brotnov, Teen Center staff member, said with all of the Youth Advisory board kids graduating this year, the younger high school teens are helping with more community events. Sapko was glad to see the Kamiah fire district guys joining in also. "These guys are great, they are getting involved with all of the events around town."

## Nez Perce Tribal Executive Committee

# Six to vie for three seats in May 8 election

By Norma Staaf  
*The Clearwater Progress*

The final slate of six candidates is set for the upcoming Nez Perce Tribal Executive Committee (NPTEC) general election on May 8, following the primary election last Saturday, April 3. Two candidates will compete for each of seats 1, 2 and 3. Mary Jane Miles, the incumbent and Ryan Oatman will compete for seat 1 as the only two candidates who filed for the position.

In the April 3 primary election, Samuel N. Penney, with 139 votes, and the incumbent Ferris Paisano III with 126 votes topped the primary field of eight candidates to advance to the general election. Erik Holt

(84 votes), Scherri R. Greene (67 votes), Mary TallBull (58 votes), Tonia Garcia (45 votes), July Tess Greene (31 votes) and Louis Harris (29 votes) also competed in the primary.

In the race for seat 3, incumbent Shirley Allman won decisively with 461 votes with James R. Spencer, 63 votes, both advancing to the general election. Sheldon R. Allen received 50 votes.

The vote counting was shown on Facebook

live in real time, with elections officials tracking the votes on flip charts as the names were read out. According to election judge, Melissa Guzman, General Council Chairwoman Julia Davis Wheeler certified the vote. Several people posted positive comments in response to the chance to watch the counting on Facebook live. Aqua Greene posted, "A lot of tribal membership requested this for years. It's awesome to have this opportunity. Good job, election judges, for working on this."



## May 18 election includes Nezperce district levy vote

By Norma Staaf  
*The Clearwater Progress*

Lewis County elections director Karen Long said that the ballot for the May 18th election will include a yes/no vote on the \$445,000 Nezperce Joint School District 302 levy. A few Lewis County voters, who live within the Cottonwood or Orofino school district boundaries, will also have a levy vote.

The Kamiah school district is not running a levy this year since they passed a two-year levy last year.

Two of the five Prairie River Library District seats are up for election this year for six-year

terms. Jan Grueter of Winchester is the only person to file for the seat that she currently holds. The term for trustee Leonard Van Dyke of Genesee will expire 10 days after the May 18th date, at which point the board can declare a vacancy, according to Lisa Puckett, Prairie River Library system director.

"We have a friendly, supportive board," Puckett said. "We are hoping to have someone step up."

Various highway districts (Central, Evergreen, Kamiah, North, and Prairie) in Lewis County are also scheduled for election in May, but no contest is needed since only one person filed to run for each of the positions, according to Long.

For the Kamiah Fire District, Mike Fischer and Dean Roach will advance to new four-year terms. In the Nezperce area, Greg Branson and Pat Barnett will continue on the Prairie Highway District with new four-year terms and Zak Ralston filed for one of two seats on the North Highway District, with no filers for the 2nd open seat.

The group proposing the formation of the Valley United Ambulance District "ran out of time," according to Long. They did not complete the required steps prior to the filing date. According to Long, their next opportunity will be to try to get on the November ballot.

Public comment deadline: April 12

## Proposal for county highways carrying heavier commercial loads

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Comment deadline is next Monday, April 12.

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- U.S.12 from Kooskia to Kamiah; and



A view of Seven Mile Canyon on State Highway 162.

- Idaho Highway 162 from Kamiah to its intersection with Old Highway 7.

The applicant has also

See **PROPOSAL** on page 3

## MVSD community levy meetings set for April, May

By Lorie Palmer  
*The Clearwater Progress*

In an effort to answer patrons' concerns on the upcoming levy, Mountain View School District 244 Superintendent Todd Fiske will hit the road with a variety of community meetings starting this month.

"I plan to have less than an hour presentation and discuss topics such as why the district needs a levy and what it supports, as well as answer questions," Fiske said. He will also be presenting information to school staff in three to four meetings prior to the community meetings.

MVSD will ask patrons to vote on a \$3.1 million supplemental levy on May 18. This comes on the heels of a failed \$3.9 million levy in 2020.

Upcoming meetings (subject



Todd Fiske,  
MVSD  
superintendent

to change if needed) are as follows:

- April 15, Elk City, 5 p.m.
- April 20, Kooskia, Clearwater Valley High School Library, 6 p.m.
- April 21, Grangeville Senior Citizens Center, noon
- April 22, Grangeville Elementary Middle School Community Room, 6 p.m.
- April 27, Kooskia, Clearwater Valley Elementary School Library, 6 p.m.
- April 29, Grangeville, Idaho County Community Outreach and Veterans Center, 6 p.m.
- May 4, Grangeville High School Library, 6 p.m.
- May 6, Grangeville, Mountain View School District Office, 6 p.m.



Correction: Quilt of Valor

In last week’s Progress, a few mistakes were made in the front page story on a Quilt of Valor recipient. The quilt recipient should have been named as Robert Lee Burdock, who served as 2nd Class in the U.S. Navy. In one of the photos, the person hugging Robert should have been listed as Julia Bates. The Progress apologizes for the errors.

Progress moving to paid subscriptions starting April 15

The Clearwater Progress is moving to a paid subscription model starting with next Thursday’s April 15th edition. For readers in Kamiah, Kooskia and Stites who receive the weekly newspaper in their mailboxes free each week, to continue receiving the Progress, they will need to subscribe, either by calling the office, 208-935-0838, or go online at [www.clearwaterprogress.com](http://www.clearwaterprogress.com). Driving this, Progress publisher, Sarah Klement, explained it partly due to ever-rising postal rates, as well as from economic impacts that many businesses have been hit with as a result of the COVID-19

pandemic. Another part of the change is to provide pricing consistency for its readers. “It’s kind of an odd model right now,” Klement said. “We have people getting it for free and people buying it for 75 cents at the stands. With this move, we’re just looking to, one, make sure we can sustain the local community newspaper, and, two, provide a model that’s consistent.” “We would love to have you as a subscriber,” Klement continued. “It’s only \$33 a year to keep your local paper supported and bringing you the news of your communities each week.”

Proposal: Comment sought

continued from page 1

requested the use of Old Highway 7 from its intersections with ID 162 and U.S. Highway 95. This route is not being evaluated by ITD as it is under the jurisdiction of the Greencreek, Union Independent and Grangeville highway districts. These highways are currently rated for commercial loads weighing up to 105,500 pounds. Analysis of the state routes by ITD subject matter experts found that allowing heavier loads on the specified highways could be accommodated without affecting safety or pavement conditions. A similar application was filed by Arlo Lott of Montana in 2015, but included all of ID 13 from Kooskia to Grangeville,

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Final remarks promise voter reprisal at polls

Fifty confront commission for immediate 2A sanctuary proclamation

By Gary Altman  
The Clearwater Progress

GRANGEVILLE — Fifty petitioners packed in shoulder-to-shoulder last Tuesday, March 30, armed with 2,000 signatures, demanding the Idaho County Commissioners immediately declare Idaho County a “Second Amendment sanctuary.” Five scheduled speakers read statements aimed at commission reluctance to officially endorse the proclamation. Some speakers targeted Commission Chair Skip Brandt’s Feb. 24 opinion piece in the Idaho County Free Press, criticizing the proclamation as possibly useless, redundant, or legally dangerous. Brandt, self-quarantined, joined the meeting by conference phone. Speakers praised cooperating counties, blasted Biden anti-gun ploys and Governor Brad Little’s state shutdown, then lobbed rhetorical fire at skeptics of sanctuary status. Commissioner Denis Duman opened proceedings with the Pledge of Allegiance and a prayer for wisdom, then welcomed the first of five speakers. Retired veterinarian Phil Volkman, read the petition: “We the people of Idaho County

hereby petition the ... Commissioners to declare Idaho County a Second Amendment sanctuary, with protections from outside governments that would infringe on these rights as described in the Constitution’ ... We currently have over 2,000 signatures [and] 15 cities and counties in Idaho who have passed sanctuary resolutions. Idaho County is on a list of three that have rejected this status ... Governor Little showed us last year he can shut down our freedoms with an emergency declaration on a questionable pandemic to qualify for federal funds ... Would he cave on gun rights for federal money threats?...” Speaker Jo Hardy read a letter from military veteran John Whyte: “... I served my country for 30 years, supporting and defending the Constitution and the Bill of Rights ... currently under attack ... challenged at every level of government, especially with the current 9th Circuit Court ... I believe our forefathers were men of vision who knew we needed a second amendment to preserve and protect our Constitution and the Bill of Rights ...” Speaker Mary Mangold rejected Brandt’s published opinion, saying: “A ... member of our group ... discovered a law, enacted

in 2003 [by commissioners]: Ordinance Number 45 ... passed in defiance of The Patriot Act [that] threatened to infringe constitutional rights ... [45] reads: ‘... The Bill of Rights and the Constitution for these United States of America, which is the supreme law of the land, shall be upheld and enforced within the boundaries of Idaho County; repugnant acts, ordinances, or regulations of government in clear contravention notwithstanding’ ... Using its contents might have been a great strategy to calm fears ...” Speaker Craig Seegel read Jesie Schubert’s message: “... I came from a small town in Oregon, a conservative community ... [It] was taken over by people who had moved into the area and had more liberal ideas ... Now you can’t recognize our little town. It’s been transformed into a politically correct version of the cancel culture....” Speaker Jon Aronson said, “One night my 17-year-old [daughter] asked me why we need such an effort here in Idaho County if the Bill of Rights is supposed to protect Constitutional rights ... I reverted the question back to her: ‘Why do you think it’s important?’ After a pause, [she said], ‘Because I’m losing the

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MARCH 29 - APRIL 12

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# Classifieds

## Announcements & Notices

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Acts 4:12  
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BECOME A published author! Publications sold at all major secular and specialty Christian bookstores. Call Christian Faith Publishing for your FREE author submission kit. 1-866-397-2250.

## Business Opportunities

Become a Published Author. We want to read your book. Dorrance Publishing, Trusted by Authors since 1920. Book manuscript submissions currently being reviewed. Comprehensive Services: Consultation, Production, Promotion & Distribution. Call for your free Author's Guide, 1-877-256-3023 or visit [www.DorranceInfo.com/Pacific](http://www.DorranceInfo.com/Pacific).

## Financial & Notices

Timeshare Cancellation Experts: Over \$50,000,000 in timeshare debt & fees canceled in 2019. Get a free informational package and learn how to get rid of your timeshare! Free consultations. Over 450 positive reviews. Call Wesley Financial Group LLC, 844-615-0146.

Up to \$15,000 of GUARANTEED Life Insurance! No medical exam or health questions. Cash to help pay funeral and other final expenses. Visit [www.Life55plus.info/pacific](http://www.Life55plus.info/pacific) or call Physicians Life Insurance Company, 1-844-218-4167.

The COVID crisis has cost us all something. Many have lost jobs & financial security. Have \$10K in Debt? Credit Cards. Medical Bills. Car Loans. Call NATIONAL DEBT RELIEF! We can help! Get a FREE debt relief quote: Call 1-888-714-8597.

## Thrifty Ads

JVC TV, 43" screen, asking \$75.00. Call/text 208-739-3416.

FREE: Belts for Oreck vacuums. Belts fit all Oreck upright models. Call Linda, 208-983-1200.

## Antiques & Collectibles

**BUYING ANTIQUES,** Collectables, Western, Native American. White Bird Antiques, 208-839-2619 or 208-839-2825

## Appliances

2020 FRIGIDAIRE side-by-side water/ice refrigerator/freezer, 22 cu. ft. Used only 3-1/2 mos. \$1,000. Call 208-989-4818 or 208-880-9879.

EarthLink High Speed Internet. As Low as \$14.95/month (for the first 3 months). Reliable High Speed Fiber Optic technology. Stream Videos, Music & More! Call EarthLink Today, 1-844-359-5240.

## Miscellaneous

Amazing Orange Gift for the Holidays - Delicious oranges fresh from the grove! Four favorite varieties. High in Vitamin C. December holiday delivery. SAVE 43%! Just \$19.99 (plus s/h.) Call 1-855-657-2388 to order item 496X and mention code HNVH-N181 for savings or visit [www.halegroves.com/mn181](http://www.halegroves.com/mn181).

Pittman & Davis's Mixed-Fruit Medley for the Holidays! Give the gift of Winter Sunshine! 6 Rio Ruby Red Gems. 4 Tiny tim Navels. 6 Mini Fuji Apples. Call NOW and SAVE 33% OFF. Pay just \$19.99. FREE Shipping! Visit [www.pittmandavis.com/MN257](http://www.pittmandavis.com/MN257) or call 1-855-338-0587 to order item MXSP and mention code PNVH-N257 for savings!

ENJOY 100% guaranteed, delivered-to-the-door Omaha Steaks! Get 4 FREE Pork Chops and 4 FREE CHICKEN BREASTS. Order The Omaha Steaks Classic - ONLY \$129.99. Visit [www.OmahaSteaks.com/Dinner184](http://www.OmahaSteaks.com/Dinner184) or call 1-877-701-4335 & use code 66762ENW.

ORANGE SPECTACULAR GIFT BOX for the Holidays: Send 4 navel oranges, 4 tangerines, 4 petite navel oranges, chocolate chip cookies & foil-wrapped chocolates! SAVE 43%! Just \$19.99 (plus s/h). Visit [www.halegroves.com/me201](http://www.halegroves.com/me201) or call 844-441-0967 to order item 442X (mention code HN-VH-E201 for savings).

## Electronics

AT&T TV - The Best of Live & On-Demand On All Your Favorite Screens. CHOICE Package, \$64.99/mo. plus taxes for 12 months. Premium Channels at No Charge for One Year! Anytime, anywhere. Some restrictions apply. W/ 24-mo. agmt TV price higher in 2nd year. Regional Sports Fee up to \$8.49/mo is extra & applies. Call IVS, 1-844-940-3503.

## Firearms

SMALL Gun Collection for sale: 6.5 creed moor, 25-06, 30-06, .357. All rifles are scoped and in great condition. Will sell with or w/o scopes. Call for particulars and prices. 208-451-0288.

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## Furniture

FREE: Downsizing, no longer need queen size sofa hideabed and extra queen foam mattress. No smoke, no stains, no Covid. See at 414 S Florence St., Grangeville.

HUTCH, 2 pc. w/glass doors, linen drawer & 2 dr. storage, \$350. 42" rd glasstop dining table, \$100; Tall teak storage cabinet, \$300. 208-451-6615.

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## Miscellaneous

JVC TV, 43" screen, asking \$75.00. Call/text 208-739-3416.

**BUYING GOLD & SILVER** Jewelry Estates, Gold, Silver, Platinum, Scrap & Dental. Good Old Watches, Costume Jewelry in bulk. Mtn. Gem Studio, 140 W. Main St., Grangeville, 208-983-3962.

**USED BOOK SALE** Grangeville Centennial Library ongoing discard book sale. Donations appreciated. Library hrs: Mon-Fri. 10-6 p.m.

## FIRE STARTERS

Newspaper bundles available at the Free Press Office. \$2.00 each. 900 W. Main St., Grangeville.

RAW HONEY: Gallons- \$50; 5 gallons - \$225; 1/2 gal. \$35; Quarts \$20; Pints \$10 . Also Beeswax, \$8 a pound. Call 208-926-7301.

BRAND NEW 1" horizontal mini blinds, off white color, inside mount, 91"W x 38" L. Cost \$120, asking \$80. Call 208-739-3416.

**BUYING ANTLERS** DEER ELK MOOSE BEST PRICES 208-983-4183

**FIRE STARTERS:** Newspaper Bundles available at the Free Press Office. \$2.00 each. 900 West Main St., Grangeville.

## Miscellaneous

DIRECTV - Every live football game, every Sunday - anywhere - on your favorite device. Restrictions apply. Call IVS: 1-855-780-9289.

**IDAHO COUNTY SOLAR.** Bob Klecha 208-451-5252 Solar Wind Hydro Batteries.

## Miscellaneous Wanted

**WANTED TO BUY** used furniture, appliances, guns, tools, TVs & much more! We buy one piece to whole estates! B&B Bargain, 104 E South St., Grangeville. 208-983-0381.

**\*\*BUYING ANTLERS\*\*** Top \$ paid on ELK & DEER antlers. Call Josh for "fair & honest" grading and pricing! 208-680-9259.

**Hope Chests/Cedar Chests** Great for graduation, weddings, etc. Handmade—100% solid wood, 3 or 4 ft. long. Call Valor 208-983-8272.

## Tools

The Generac PWRcell, a solar plus battery storage system. SAVE money, Reduce your reliance on the grid, prepare for power outages & power your home. Full installation services available. \$0 Down Financing Option. Request a FREE, no-obligation, quote today. Call 1-844-651-0562.

## Sporting Goods

GOLF CART for sale. Call for details 208-983-3630.

## Dogs

Marie Cox Dog Grooming & Dog Boarding, Grangeville. (Boarding 7 days a/week) Grooming open 6 days a week. Monday-Friday 9 a.m. - 5 p.m. Saturdays 9-1. Call 208-661-4788.

**PAPER ROLL ENDS** available at The Shopper/Free Press Office for \$1.00 each. Multiple uses: Packing, School Projects, Bird Cages, etc. 900 W. Main, Grangeville.

## Farm Equipment & Supplies

SPLIT CEDAR POSTS. Call for pricing 208-451-0331.

## Horses & Tack

FARRIER SERVICES. Call or text 208-315-3844.


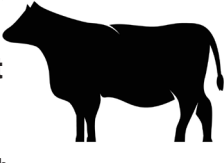
### Cottonwood Livestock Auction

**Back to Grass Feeder Sale- April 9th**

**Annual Farm & Livestock Equipment Consignment Auction- Saturday, June 5th**

**Sales the 2nd and 4th Friday of the month**

For Marketing Information, Call:  
Dennis Rowland, (208) 962-3284 or (208) 983-7400 cell  
Brent Rowland, (208) 451-4415  
For more info, visit [www.cottonwoodlivestock.com](http://www.cottonwoodlivestock.com)



### ATTENTION STOCKMEN:

**NO SALE WED, APRIL 7TH**

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**SPECIAL CALF & FEEDER SALE, WED, APRIL 14TH**  
— Sales every other week —

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Tony Seubert....(208) 305-7172 Clay Bickford....(208) 791-5090  
Maddie McMinn.... (509) 850-6764  
Email us at: [LLM@lewistonlivestockmarket.com](mailto:LLM@lewistonlivestockmarket.com)

### Kidder Harris Highway District

Applications are being accepted for:  
**Road Crewman**

**Primary Duties**

- Maintains assigned equipment as needed.
- Operates a variety of heavy equipment including but not limited to, bulldozers, graders, loaders, single and double axle trucks, backhoes, track hoes, chip spreaders, rollers, brush cutters, snowplows, and related road maintenance and construction equipment as needed.
- Operates a variety of hand and power tools including, but not limited to, sledges, hammers, picks, air compressors, welders, chainsaws, air hammers, jacks, and related equipment as needed;
- Grades roads, smoothing potholes, and washboards, and maintains slope for proper drainage, as needed;
- Maintains culverts and bridges as needed;
- Removes debris and other safety hazards from roads, culverts, storm drains, and adjacent public areas, as needed;
- Opens and closes roads seasonally, as needed;
- Responds to Commissioners, elected officials and appointed officials, citizens, questions and comments in a courteous and timely manner.

**Required Qualifications**

- Must be able to lift 100 pounds (4) feet off the ground
- Must have current Class A Commercial Drivers License or be able to obtain one within 60 days upon hire.

**A completed KHHD application is required and must be submitted by April 2, 2021 with a May 3, 2021 start date. Please apply to Kidder Harris Highway District through one of the following:**

- 1) email: [khhd@qroidaho.net](mailto:khhd@qroidaho.net)
- 2) mailing to P.O. Box 398, Kooskia, Idaho 83539
- 3) dropping the application off at our office on 260 Thenon Street, Kooskia ID 83539

**Information and applications are available at 260 Thenon Street, Kooskia, ID 83539 or through email.**

KHHD IS AN EQUAL OPPORTUNITY EMPLOYER  
Employment selection and related decisions are made without regard to race, color, religion, gender, national origin, age, disability, or any other protected class.

**PRE-EMPLOYMENT DRUG TESTING AND BACKGROUND CHECK**  
KHHD is committed to recruiting and retaining a diverse, skilled, engaged, and drug-free workforce. Applicants given a conditional offer of employment will be subject to a drug test and background check.

**VETERANS' PREFERENCE**  
KHHD gives preference in appointment to preference eligible applicants as defined by Idaho Code, Title 65, and Chapter 5.



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**MARCH 29 - APRIL 12**

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# SYRINGA:87get vaccine

Continued from 1

required by state law to report each case to CDRI.

Chief financial officer Betty Watson reported charges written off as bad debt and sent to collection were \$45,873, or 2.3 percent of gross charges. Kootenai Health management services agreement fees were \$20,070.

February's statements included \$12,452 of expenses related to COVID-19. As of Feb. 28, Syringa has utilized a total of \$715,194 of Provider Relief Funds with \$538,653 spent on COVID-19 related salaries and supplies. In addition, \$421,138 has been spent on COVID-19 related capital items.

CEO Abner King reported that

as of March 12, 87 of Syringa's employees had received the COVID-19 vaccine. In all of Idaho County, 2,489 people have been vaccinated.

"Nationally, and statewide, and regionally, COVID-19 cases and hospitalizations have declined within the last six weeks," he added.

He also reported the hospital received a \$105,641 donation from the estate of a former patient.

In additional news on recruitment updates, King stated, "We will not be proceeding with our contractual negotiations and employment with Dr. Lewis, general surgeon. We will continue with recruitment efforts to get a full-time surgeon here as quickly as possible."

# HIGHWAYS:

Continued from 1

Transportation Board Member representing North Central Idaho. "Staff are approaching this proposal with fresh eyes, and as before, comments received will influence the decision regarding reclassification of the routes."

The department is required to conduct an analysis and public hearing on all requests to operate 129,000-pound loads on the state highway system before the Idaho Transportation Board makes a final decision. The board could make a decision as early as May.

## How to comment

The application, analysis by ITD and FAQs about 129,000-pound loads are available at [ITD.IDAHO.GOV/FREIGHT](http://ITD.IDAHO.GOV/FREIGHT). Comments are being sought until April 12 and can be submitted in the following ways:

- VIA [ITD.IDAHO.GOV/FREIGHT](http://ITD.IDAHO.GOV/FREIGHT)
- [OFFICEOFTHECHIEFENGINEER@ITD.IDAHO.GOV](mailto:OFFICEOFTHECHIEFENGINEER@ITD.IDAHO.GOV)
- PO Box 7129, Boise ID 83707 to the attention of Scott Luekenga
- call 855-785-2499

Commenters can also call ITD Freight Program Manager Scott Luekenga at 208-334-8057 with questions.

# MVSD community levy meetings on tap

BY LORIE PALMER  
IDAHO COUNTY FREE PRESS

In an effort to answer patrons' concerns on the upcoming levy, Mountain View School District 244 Superintendent Todd Fiske will hit the road with a variety of community meetings starting this month.

"I plan to have less than an hour presentation and discuss topics such as why the district needs a levy and what it



Todd Fiske  
MVSD  
Superintendent

community meetings. MVSD will ask patrons to vote

supports, as well as answer questions," Fiske said. He will also be presenting information to school staff in three to four meetings prior to the community meetings.

on a \$3.1 million supplemental levy on May 18. This comes on the heels of a failed \$3.9 million levy in 2020.

Upcoming meetings (subject to change if needed) are as follows:

- April 15, Elk City, 5 p.m.
- April 20, Kooskia, Clearwater Valley High School Library, 6 p.m.
- April 21, Grangeville Senior Citizens Center, noon
- April 22, Grangeville

Elementary Middle School Community Room, 6 p.m.

•April 27, Kooskia, Clearwater Valley Elementary School Library, 6 p.m.

•April 29, Grangeville, Idaho County Community Outreach and Veterans Center, 6 p.m.

•May 4, Grangeville High School Library, 6 p.m.

•May 6, Grangeville, Mountain View School District Office, 6 p.m.

# Bees 'buzzy' at work



CONTRIBUTED PHOTO / Denton L. Thaves

Spring has sprung on the Camas Prairie, as shown with this single flower with a bumble bee gathering nectar, pictured on Wednesday, March 31, in Grangeville.

# Walkin' In Sunshine



FREE PRESS / Lorie Palmer

These ladies were enjoying a walk in the sunshine on Kooskia's Main Street recently.

## Final remarks promise voter reprisal at polls

# Fifty confront commission for immediate 2A sanctuary proclamation

BY GARY ALTMAN  
IDAHO COUNTY FREE PRESS

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Speaker Jo Hardy read a letter from military veteran John Whyte: "... I served my country for 30 years, supporting and defending the Constitution and the Bill of Rights ... currently under attack ... challenged at every level of government, especially with the current 9th Circuit Court ... I believe our forefathers were men of vision who knew we needed a second amendment to preserve and protect our Constitution and the Bill of Rights..."

Speaker Mary Mangold rejected Brandt's published opinion, saying: "A ... member of our group ... discovered a law, enacted in 2003 [by commissioners]: Ordinance Number 45 ... passed in defiance of The Patriot Act [that] threatened to infringe

constitutional rights ... [45] reads: '... The Bill of Rights and the Constitution for these United States of America, which is the supreme law of the land, shall be upheld and enforced within the boundaries of Idaho County; repugnant acts, ordinances, or regulations of government in clear contravention notwithstanding' ... Using its contents might have been a great strategy to calm fears..."

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Grangeville Elementary Middle School

**April 21, 2021 by appointment**

Registration paperwork must be completed prior to receiving a scheduled appointment time!

**Stop by GEMS to pick up your registration packet today.**

We would love to meet our incoming Kindergartners!

400 S. Idaho Ave.  
Grangeville, ID 208-983-0400

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# PLAYING WITH PROBLEMS



Bethany Matteson behind the desk at the complaint department.

“Complaint Department and Lemonade,” the Kamiah Characters drama club spring play, was performed March 23 and 25. Three students (Kennedy Farris, Bethany Matteson and Hayden Bremer) and two teachers/directors (Jody Dow and Taylie Hopkins) play different roles behind the desk at the Complaint Department. Through a series of scenarios they learn that other peoples’ problems can be easier to solve than our own.

Progress / Norma Staaf



Hayden Bremer suggests a solution to Bethany Matteson’s complaint.



Kennedy Farris is puzzled by the response to her complaint.



KMS teacher Taylie Hopkins dons a wig in the spring play.

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“Looking out my back door.”



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## Kamiah Museum News

# Home Store booklets available; winner of history question

On Monday, March 29, members gathered in the museum to make decisions about the inventory of our storage shed and to sign up for times to work on the task.

We will be a part of the citywide yard sale day this year. We will be available to sell our books, some baked goods, take orders for the 2022 Historical Community Calendar and, possibly, a yard sale for the museum. More on this next week.

Last week our question was: “During the Civil

War, Abraham Lincoln offered something to Union recruits which was referred to as Greenback Patriotism which was what?” It was \$100 bonuses for each man who volunteered to fight for the Union. A man received nothing if called by the government to fight. Congratulations to Elizabeth Bogel, who answered the question, received a copy of the Home Store booklet, which has recipes and ads in it, plus a jar of huckleberry jam.

The Home Store sold

groceries, clothing and dry goods; it was operated by Sassaman and Ellenson. The booklet was loaned to us by Shelley Kuther, of the Ilo-Volmer Historical Society, to copy and sell for the benefit of the Kamiah Museum.

Shelley’s grandparents lived in Kamiah and owned a Shell gas station for several years before moving to Craigmont. She shares pictures and other items with us from time to time that her grandparents kept and passed on to her. We appreciate those who care to share!

## Organizations

### Kamiah Senior Mealsite Menu

- Menu for April 2nd**  
Citrus Salmon, Brown Rice, Cole-slaw, Fruit Cocktail
- Menu for April 5th**  
Chicken Pot Pie, Vegetable Salad, Mandarin Oranges
- Menu for April 7th**  
German Sausage, Sauerkraut, Peas, Peaches, Whole Wheat Roll

### Card Parties

- PINOCHLE**  
**3/23/2021**
1. MaryAnn Rawson  
2. Irene Agee  
3. Bob Lauer  
4. Joe Kolar  
300 Pinochle  
Ladies: MaryAnn Rawson  
Men: Bob Lauer  
9’s: Irene Agee
- 3/25/2021**
1. MaryAnn Rawson  
2. Ken Mifflin  
3. Irene Agee  
4. Joe Kolar  
300 Pinochle  
Ladies: MaryAnn Rawson

### TAHOE HILLBILLIES SWAP TACK



Progress / Lorie Palmer

Members and leaders of the Tahoe Hillbillies 4-H Club take part in the Prairie Posse 4-H Cub tack swap and sale March 13 at the Cottonwood Community Hall.

- Men: Ken Mifflin  
9’s: Irene Agee
- 3/27/2021**
1. Bob Lauer  
2. Shirley Yates  
3. Joe Kolar
4. MaryAnn Rawson  
300 Pinochle  
Ladies: MaryAnn Rawson  
Men: Joe Kolar  
Next Party Dates: 4/1 and 4/3 @ 6:30 p.m. 4/6 @ 1 p.m.

## Things Change

continued from page 2

valley.

### March 2, 1961 Clearwater Progress City Basketball Tournament Termed Success

The residents of Kamiah are very proud of their new gymnasium and the fact that a tournament can be held here. The crowds were well-behaved and good sports cheering on both teams of any given match and agreeing with the

referees in almost all cases. The unity of the Kooskia and Stites students with the building of the new school in that area really shows in their cheer section this year.

Now — The original 1961 gym at the high school is still in use. A second gym was added when the Kamiah Middle School was built. Kooskia and Stites students still attend the same Clearwater Valley School that was new in 1961.

### March 18, 1981 Clearwater Progress Progress Gives Survey Results for Kooskia

The Clearwater progress “Sound off” survey asked Kooskia city and rural residents 25 questions about life in Kooskia. The answer to a few of those questions: What do you like best about living here? A tie between good friendly people and outdoor recreation climate. Other responses were- small towns, less crime, fewer restrictions. What is your biggest gripe? 30 percent had no gripe, others were roads, lack of community and area pride, hippies moving in, out-of-staters moving in and trying to change the

lifestyle “and the way we are used to doing things.”

Now — Although we haven’t done a recent survey, still hearing a lot of complaints about people moving in trying to change things. Also hearing from some people moving here due to fewer restrictions.

### March 7, 2001 Clearwater Progress Fire Consumes historic Lochsa Lodge

The main building of the historic Lochsa Lodge, located at Powell near the Idaho-Montana border was destroyed by fire on Thursday morning, Feb. 28. The facility is located on national forest land and is operated under a special use permit by owners Donald and Gerry Denton. Firefighters were able to prevent the blaze from spreading to cabins and the store. Investigators believe the fire started in the chimney.

Now — The original lodge was built in 1929 by Andrew Erickson. After the 2001 fire the lodge was rebuilt and opened in May 2002. The lodge, cabins and gas station continue to operate and sold to new owners in January 2021.

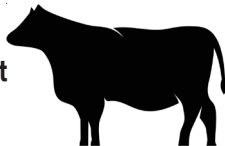
### Cottonwood Livestock Auction

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Annual Farm & Livestock Equipment  
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Brent Rowland, (208) 451-4415  
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Correction: Quilt of Valor

In last week’s Progress, a few mistakes were made in the front page story on a Quilt of Valor recipient.

The quilt recipient should have been named as Robert Lee Burdock, who served as 2nd Class in the U.S. Navy. In one of the photos, the person hugging Robert should have been listed as Julia Bates.

The Progress apologizes for the errors.

Progress moving to paid subscriptions starting April 15

The Clearwater Progress is moving to a paid subscription model starting with next Thursday’s April 15th edition.

For readers in Kamiah, Kooskia and Stites who receive the weekly newspaper in their mailboxes free each week, to continue receiving the Progress, they will need to subscribe, either by calling the office, 208-935-0838, or go online at [www.clearwaterprogress.com](http://www.clearwaterprogress.com).

Driving this, Progress publisher, Sarah Klement, explained it partly due to ever-rising postal rates, as well as from economic impacts that many businesses have been hit with as a result of the COVID-19

pandemic. Another part of the change is to provide pricing consistency for its readers.

“It’s kind of an odd model right now,” Klement said. “We have people getting it for free and people buying it for 75 cents at the stands. With this move, we’re just looking to, one, make sure we can sustain the local community newspaper, and, two, provide a model that’s consistent.”

“We would love to have you as a subscriber,” Klement continued. “It’s only \$33 a year to keep your local paper supported and bringing you the news of your communities each week.”

Proposal: Comment sought

continued from page 1

requested the use of Old Highway 7 from its intersections with ID 162 and U.S. Highway 95. This route is not being evaluated by ITD as it is under the jurisdiction of the Greencreek, Union Independent and Grangeville highway districts.

These highways are currently rated for commercial loads weighing up to 105,500 pounds. Analysis of the state routes by ITD subject matter experts found that allowing heavier loads on the specified highways could be accommodated without affecting safety or pavement conditions.

A similar application was filed by Arlo Lott of Montana in 2015, but included all of ID 13 from Kooskia to Grangeville,

according to ITD. After engineering analysis deemed the proposal would not negatively affect safety or pavement conditions, a public hearing was held and received significant public comment. The applicant later withdrew his request.

“While similar to an earlier application, the latest request excludes much of ID 13, which was the most controversial segment,” said Jan Vassar, the Idaho Transportation Board Member representing North Central Idaho. “Staff are approaching this proposal with fresh eyes, and as before, comments received will influence the decision regarding reclassification of the routes.”

The department is required to conduct an analysis and public hearing on all requests to operate 129,000-pound loads on the state highway system before the Idaho Transportation Board makes a final decision. The board could make a decision as early as May.

How to comment

The application, analysis by ITD and FAQs about 129,000-pound loads are available at [itd.idaho.gov/freight](http://itd.idaho.gov/freight). Comments are being sought until April 12 and can be submitted in the following ways:

- via [itd.idaho.gov/freight](http://itd.idaho.gov/freight)
- [officeofthechiefengineer@itd.idaho.gov](mailto:officeofthechiefengineer@itd.idaho.gov)
- PO Box 7129, Boise, Idaho 83707 to the attention of Scott Luekenga
- call 855-785-2499

Commenters can also call ITD Freight Program Manager Scott Luekenga at 208-334-8057 with questions.

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Final remarks promise voter reprisal at polls

Fifty confront commission for immediate 2A sanctuary proclamation

By Gary Altman  
The Clearwater Progress

GRANGEVILLE — Fifty petitioners packed in shoulder-to-shoulder last Tuesday, March 30, armed with 2,000 signatures, demanding the Idaho County Commissioners immediately declare Idaho County a “Second Amendment sanctuary.”

Five scheduled speakers read statements aimed at commission reluctance to officially endorse the proclamation. Some speakers targeted Commission Chair Skip Brandt’s Feb. 24 opinion piece in the Idaho County Free Press, criticizing the proclamation as possibly useless, redundant, or legally dangerous.

Brandt, self-quarantined, joined the meeting by conference phone. Speakers praised cooperating counties, blasted Biden anti-gun ploys and Governor Brad Little’s state shutdown, then lobbed rhetorical fire at skeptics of sanctuary status. Commissioner Denis Duman opened proceedings with the Pledge of Allegiance and a prayer for wisdom, then welcomed the first of five speakers.

Retired veterinarian Phil Volkman, read the petition: “We the people of Idaho County

hereby petition the ... Commissioners to declare Idaho County a Second Amendment sanctuary, with protections from outside governments that would infringe on these rights as described in the Constitution’ ... We currently have over 2,000 signatures [and] 15 cities and counties in Idaho who have passed sanctuary resolutions. Idaho County is on a list of three that have rejected this status ... Governor Little showed us last year he can shut down our freedoms with an emergency declaration on a questionable pandemic to qualify for federal funds ... Would he cave on gun rights for federal money threats?...”

Speaker Jo Hardy read a letter from military veteran John Whyte: “... I served my country for 30 years, supporting and defending the Constitution and the Bill of Rights ... currently under attack ... challenged at every level of government, especially with the current 9th Circuit Court ... I believe our forefathers were men of vision who knew we needed a second amendment to preserve and protect our Constitution and the Bill of Rights ...”

Speaker Mary Mangold rejected Brandt’s published opinion, saying: “A ... member of our group ... discovered a law, enacted

in 2003 [by commissioners]: Ordinance Number 45 ... passed in defiance of The Patriot Act [that] threatened to infringe constitutional rights ... [45] reads: ‘... The Bill of Rights and the Constitution for these United States of America, which is the supreme law of the land, shall be upheld and enforced within the boundaries of Idaho County; repugnant acts, ordinances, or regulations of government in clear contravention notwithstanding’ ... Using its contents might have been a great strategy to calm fears ...”

Speaker Craig Seegel read Jesie Schubert’s message: “... I came from a small town in Oregon, a conservative community ... [It] was taken over by people who had moved into the area and had more liberal ideas ... Now you can’t recognize our little town. It’s been transformed into a politically correct version of the cancel culture....”

Speaker Jon Aronson said, “One night my 17-year-old [daughter] asked me why we need such an effort here in Idaho County if the Bill of Rights is supposed to protect Constitutional rights ... I reverted the question back to her: ‘Why do you think it’s important?’ After a pause, [she said], ‘Because I’m losing the

fight and our rights’ ...”

Sheriff Ulmer distributed copies of Ordinance 45, which he described as “a hidden gem ...reaffirming ... we will support the whole Constitution ...”

Duman promised: “We will take what has been said under consideration ... we have a [pending] resolution .... affirming our support for Ordinance Number 45 ...”

“How does that answer 2,000 signatures?” someone asked.

Volkman retorted that if 2,000 signatures isn’t enough, “We can get more.”

One challenger quoted Second Amendment language “... a well-regulated militia”: “... Are we ‘well-regulated’?”

Volkman was again recognized: “... 2,000 people — so far — want this ... What they’ve signed is the sanctuary status. It’s not a new law; it’s not a new ordinance; it’s a declaration ...”

Final remarks left promised voter reprisal at the polls for commission inaction. Duman announced: “Alright, folks, I know there’s a lot of comments, but we have to move on with the rest of our agenda ...” That included a support letter for Hells Canyon Recreation and a postponed executive session with State Insurance Representative Alicia Ray.

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Comment on proposed changes to commercial trucking limits on ID-13, ID-162 and US-12

MARCH 29 - APRIL 12

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## Comment period open for proposed changes to commercial trucking limits on some Idaho County highways

Posted on March 29, 2021 by Megan Jahns



The Idaho Transportation Department is hosting a virtual public hearing to collect comments on a proposal to reclassify several highways in Idaho County as legal for carrying heavier loads. If approved, these highways could support commercial loads weighing up to 129,000 pounds.

KBC Trucking of Kooskia submitted an application to ITD earlier this month requesting the reclassification of the following routes to allow for more efficient transport of logs and lumber to Boise Valley:

- Idaho Highway 13 from the KBC Trucking yard at milepost 24.4 to its intersection of US-12 outside of Kooskia
- US-12 from Kooskia to Kamiah
- Idaho Highway 162 from Kamiah to its intersection with Old Highway 7

The applicant has also requested the use of Old Highway 7 from its intersections with ID-162 and US-95. This route is not being evaluated by ITD as it is under the jurisdiction of the Greencreek Highway District, Union Independent Highway District and Grangeville Highway District.

These highways are currently rated for commercial loads weighing up to 105,500 pounds. Analysis of the state routes by ITD subject matter experts found that allowing heavier loads on the specified highways could be accommodated without affecting safety or pavement conditions.



A similar application was filed by Arlo Lott of Montana in 2015 but included all of ID-13 from Kooskia to Grangeville. After engineering analysis deemed the proposal would not negatively affect safety or pavement conditions, a public hearing was held and received significant public comment. The applicant later withdrew his request.

“While similar to an earlier application, the latest request excludes much of ID-13, which was the most controversial segment,” said Jan Vassar, the Idaho Transportation Board Member representing North Central Idaho. “Staff are approaching this proposal with fresh eyes, and as before, comments received will influence the decision regarding reclassification of the routes.”

The application, analysis by ITD and FAQs about 129,000-pound loads are available at [itd.idaho.gov/freight](http://itd.idaho.gov/freight). Comments are being sought until April 12 and can be submitted in the following ways:

- via [idaho.gov/freight](http://idaho.gov/freight)
- by emailing [officeofthechiefengineer@itd.idaho.gov](mailto:officeofthechiefengineer@itd.idaho.gov)
- mailed to PO Box 7129, Boise, Idaho 83707 to the attention of Scott Luekenga
- recorded by calling (855) 785-2499

Commenters can also call ITD Freight Program Manager Scott Luekenga at (208) 334-8057 with questions.

The department is required to conduct an analysis and public hearing on all requests to operate 129,000-pound loads on the state highway system before the Idaho Transportation Board makes a final decision. The board could make a decision as early as May.

[Edit](#)

## RELATED POSTS

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### COMMENT PERIOD OPEN FOR PROPOSED CHANGES TO COMMERCIAL TRUCKING LIMITS ON SOME IDAHO COUNTY HIGHWAYS



Idaho Transportation Department (ITD)

...

March 29 · 🌐

Several highways in Idaho County could be approved for heavier truck traffic. Review the proposal now through April 12 and share your thoughts.

MORE: <https://itd.idaho.gov/.../comment-period-open-for-proposed-c.../>



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**129,000 Pound Route  
Public Comments  
Case# 202006ID6**

**E-MAILS**

**Name: Jerry Litchfield**

Phone Number: 208-451-0987

E-mail: Jerpeg@startmail.com

Specific Route: SH-13, US-12 & SH-162

Date: 3/27/2021

Please do not raise the load limits on highway 13. If you were to drive 13 you would see that this is already one of the worst maintained highways in the state and with no help coming from the fed raising the load limits would make this highway a four wheel drive route for sure. Also the section along the Southfork is too narrow for more big truck traffic.

Jerry Litchfield  
591 Pleasant Valley Rd  
Clearwater, ID 83552

(208) 451-0987  
jerpeg@startmail.com

**Name: Glen Scott Swearingen & Pamela S. Swearingen**

Phone Number: Provided

E-mail: gscott.swearingen@hughes.net

Specific Route: SH-13, US-12 & SH-162

Date: 3/29/2021

Mr. Luekenga,

We are in favor of the proposals to reclassify sections of ID 13, ID 162, and US 12 for loads up to 129,000 lbs. As long as companies pay the tax and the road is maintained to current standards with those revenues we believe it will be a win for everybody. Economically, the Clearwater Valley depends heavily on KBC trucking. We do want to be clear that we are not and never have been associated with KBC. We have never been commercial owners or operators, however, we are educated about safely sharing the roads with large truck-tractors and trailers.

The roads primary purpose is commerce. Let's use them.

**Name: Daryl Kinzer**

Phone Number: Provided

E-mail: dardonkinzer@gmail.com

Specific Route: SH-13, US-12 & SH-162

Date: 3/29/2021

If the weight of loads increase, the breaking power & distance decreases if the speed is the same. Hwy 162 already has issues from Red Rock rd. to Winona that have been there since 162 was rebuilt.

Plus if the state allows that route, the loads would then continue on Hwy Districts roads that have less money for repairs.

I drive that route a lot and I'm not in favor of the 129,000 # loads  
Daryl Kinzer

**Name: Tim E. Christopherson**

Phone Number: Provided

E-mail: dabco@connectwireless.us

Specific Route: SH-13, US-12 & SH-162

Date: 3/30/2021

Kooskia down Highway 12 to Kamiah, through Kamiah, then up Highway 162? Not sure if the county road districts will let this happen. My concern is the grade, 80,000 lbs log trucks beat 162 up a few years back. The ITD fixed the shoulder damage. But my fear is that it will happen again. Also with the increased truck traffic with very limited passing around a longer truck. Then there is winter, log trucks will choose 162 when its snow covered.

In my opinion these items need to be addressed ...before 129000 trucks run on this route.

Thank you for your time,

Tim E. Christopherson

**Name: Teresa Seloske**

Phone Number: None Provided

E-mail: tseloske@gmail.com

Specific Route: SH-13, US-12 & SH-162

Date: 3/29/2021

I just read an article about a company seeking to have large loads on our local roads. I do NOT support large loaded vehicles anywhere on Highway 7. Our highway dept. doesn't have the money to properly maintain this small highway as it is, and putting large loaded vehicles on it would destroy the highway.

Teresa Seloske

**Name: Mrs. Abigail Haight**

Phone Number: None Provided

E-mail: haight@johnbosco.org

Specific Route: SH-13, US-12 & SH-162

Date: 3/30/2021

To whom it may concern,

Given the recent mill closures in the city of Kamiah (Blue North) the log industry as well as the town's economy was dealt a large blow. As a citizen of Kamiah, and the great state of Idaho, I am entirely in favor of reclassifying the highways to allow log trucks to travel them, and continue commerce, logging and other industries in our area. I am all in favor of supporting our hard-working log truck drivers, loggers, and all invested in renewable agriculture in this great state. Please note that my husband is a large diesel mechanic, who works on logging equipment, log trucks, farming and agriculture equipment, etc. and the trickledown effect applies largely to us, as it does other people invested in the Kamiah/Kooskia area who are largely affected by the logging industry. Please know that an investment in the roads, and log truck industry is also an investment in the Clearwater Region.

Thank you for reaching out and asking for input on this proposal. It is my great hope that many people will reach back to you with positive influences and acceptance.

Sincerely,

Mrs. Abigail Haight,

Teacher, Ranch wife, Kamiah resident, and devoted Idahoan.



**Name: Jim McIver**

Phone Number: None Provided

E-mail: jdmcive@gmail.com

Date: 3/30/2021

I'm opposed to heavier loads on any Idaho highway because, they tear up the roads faster, are not as safe, and put truck drivers out of work.

-Jim McIver

Lewiston Id

**Name: Edward Clark**

Phone Number: None Provided

E-mail: eaclark2@outlook.com

Date: 3/31/2021

I am opposed to the KBC weight increase request for Highway 162. The longer trucks going up Seven-mile canyon will cause a hardship on local traffic. The trucks are too long to pass safely and with the slower speed going up the grade is a serious hazard.

**Name: Lucky Brandt**

Phone Number: None Provided

E-mail: luckybrandt@gmail.com

Specific Route: SH-13, US-12 & SH-162

Date: 4/4/2021

Please approve the request of KBC Trucking to increase the weight limits in the Kooskia and Kamiah area. They are an important employer in this area. They have first class equipment and first class drivers. I believe the increase will have minimal additional wear on the highway and will allow them to be more efficient in hauling. Thanks

Lucky Brandt

4613 Highway 13

Kooskia, ID 83539

**Name: LaVerne Willey**

Phone Number: None Provided

E-mail: idwilley1@gmail.com

Specific Route: SH-13, US-12 & SH-162

Date: 4/5/2021

Your proposal to increase trucking load limits on US 12, Idaho Highway 162 and Idaho Highway 13 is a VERY BAD idea! It will destroy the roads mentioned by excessive load weights. Those roads aren't designed to support heavy truck loads and increased numbers of heavy loads. Those are narrow roads and it would make it more dangerous for other users to meet or pass these large truck loads. It's not a solid plan. The only ones who would benefit are the truckers themselves by increasing their volume to the mills.

Don't do this. Are you prepared to widen and repair those roads on a regular basis?? Those roads are already in poor condition due to additional traffic.

Please pay attention to the local residents who will be the ones who travel on torn up roads and all those overweight loads.

Thank you for allowing me to comment.



LaVerne Willey  
4168 Highway 12  
Kamiah, Idaho

**Name: Craig Roach**

Phone Number: None Provided

E-mail: craig\_03@hotmail.com

Specific Route: SH-13, US-12 & SH-162

Date: 4/5/2021

I would like to give a comment about KBC trucking's proposal to haul 129,000 pound loads on the local highways near me. I do not believe this is a good idea and that it should not be approved by the Idaho Transportation Department.

Yes, the trucks hauling these heavier loads have more axles and are better distributed but, they still only have one driver axle and when going up the grades and hills along this route will cause additional damage. Also, in several places this route is proposed it goes along Highway District roads and those roads are not built to the capacity as the State Highways. These small Highway Districts do not have the funds or ability to maintain their roads nor should have to fix the damage caused by these trucks. Along with that, the State Highways in Idaho have been suffering enough already and I do not feel the taxpayers of Idaho and of these small Highway Districts should have to take on the burden of additional road costs just so the bottom line of KBC trucking (aka the owners of 3 mills) can be more profitable.

Craig Roach

**Name: Phillip Kelley**

Phone Number: None Provided

E-mail: phillipakelley@icloud.com

Specific Route: SH-13, US-12 & SH-162

Date: 4/5/2021

Greetings,

I am writing to comment on the Highway 12, 162 & 7 reclassification for heavier loads, as has been applied for by KBC trucking, to 129,000 lbs.

I am IN FAVOR of such a reclassification.

KBC is an outgrowth of local investments (CFI Lumbers) that have benefited this valley for 30+ years. In these difficult times it is very important that business can maximize their ability to stay solvent and viable; carrying heavier loads in one of these ways to offset rising fuel and labor costs.

Thank you for taking our comments on the subject.

Sincerely,

Phillip Kelley

**Name: Mayor Betty Heater / Mike Tornatore (Depty Clerk)**

Phone Number: 208-926-1486

E-mail: mtornatore@cityofkamiah.org

Specific Route: SH-13, US-12 & SH-162

Date: 4/6/2021

From Mayor Betty Heater,

After spending time researching the details for KBC Trucking's request for reclassification to increase weight loads for several highways there are several concerns.

1. Incident safety reports related to existing 105,000lbs loads.
2. Some Special Permits have already been issued and by granting permission for this request it will open the door for all other trucking companies to increase load weight to 129,000lbs.
3. Drivers of vehicles that pull out in front of loaded trucks creating very dangerous situations.
4. Trucks already have slow pulls up steep grades on highways will be negatively impacted by additional weight loads.
5. Stopping distances for trucks with increased weight loads will be impacted causing a more dangerous driving condition.
6. Braking due to increased weight loads will increase noise decibel levels substantially.
7. Wear and tear on already deteriorating road conditions will have a huge impact for the highways.
8. Hwy 162 and Old Hwy 7 are already receiving a great deal of wear and tear that will only be compounded by the increased weight loads. Many people also pull in and out of driveways and the increased weight loads will significantly impact the potential for dangerous safety conditions.
9. The City of Kamiah will directly be impacted at the intersection of Hill and 4<sup>th</sup> Street. The current weight loads of 80,000lbs-105,000lbs already has deteriorated the road conditions and by allowing the weight to increase to 129,000lbs will certainly have a huge negative impact further deteriorating already poor road conditions.

As Mayor for The City of Kamiah my first concern for everyone is safety, and it is also my position to protect quality of life and property values for those who might be impacted by this request by KBC Trucking to reclassify several highways.

Sincerely,

Mayor Betty Heater.

Mike Tornatore, Deputy Clerk

Phone 208-926-1486

E-Mail: mtornatore@cityofkamiah.org

**Name: Joshua Palken**

Phone Number: None Provided

E-mail: vom357@gmail.com

Specific Route: SH-13, US-12 & SH-162

Date: 4/6/2021

I live in Elki City and travel to and from this area all the time - Kamiah to Kooskia to Grangeville etc.

The big trucks here (especially logging trucks) are already out of control and no further expansion of use is reasonable. Sorry to say that some rude and aggressive truck drivers make them all look bad and there is little or no enforcement of safety rules anyway. Some drivers are ROAD BULLIES who laugh at the stuff they pull off - everyone sees it.

Roads are narrow and many dangerous spots - plenty of bad weather too

Roads are on constant need of repair which backs up traffic terribly - MORE weight and more repair is not good - add to safety issue and this request is easy - REJECTED.

Thanks for your consideration.

Sincerely  
Joshua Palken  
Elk City ID

**Name: Frances Conklin**

Phone Number: None Provided  
E-mail: frances@dogbarkparkinn.com  
Specific Route: SH-13, US-12 & SH-162  
Date: 4/6/2021

I do not support raising the weight limit on the 3 roads in Idaho County to accommodate heavier log loads on ID-13, US-12 & ID-162. These roads have narrow shoulders, many curves, frequent short sight distances & are often subject to hazards of erosion, icing, and drifting snow with little room for driver mishaps or errors all while traffic volume has increased in recent years without significant improvements to these roads.

Thank you.

Frances Conklin  
2421 Business Loop 95  
Cottonwood IDAHO 83522

**Name: Hazel Eggers**

Phone Number: None Provided  
E-mail: loseth73@gmail.com  
Specific Route: SH-13, US-12 & SH-162  
Date: 4/7/2021

I strongly oppose the reclassification of Highway 13 to the ID-13/US-12 intersection outside of Kooskia, US-12 from Kooskia to Kamiah and Idaho Highway 162 from Kamiah to its intersection with Old Highway 7. These roads were not built to handle the heavy loads. We have to protect the roads we have as there is not money for major repairs that will come up with heavy loads. Thank you for the opportunity to comment. Hazel Eggers

**Name: Craig Jones**

Phone Number: None Provided  
E-mail: carnes3121955@icloud.com  
Specific Route: SH-13, US-12 & SH-162  
Date: 4/8/2021

Definitely no!!! Road r already pot holed and messed up enough, if the trucking companies have 2 pay 2 repave and fix roads than fine. Otherwise he'll no!!

**Name: Patricia Goetz**

Phone Number: 208-816-0045

E-mail: nipntuckstede@hotmail.com

Specific Route: SH-13, US-12 & SH-162

Date: 4/9/2021

To: Office of the Chief Engineer

As an individual who drives Highway 162, I do not believe it is feasible or safe to have such heavy, long loads on Highway 162. Several miles of the highway is confined in the bottom of a narrow canyon and has a steep, winding road grade. There are no passing lanes for lighter traffic which is already dangerously held up by heavy loads unable to maintain reasonable speeds up or down the grade.

I realize KBC's alternative is utilizing US Highway 12 to Arrow Bridge, but I hope you take into consideration Highway 162's inherent geographical inadequacies, physical limitations, and already heavy traffic patterns and don't issue this special permit.

Thank you,

Patricia Goetz

PO Box 1025

Kamiah ID 83536

208-816-0045

**Name: Dr. John Conca**

Phone Number:

E-mail: drjbc7@gmail.com

Specific Route: SH-13, US-12 & SH-162

Date: 4/10/2021

I am submitting my comment on the Proposal of 129,000 pound loads on Hwys 13 & 12 ID162, Old Hwy 7 and US95.

After reading the detailed article in our local paper "The Clearwater Progress" of April 8, 2021, I discussed this with my household and we do not want this proposal to go through, as is, for the following reasons. It seems that some of these roads are rated only for 105,500 pound loads. The additional 10-11 tons would have a significant impact on the road wear. A 20% increase in load also calls into question the safety of motion dynamics of a 20% heavier load around some of the corners, especially on ID 162, even in dry conditions.

I am very concerned with the Proposal's impact on the infrastructure of the local roads. What is the wear impact on a lower rated road when adding 10-12 tons per truck? The ITD's road rating, as described, is suspect also; how can a road be rated for 105,500 pounds and expect to hold up to punishment of 20% heavier loads? You can bet, if this proposal is passed, these increased loads will become routine. Theoretically, at least, the 20% higher loads will wear out the road surface and road bed at a rate at least 20% faster. Drivers of regular cars and pick-up trucks will suffer the financial strain of worn shocks, flats and probably higher taxes at the gas pump for road repairs and infrastructure upgrades.

One possible alternative to this proposal is for the Timber and Lumber companies to hire more truckers, thus keeping the individual loads within the 105,500 pound rating and moving more materials safely. Please include our comments as a "No thanks!" on this increased payload proposal.

Regards,

John Conca

Kamiah

**Name: Jon Haupt**

Phone Number: Not Provided

E-mail: [hauptam@hotmail.com](mailto:hauptam@hotmail.com)

Specific Route: SH-13, US-12 & SH-162

Date: 4/10/2021

Hi, my name is Jon Haupt. I live east of Kamiah about 0.5 mile from Highway 12. I am against truckloads of up to 129,000 lbs being allowed on Highway 12. I have observed overloaded log trucks swaying from side to side while driving Highway 12, fortunately the trucks did not overturn and cause an accident. Overloaded trucks driving around sharp corners on Highway 12 are a hazard to all vehicles, especially vehicles driving in the opposite direction.

Sincerely.

Jon Haupt

P.O. Box 1383

Kamiah, ID 83536

**Name: Paul Hespen**

Phone Number:

E-mail: [pwhespen@gmail.com](mailto:pwhespen@gmail.com)

Specific Route: SH-13, US-12 & SH-162

Date: 4/11/2021

DEAR SIRs:

I would like to see this request denied to allow for this company to carry the commercial loads of 129K on our local highways. I have had encounters with their trucks traveling on other local roads that are posted with length limits, such as Lukes gulch road between Stites and Grangeville at 4am. Signs are posted with load length of 40' and was almost ran off the road by one of their lumber trucks. I understand they want to be safe but the over length trucks definitely cause hazards on our local roads.

Thank you,

Paul Hespen

**Name: Don Gilbert**

Phone Number: 206-713-4064

E-mail: [789gibby@gmail.com](mailto:789gibby@gmail.com)

Specific Route: SH-13, US-12 & SH-162

Date: 4/11/2021

In the past I have seen projects that seemed like a good idea and turned into a mess over time because there was no provision for funding future maintenance.

Although US-12 between Kamiah and Orofino is not under consideration, it is an example of poor maintenance. I spend too much time trying to look for and avoid potholes and it is a driving distraction.

I am concerned that increasing the load limits to reduce KBC's costs on the subject highways will result in road damage.

I am not in favor of the increase.

Don Gilbert

[789Gibby@Gmail.com](mailto:789Gibby@Gmail.com)

206.713.4064

**Name: Bonnie Schonefeld Alan Schonefeld**

Phone Number: 208-926-0921

E-mail: [lochsa2@gmail.com](mailto:lochsa2@gmail.com)

Specific Route: SH-13, US-12 & SH-162

Date: 4/13/2021

This email is in response to your request for comments on proposed 129k truck routes in N. Central Idaho.

None of these roads should be approved for 129k loads. A similar truck route was proposed in 2015 and was denied, in part due to public comment against approval. Nothing much has changed in the last six years. The roads are narrow and pullouts, passing lanes, and turn lanes are almost nonexistent. U.S Highway 12, while the largest road in the proposal is still only 2 lanes wide with no passing lanes. According to IDT's inspections, sections of all the routes being requested are in fair to poor condition.

As residents of Idaho County we encounter commercial vehicles on a daily basis. We also encounter a lot of rough pavement, potholes, no shoulders, rolling rocks, down trees and animals in the road. The longer and heavier the truck the harder it is for passenger vehicles to navigate our inherent road and weather conditions.

Please keep the current road restrictions in place and do not increase them to 129K.

Sincerely,  
Bonnie Schonefeld  
Alan Schonefeld  
889 Big Cedar Rd  
Kooskia, ID 83539  
208-926-0921  
[lochsa2@gmail.com](mailto:lochsa2@gmail.com)

**Name: Falisa Wolfe**

Phone Number: Not Provided

E-mail: [wolfepac2@oakleyone.com](mailto:wolfepac2@oakleyone.com)

Specific Route: SH-13, US-12 & SH-162

Date: 4/24/2021

Please do not approve the 129,000-pound loads on our roads.

It would be incredibly costly to individual drivers and the county/state  
It would worsen the already dangerous safety factor for big rigs and other drivers  
KBC Trucking is only looking out for their pocket book- not public safety

Thanks  
Falisa

**Name: Darlene Malone**

Phone Number: Not Provided

E-mail: [bible4love777@hotmail.com](mailto:bible4love777@hotmail.com)

Specific Route: SH-13, US-12 & SH-162

Date: 4/24/2021

I am emailing you to request that you vote no on allowing these trucks weighing 129,000 pounds to drive on our roads and highways that are designed to hold up to 105,000 pounds. The damage to our roads would be extremely damaging and the cost to repair them afterward would be horrendous and a big financial burden on the tax payers!



I sincerely hope you will listen to the voice of the people and do the right thing for our roads by voting No in the board meeting scheduled on May 19th.

Sincerely,

Darlene Malone

## **Phone**

**Name: Jamie Burton Willy**

Phone Number (208) 935-5691

Specific Route: SH-13, US-12 & SH-162

Date: 3/30/2021

Yeah this is Jamie Burton Willy in Kamiah. 4168 Highway 12. And we live along Highway 12, and I've lived here all my life. And I think the load limit right now is at 79,000, and I'm not positive about that, but our roads are not built for 129,000 pounds. It's not the price that they're giving for the logs or whatever, or whatever they're hauling, it's just that the roads are not equipped. If you take a look at them right now, they're coming apart, and I don't think there's any way that they could up it to 129,000. So anyway if there's any comment call me area code (208) 935-5691. Thank you very much.

**Name: Jamie Burton Willy**

Phone Number: Not given

Specific Route: SH-13, US-12 & SH-162

Date: 3/31/2021

Yes I would like to vote no on this because taxpayers don't want to pay for KBC driving up and down the highway. Thank you. Bye.

**Name: Elroy Moffett**

Phone Number: Not given

Specific Route: SH-13, US-12 & SH-162

Date: 4/4/2021

I'm representing a member of the Nez Perce Tribe of Idaho. I don't want to have this reclassification. The truckers don't seem to care about anybody else but themselves on the road. Thank you.

**Name: Dave Subert**

Phone Number: 208-451-4340

Specific Route: SH-13, US-12 & SH-162

Date: 4/12/2021

Dave Subert, Cottonwood area, and ah, I just want to leave a call. The highways we have that your considering on putting more tonnage on, I think the bases are good, but the top asphalt on a lot of them won't handle it and they will just ah, I think you know what I mean already. When it gets warm they'll be just like a rubber band in places. Any way please give me a call if you want any more comment. My name is Dave Subert, from the Cottonwood area.

Dave Subert

208-451-4340

Cottonwood

**Name: Orville Martin**

Phone Number: 208-926-4935

Specific Route: SH-13, US-12 & SH-162

Date: 4/13/2021

Hi Scott, this is Orville Martin

I live at Clearwater Idaho, I've lived around here all my life. And as far as putting heavy loads on the road, have you guys looked at the road from Kamiah to Greer? How it's pushing up, corners are pushing out because of the load on them. The base on those roads are not made for anything over 80,000 and you're

putting 102,000 on them now. And also the 95, this side of Criagmont between there and Ferdinand that's gone to heck again, Their constantly repairing on I don't know how they will possible put heavier loads on those because I drove truck a lot, I drove a lot of heavy lowboy and you start bouncing on the roads when you have a hole you're going to have another hole. I'm against putting any more weight on those roads. I really think you need to take a trip and look those holes over good.

**Name: Mrs. Dains**

Phone Number: 208-451-4650

Specific Route: SH-13, US-12 & SH-162

Date: 4/13/2021

I've been in Kamiah for quite a while. We take highway 12 and highway 7. They re-did these highways and did a great job. I'm very concerned with the safety and impact of the heavy loads on the highway. My husband and I drive these roads all the time and have had issues with trucks, particularly on Highway 7 and Highway 12. I am neither for nor against truckers, but I am very concerned with the safety and impact of these heavy trucks.

## Megan Jahns

---

**From:** ITDNews@itd.idaho.gov  
**Sent:** Tuesday, April 20, 2021 7:24 AM  
**To:** Megan Jahns  
**Subject:** Subcommittee for the Idaho Transportation Board to review reclassification of Idaho County highways on Thursday



**4/20/2021**

Contact:  
Megan Jahns  
ITD Office of Communication  
208 772-1295  
megan.jahns@itd.idaho.gov

### **Subcommittee for the Idaho Transportation Board to review reclassification of Idaho County highways on Thursday**

LEWISTON – The Idaho Transportation Board 129,000 Pound Route Subcommittee will meet **Thursday, April 22** to review an application to reclassify the weight limits of several highways in Idaho County. After review, the subcommittee could provide a recommendation to the Idaho Transportation Board, which will make a final decision on the reclassification, or require further analysis by the department.

The subcommittee will convene at 12:15 p.m. PT / 1:15 p.m. MT in Jerome to discuss engineering analysis completed by department staff and comments received during the public hearing process.

The meeting will be held at the Idaho Department of Fish and Game office at 324 South 417 East, but members of the public may participate remotely via instructions located on the [agenda](#). Since this meeting will be held after the Idaho Transportation Board [meeting](#), participants should be prepared for any scheduling changes.

Public comments were sought in March and April on the application submitted by KBC Trucking to increase the limits on the following highways from 105,500 pounds to 129,000 pounds:

- Idaho Highway 13 from the KBC Trucking yard at milepost 24.4 to its intersection of US-12 outside of Kooskia
- US-12 from Kooskia to Kamiah
- Idaho Highway 162 from Kamiah to its intersection with Old Highway 7

The applicant has also requested the use of Old Highway 7 from its intersections with ID-162 and US-95. This route is not being evaluated by ITD as it is under the jurisdiction of the Greencreek Highway District, Union Independent Highway District and Grangeville Highway District.

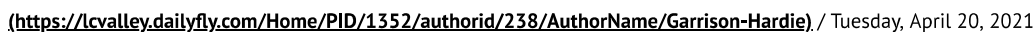
No further public comment will be taken at the subcommittee meeting.

[Download a photo of Seven Mile Canyon on ID-162.](#)

The application, analysis by ITD and FAQs about 129,000-pound loads are available at [itd.idaho.gov/freight](http://itd.idaho.gov/freight).

A final decision by the Idaho Transportation Board could be made as early as the next regular board meeting on May 19.

# # #



The application, analysis by ITD, and FAQs about 129,000-pound loads are available at [itd.idaho.gov/freight](https://itd.idaho.gov/freight) (<https://itd.idaho.gov/freight/>).



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## Transportation Board to Review Reclassification of Idaho County Highways on Thursday

Apr 20, 2021



Photo: Idaho Transportation Department

LEWISTON – The Idaho Transportation Board 129,000 Pound Route Subcommittee will meet Thursday, April 22 to review an application to reclassify the weight limits of several highways in Idaho County. After review, the subcommittee could provide a recommendation to the Idaho Transportation Board, which will make a final decision on the reclassification, or require further analysis by the department.

The subcommittee will convene at 12:15 p.m. PT / 1:15 p.m. MT in Jerome to discuss engineering analysis completed by department staff and comments received during the public hearing process.

The meeting will be held at the Idaho Department of Fish and Game office at 324 South 417 East, but members of the public may participate remotely via instructions located on the agenda. Since this meeting will be held after the Idaho Transportation Board meeting, participants should be prepared

for any scheduling changes.



Public comments were sought in March and April on the application submitted by KBC Trucking to increase the limits on the following highways from 105,500 pounds to 129,000 pounds:

- Idaho Highway 13 from the KBC Trucking yard at milepost 24.4 to its intersection of US-12 outside of Kooskia
- US-12 from Kooskia to Kamiah
- Idaho Highway 162 from Kamiah to its intersection with Old Highway 7



The applicant has also requested the use of Old Highway 7 from its intersections with ID-162 and US-95. This route is not being evaluated by ITD as it is under the jurisdiction of the Greencreek Highway District, Union Independent Highway District and Grangeville Highway District.

No further public comment will be taken at the subcommittee meeting.

The application, analysis by ITD and FAQs about 129,000-pound loads are available at [itd.idaho.gov/freight](http://itd.idaho.gov/freight).

A final decision by the Idaho Transportation Board could be made as early as the next regular board meeting on May 19.

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The advertisement features a photograph of the Grangeville Health & Rehabilitation building, a single-story structure with a prominent central entrance and large windows. The building is set against a clear sky. The text is overlaid on the top half of the image, with the phone number and call-to-action in a dark box.

[https://www.idahocountyfreepress.com/news/subcommittee-of-idaho-transportation-board-to-review-reclassification-of-idaho-county-highways-april-22/article\\_c39caa08-a2ee-11eb-81ea-937bab6c8a63.html](https://www.idahocountyfreepress.com/news/subcommittee-of-idaho-transportation-board-to-review-reclassification-of-idaho-county-highways-april-22/article_c39caa08-a2ee-11eb-81ea-937bab6c8a63.html)

## Subcommittee of Idaho Transportation Board to review reclassification of Idaho County highways, April 22

Apr 21, 2021



LEWISTON – The Idaho Transportation Board 129,000 Pound Route Subcommittee will meet Thursday, April 22 to review an application to reclassify the weight limits of several highways in Idaho County. After review, the subcommittee could provide a recommendation to the Idaho Transportation Board, which will make a final decision on the reclassification, or require further analysis by the department.

The subcommittee will convene at 12:15 p.m. PT / 1:15 p.m. MT in Jerome to discuss engineering analysis completed by department staff and comments received during the public hearing process.

The meeting will be held at the Idaho Department of Fish and Game office at 324 South 417 East, but members of the public may participate remotely via instructions located on the agenda. Since this meeting will be held after the Idaho Transportation Board meeting, participants should be prepared for any scheduling changes. No further public comment will be taken at the meeting.

Public comments were sought in March and April on the application submitted by KBC Trucking to increase the limits on the following highways from 105,500 pounds to 129,000 pounds:

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- Idaho Highway 162 from Kamiah to its intersection with Old Highway 7

The applicant has also requested the use of Old Highway 7 from its intersections with ID-162 and US-95. This route is not being evaluated by ITD as it is under the jurisdiction of the Greencreek Highway District, Union Independent Highway District and Grangeville Highway District.

The application, analysis by ITD and FAQs about 129,000-pound loads are available at [itd.idaho.gov/freight](http://itd.idaho.gov/freight).

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A final decision by the Idaho Transportation Board could be made as early as the next board meeting on May 19.



FEATURED

## Board to review proposed weight limit changes on Idaho County highways

Tribune

Apr 21, 2021

GRANGEVILLE — A subcommittee of the Idaho Transportation Board will meet Thursday to review an application to reclassify the weight limits of several highways in Idaho County.

The subcommittee could provide a recommendation to the state board, which could make a decision at its next regular meeting in May.

The highways under consideration for increasing trucking limits from 105,500 pounds to 129,000 pounds include:

State Highway 13 from the KBC Trucking yard at milepost 24.4 to its intersection of U.S. Highway 12 near Kooskia.

U.S. Highway 12 from Kooskia to Kamiah.

State Highway 162 from Kamiah to its intersection with Old Highway 7.

The applicant, KBC Trucking of Kamiah, has also requested use of Old Highway 7 from its intersection with State Highway 162 and U.S. Highway 95. This route is not being evaluated by the Idaho Transportation Department because it is under the jurisdiction of the Greencreek Highway District, Union Independent Highway District and Grangeville Highway District.

Public comments on the application were sought in March and April. No further comment will be accepted at the subcommittee meeting, which will be held at the Idaho Department of Fish and Game office at 324 S. 417 East St. in Jerome, beginning at 12:14 p.m. PST Thursday. Members of the public may participate remotely by contacting the Idaho Transportation website at: **itd.idaho.gov**.

Since the meeting will be held following the board meeting, scheduling changes could occur.



## Subcommittee for the Idaho Transportation Board to review reclassification of Idaho County highways on Thursday

Posted on April 19, 2021 by Megan Jahns



The Idaho Transportation Board 129,000 Pound Route Subcommittee will meet **Thursday, April 22** to review an application to reclassify the weight limits of several highways in Idaho County. After review, the subcommittee could provide a recommendation to the Idaho Transportation Board, which will make a final decision on the reclassification, or require further analysis by the department.

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The applicant has also requested the use of Old Highway 7 from its intersections with ID-162 and US-95. This route is not being evaluated by ITD as it is under the jurisdiction of the Greencreek Highway District, Union Independent Highway District and Grangeville Highway District.

No further public comment will be taken at the subcommittee meeting.

The application, analysis by ITD and FAQs about 129,000-pound loads are available at [itd.idaho.gov/freight](http://itd.idaho.gov/freight).

A final decision by the Idaho Transportation Board could be made as early as the next regular board meeting on May 19.

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### I-84 BRIDGE REPAIRS TO BEGIN NEXT WEEK IN GOODING, JEROME, MINIDOKA AND CASSIA COUNTIES



## Idaho Transportation Department (ITD)



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Public input sought last month on a proposal to increase commercial weight limits for some Idaho County highways will be reviewed by a subcommittee on Thursday.

Tune in by following this link: <https://itd.idaho.gov/.../subcommittee-for-the-idaho-transpo.../>



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Public input sought last month on a proposal to increase commercial weight limits for some Idaho County highways will be reviewed by a subcommittee on Thursday.

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<b>Link clicks</b>	<b>1</b>
clicks on a URL or Card in this Tweet	



## Megan Jahns

---

**From:** Idaho Transportation Department <megan.sausser@itd.idaho.gov>  
**Sent:** Tuesday, April 20, 2021 7:29 AM  
**To:** Megan Jahns  
**Subject:** Subcommittee review



**Your Safety • Your Mobility  
Your Economic Opportunity**

**Subcommittee to meet**

**April 20, 2021**



**Subcommittee to review**



## reclassification on Thursday

The Idaho Transportation Board 129,000 Pound Route Subcommittee will meet **Thursday, April 22** to review an application to reclassify the weight limits of several highways in Idaho County. After review, the subcommittee could provide a recommendation to the Idaho Transportation Board, which will make a final decision on the reclassification, or require further analysis by the department.

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No further public comment will be taken at the subcommittee meeting.

The application, analysis by ITD and FAQs about 129,000-pound loads are available at [itd.idaho.gov/freight](http://itd.idaho.gov/freight).

A final decision by the Idaho Transportation Board could be made as early as the next regular board meeting on May 19.



You are receiving this email due to your anticipated interest in reclassification of these routes.



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Idaho Transportation Department | 2600 Frontage Road, Lewiston, ID 83501

[Unsubscribe megan.jahns@itd.idaho.gov](mailto:megan.jahns@itd.idaho.gov)

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