

Idaho 75 Written Comments

I oppose the proposal to allow larger, heavier trucks on highways 93 and 75. My focus here is 75.

I have driven 75 many, many times as a resident of Hailey, Idaho. I have run that road in the Sawtooth Relay and I have biked it. While driving, I have dodged deer and elk and dogs and people. So, I have had close views and winter and summer experience.

The road gets a lot of use. There are deer and elk crossing daily. There are people hauling campers and boats all summer to the Sawtooths coming from Twin Falls and the Wood River Valley. There are people hauling snowmobiles all winter. There are people driving summer and winter slowing and turning into Galena Lodge and other parking areas for recreation purposes and many of these people are visitors who are unfamiliar with the area.

People park on the highway in the winter for cross country skiing access. There are people, many people, biking all summer and there are people biking in the winter as well. So, there is a lot going on with this highway beyond long distance hauling by truckers.

The road is narrow and winding and goes through several towns. There is no shoulder above the flats near Boulder Basin Road. There are frost heaves and significant potholes. The curves going to Galena Pass must be driven very slowly and not everyone does so they drift into the other lane.

Bottomline, more heavily loaded trucks will be a hazard and cause more impact to a road already impacted by use. I oppose the proposal.

Thank you for considering my comments and please keep me informed.

Susan Giannettino
Resident

I attended the meeting on September 5, in Hailey concerning the proposed route to allow larger trucks through Bellevue and up to Airport Way in Hailey. I oppose this addition to truck route. I feel that the addition of this would impact the quality of life here in Bellevue. It was stated the larger trucks could reduce the number of trips made but no guarantee can be made to support this. It will open our streets to larger, longer, possibly louder trucks coming through our small town. Our lanes are narrow, only 10 feet wide and mostly in sub-standard condition.

It was stated that the proposed benefit would be to transport whey and other agricultural products. As far as I know we have no agricultural businesses in our area that deal with whey and other such products. South of us of course they do and it seems like allowing the route up to Highway 20 at Timmerman junction would be as far as these heavier trucks would need to travel, not into our small town, which is rather a dead end when it comes to a transportation route.

As stated in a letter to the Mountain Express on September 9th, big trucks are dangerous to the well being of our pedestrians and children. I have two children who ride their bikes in town and bigger trucks on our 10 foot streets are dangerous and do not mix. It seems a large price to pay for the profit of non-local trucking companies to allow them access to our streets.

Please do not allow this route to be extended to our streets. Let us preserve our safety, character and quality of life in our small town.

Nolina Burge
Resident

The current Highway 75 can't handle the stated weight with over capacity in current conditions and could encourage oversize on Galena which we saw a few times this past summer.

There are other routes with less road construction needed to achieve such little advantage.

Steve Lentz
Resident

As a resident of Hailey, Idaho who travels north and south daily on the above referenced Highway 75, my comments for allowing larger trucks on the highway are as follows: NO. No and no!

My reasons are as follows: 1) it is the ONLY route from Bellevue to Stanley. If there is a major accident or spill, it will literally shut down access completely ; 2) the «smaller truck loads» that are allowed now make driving the highway unsafe particularly in the winter season.

Larger trucks will increase danger exponentially; and, 3) the heavy loaded trucks and increased visitor traffic cause the road to disintegrate much faster than ever before. The interruption of road crews doing repairs has also increased and negatively affected the quality of life for full time residents. Larger trucks will damage the road surface at a much more rapid pace as well as the severity of damage. Too costly for us on too many levels.

I request that you put my comments in the public record during the hearing. Please feel free to contact me if you need additional information.

Ellie Ellis
Resident

My comment is in response to the application for heavier trucks through Bellevue and Hailey. My concern is the slippery slope of

allowing heavier vehicles based on the argument there would be fewer trucks because additional cargo could be included on each vehicle. Yet, my concern is that this permit would go beyond the applicant and perhaps, in time, there would or could be more trucks with heavier cargo that could cause problems on our roads (maintenance) and also, potentially, deadlier accidents with additional breaking time, etc., needed for the heavier trucks. Therefore, as a resident of Hailey, and traveler through Bellevue, I am asking ITD to deny the request.

Dayle Ohlau
Resident

I telephoned you regarding my strong opposition to the application to allow trucks weighing up to 129,000 lbs. on State Highway 75 between Shoshone and Airport Way in Hailey. This stretch of highway is traveled by a high number of workers from south to north, by people in the north going south to shop, to the Twin Falls airport, etc. It is a dangerous stretch of highway even given the improvements of the last number of years. People are always passing OR trying to pass slower vehicles and with longer trucks on the highway, I see untold accidents unfold.

If that highway were 2 lane the entire route, I may change my mind but as that scenario is not likely to happen, I oppose this application.

Dorothy Schinella
Resident

My comment is that the Big Boys already have a hard time pulling the hills between Shoshone and Timmerman/HWY 20. If the additional weight limit to 129,000 lbs is approved, it MUST come with passing lanes on ALL of the hills in the uphill directions on which trucks have a hard time maintaining the posted highway speed. Traffic gets

really stacked up behind slow moving vehicles, which leads to drivers taking (sometimes incredible) risks to pass entire convoys moving at ridiculously slow rates up those hills. Having even heavier slow loads moving even more slowly will only exacerbate this already existing problem. This is a major safety concern of mine. Other than that, I have no problem with increasing the weight limit for truck loads as I agree that it will improve the logistics requirements for truck loads by decreasing the actual number of trucks or at least making each trip more profitable and more efficient (and hopefully help reduce prices in the way overpriced Wood River Valley).

Dave Briggs
Resident

I live off of Highway 75 between Hailey and Ketchum. I am very concerned about the proposal to allow heavier trucks on Highway 75 north of Ketchum. I ride my bicycle on that road and as it is right now it is quite dangerous. The road shoulders north of the SNRA headquarters are particularly narrow and in poor repair; north of Prairie Creek, the shoulders are almost nonexistent. If heavier, larger vehicles would be coming past me as I ride on the shoulder I would have an even harder time keeping on my bike. As it stands now I have days when the truck traffic is already too much to handle as they drive by. The shoulder is not large at all and this is a heavily used road as it is the only way to ride north of Ketchum. There are no other roads available going north for road bikes.

Please consider all of the facets of the heavier truck loads. My need is to have a safe ride and I feel that the heavier trucks will finish any idea of bike riding on that road. If you like, I can send you photos of the 14 inch shoulder that we have to ride inside. It is quite precarious as it is already.

Lynne MacKenzie
Resident

My name is Bob Macleod and I am a resident in Hailey, Idaho, residing at 417 E Myrtle St.

I am concerned about allowing the heavier truck weight limits on parts of our scenic back county roads.

1. Safety: There is at least one dangerous intersection on the proposed route. The heavier loads will have an increased stopping distance, which may cause an impact on road safety at intersections and cities they pass through.
2. Road maintenance and repair: Locally and as I travel around Idaho it seems that often road surfaces are sunken in the areas where truck tires impact. This tells me that either the present trucks are too heavy or our roads are not built to withstand what's already happening to them and your present budget is not sufficient to keep them repaired or rebuilt. (Highway 75 repairs delayed until 2023).
3. Why: There is no large scale bulk farming in our area except some limited hay, no mining, and the airport only gets repaved a few times in a decade. There does not appear that there is any compelling reason for this request.

Bob MacLeod
Resident

I would like to go on record that my family of 3 constituents opposed allowing heavier trucks on HWY 75. Especially, those with double trailers. No way. This HWY is not designed for such traffic. We just completed a 1600 mile road trip and HWY's such as I-84 and

I-5 have said trucks involved in traffic accidents on a daily basis and that is with passing lanes and runaway truck lanes. NO, NO, NOOOOOOOOOOOOOOOOO.

Robin Davis
Resident

I am writing to express my concern and opposition to the idea of allowing 129,000 pounds to enter our community.

While this terrible idea presents an immediate danger to the families of Bellevue and those who shop or visit there, it also includes a section of Highway 75 that includes the entrance road to our high school and the students who enter and exit the road there.

This whole endeavor smacks of having your arm amputated six inches at a time. (As in “No, no, we’re not taking your whole arm, just a bit off your fingers.”) (This time....) Obviously, the intent of the truck industry is not to gain access only to Airport Way in Hailey, but to begin gaining access to the Main Streets that run through our entire valley, so those trucks can barrel on north on Highway 75.

As you may recall, we have already had a woman killed here, run over by a truck in the middle of Ketchum, racing north with a heavy load and oblivious of a biker enjoying a nice day in her home town. She was a much loved contributing member of our community and a wife and mother. I’m sure that truck, and its driver, are very interested in showing up again on our small town main streets, with the blessing of your new plans. While you seem to have forgotten about her, we have not forgotten her.

The average adult hereabouts weighs 150 pounds, the average kid a lot less. A 129,000-pound truck has no business driving through residential streets in the center of our towns.

Norma Douglas
Resident

U.S. 93 Written Comments

To bring any semi-trucks of any load size through the busiest thoroughfares in Twin Falls is to put it bluntly insane. I am talking about U.S. 93, Blue Lakes Blvd (which has the highest accident rate in the city), Addison Ave., which is a challenge on a good day, and not only Shoshone St. but ALL the streets downtown which has impacted the quality of the "urban experience" downtown Twin Falls is trying to rejuvenate.

My own personal experiences have occurred on Pole Line, Addison, Blue Lakes, and downtown. If I were not an extremely defensive driver a semi truck would have taken me out twice and I have only lived here a short time and avoid driving despite the fact I was born and raised here. Semis are notorious for unsafe lane changes, unsafe turns, jack knives, the noise downtown is intolerable, and the traffic backup at U.S. 93 and Pole Line due to semis is unacceptable.

The obvious solution is to route ALL the semi-trucks South to a route connecting to the Hansen Bridge or build an additional bridge and route the trucks to that bridge, avoiding the metropolitan area of Twin Falls.

I respectfully request that you consider alternatives.

Gail Luedtke
Resident

U.S. 93 and Idaho 75 Written Comments

The following is mainly concerning ITD's proposal to increase truck weight limits on U.S. 93 & SH 75 from the Jerome jct. to Hailey in order to decrease truck traffic in this area. The trucking industry has been pitching this concept from the time I started working for the department in 1962 and as you can see the number of trucks has only increased and have gotten much larger in those 40+ years. So the idea that the number of trucks will decrease is ludicrous. Also, the bigger the trucks, the slower they are, especially in hilly terrain and because of their increased length, people will be less likely to want to pass, thus creating more backups on the roadways and there are certainly enough of those right now!

I know the trucking industry thinks they pay for the increased damage to our roads but if trucks were eliminated, our roads would last, at least 5 times longer. I know that our economy is dependent on trucks and is driving this kind of thinking, but ITD needs to be building or rebuilding the roadways to handle this kind of traffic before allowing heavier vehicles to destroy our roads.

I just drove SH 75 from the Richfield canal to Mammoth cave exit two days ago and was very alarmed at the number of areas about 20' x 40' that were showing signs of distress. I would guess that there were at least 50 to 100 spots. If I remember correctly, when that stretch of road was constructed in 1958(+) it was a BST and received only seal coats until it was overlaid about 10 years ago and it now looks like a 30 year old road that has had no maintenance. I'm sure that the gravel trucks that run this stretch almost every day have had a devastating effect on it! I would suggest that you check to see if the base is able to withstand this kind of weight increase.

I worked for ITD for 35+ years and we took great pride in our construction and maintenance of the highways but since a certain governor pushed for privatization of roadway services and our greedy legislature put highway funds into the general fund, our highways have gone downhill. Roadway and sign maintenance and new construction is almost nonexistent, in my opinion.

Speaking of new construction, the project from Flying J north on US 93 is a disgrace! The traffic control was as bad as anything I have ever seen, especially in the dark! (and I worked in traffic for 20 years). The pavement transition from old to new is ridiculous! All of their good construction work is discarded when the finished surface is as rough as a 15 year old road.

On a brighter note, the new overlay between Gooding and Shoshone was terrific! Looking forward to the other half being completed!

Thanks for all your concern and hard work!

Larry Sturgeon
Resident

(1) With increased hwy speeds and the (2) discontinuance of tail gating laws and the (3) monstrous number of multiple trucks hitting each other and the (4) rather poor ability of truckers to get enough sleep and (5) phony their logs .. I think it would be retarded to increase the weight these trucks are pulling down a public hwy. Know what I mean Vern?

Robert Berentz
Resident

Thank you for moving forward with the process on the mentioned routes. We hope that they will be approved. We have learned when people oppose these things it is due to them not having the facts. The studies have been extensive and done over many years to determine if there are negative impacts on the roads due to the increased weight based on the number of axles and their spacing. These studies have produced the evidence needed to prove the impact is not negative. So logically thinking there should be no reason why they should not be

approved. We wish you the best in getting these routes approved and thank you for all the work you do in helping the trucking industry in Idaho be more efficient and safe. The positive impact it has on agriculture and other industries to move their products is significant.

Brian Capps
Capps Inc.

Re: 129,000 lbs on sections of Id 75 and U.S. 93 and the U.S. 93 Business, accessing Airport Way in Hailey.

I am definitely against granting additional weight to 129,000 lbs. to trucks on SH 75 between Shoshone and Airport Way in Hailey. (pictured on map Dist. 4, Mar. 19, 2011)

Route 75 from Shoshone to Timmerman Hill in some areas can be difficult but especially from Timmerman North. Winds coming from the West (& South) has increased exponentially in the last several years and is not likely to diminish since the wind parallels the mountains just to the N. of Route 20.

Drainage of the Wood River collects at the N. edge of Timmerman, allowing more moisture in the Wood River Valley, resulting in more fog and sometimes a glaze of ice on Rt. 20 and on Rt. 75 North & South.

Tourists are often more interested in our mountains, large homes, variety of scenery and do not anticipate, on our mostly 2-lane roads, few pull-offs for them or large transport trucks in Spring, Summer, Fall or Winter.

The U.S. 93 Business Loop at Airport Way, Hailey is very congested with access to Wood River High School, a number of businesses, the main street thru Hailey going N. to Ketchum and beyond and access

to the airport and a variety of businesses plus an outlier of St. Luke's Medical Hospital.

Susan Matthes
Resident

Idaho 75 Verbal Comments

I'm Angenie McCleary, Blaine County commissioner, representing myself. I'm also the chair of the Blaine County Regional Transportation Committee and I just want to voice that as an individual commissioner and one who participates in the Blaine County Regional Transportation Committee that we care significantly about the safety on our roads and hope that the ITD board will look very closely at the impacts of safety of having heavier trucks, whether that would -- the severity of accidents with those trucks and issues with passing those trucks has been something that's come to our public attention.

We also care a lot about the aesthetics and so there's been concerns both in terms of safety but also as well as aesthetics of having more trucks on our roads and how that would impact those sort of quality of people on the roads as well as the potential impacts to the roads themselves and in particular to the bridges of having heavier loads. So we just hope that ITD will look at all of those issues. As I said, safety, aesthetics and road conditions as they make this decision.

Angenie McCleary
Blaine County Commissioner

U.S. 93 Verbal Comments

My name is Kevin Iverson. I'm vice president and general manager for Transystems. I'm here today to speak for the application that Glanbia has submitted in favor of it.

Several different reasons. It's good for their business. Makes them more viable in the company -- or in the country and also it's a safer way to get their milk to their processing plant by reducing probably I would guess about a fourth of the trucks off the road.

So -- and I understand they are working with the city to change the route a little bit and I'm also in favor of that.

Kevin Iverson
Vice President, General Manager for Transystems

My name is David Scantlin. I represent Amalgamated Sugar. I do understand that there's a new proposal that may be offered but I wanted to speak in support of the proposal of allowing 129's for a number of reasons.

First of all, through -- 129's would allow for less trucks or would allow less trucks on the routes that they're taking. Less trucks is a little more safe. Less traffic, less congestion.

I personally would not see any more problems from a 129 versus a 105. The difference I think as far as traffic for a truck size, I don't believe that there's a difference substantially that would create a problem as far as turning radius or that sort of thing that they may be dealing with through Blue Lakes.

So I believe if 105s are running through there, there is absolutely no reasons why a 129 could not traverse the roads through the town.

David Scantlin
Amalgamated Sugar

My name is Drew Adams. I work for Glanbia Nutritionals. I'm a transportation operations manager and I'm here today to make formal comment on the current application as well as the -- the other application regarding U.S. 93 through Twin Falls -- or from Highway 25 to the city of Twin Falls.

The current application states that the 129 route would be designated from Five Points in Twin Falls up to the corner of Blue Lakes and Pole Line in addition to a stretch of 93 up to Highway 25. We expect that the city will ask to have that section of road denied 129 with the alternative being approving the 129 stretch of Highway 93 from Blue Lakes and Pole Line to Washington Street and Pole Line.

The City would then designate a 129 route from the corner of Washington and Pole Line, down South Washington Street to Sixth Avenue in Twin Falls until it connects back with Highway 74, also known as Shoshone Street, on the south end of town. And we expect that if and when the current application gets denied that we will move forward with the alternative proposed application that both Glanbia Nutritionals and the City of Twin Falls approve of.

Drew Adams
Glanbia Nutritionals

I'm Jackie Fields. I'm the city engineer for the City of Twin Falls. The City of Twin Falls values its industries, its businesses and its citizens and all of these people, all these entities are important to the City. Glanbia is a responsible and engaged member of our community. They're a significant employer with a broad range of environmental opportunities. The city values Glanbia's contribution to the community and wants Glanbia to continue to grow and prosper.

Glanbia is seeking efficient routes for transit of all its raw materials and products and wishes to do so in a collaborative manner.

The City supports the need of businesses and industries to have freight services for deliveries and distribution of products and will do its best to collaborate in a manner that serves the entire community.

The City's concerned about the short-term reliability of Shoshone Street as a route for truck traffic and would prefer freight that is passing through to utilize a different route.

Further, the City's interested in continuing and developing the downtown area as a gathering place for community events with a heavy pedestrian movement. Glanbia's transportation operation manager has been working with the City to identify a suitable alternative to a route that passes directly through the city's downtown core.

The City's concern with the proposed route designation is confined to the portion of the route that's within the city limits, specifically the route that's south of the Perrine Bridge. U.S. 30, Blue Lakes Boulevard North from Pole Line to Addison Avenue is a very busy commercial corridor. The congestion's increasing and accidents are increasing. The City believes that people are becoming frustrated and exercising poor judgment and this exacerbates our accident situations.

We recognize that traffic signal actuation by emergency services providers isn't helping anything. The slow acceleration of freight truck traffic also doesn't help. The city council would like to minimize the freight component of traffic through the corridor. We understand that deliveries are still necessary and an important component for a healthy commercial district.

Minimizing truck traffic on Blue Lakes Boulevard North is an important and longstanding community value as evidenced by the passage of a resolution and ordinance in 1964 which established truck routes on city streets -- the city streets of Washington, Sixth and Minidoka.

The City would like freight traffic to utilize Highway 93 from the Perrine Bridge to the intersection of -- the City would like 129,000-pound freight traffic to utilize U.S. 30 from the Perrine Bridge to the intersection of Washington Street North via Pole Line Road and diverge from there to the city street of Washington Street

North until the freight can return to the state highway system at U.S. 30 Addison Avenue or at Highway 74, Shoshone Street, which is also Washington Street South.

The City's committed to working with Glanbia to use Washington Street North from its intersection of Pole Line to Addison Avenue and request that ITD does not approve the portion of the route of U.S. 30 Blue Lakes Boulevard North from Pole Line to Addison Avenue.

Question from Jim Kempton: Jackie, it's my understanding that you're working with Glanbia now and that there's an application on the new routing that is currently with the ITD chief engineer. And that you are in opposition to the routing that's being considered today as far as the notice for the hearing and that is the routing up and down Blue Lakes Boulevard. Is that correct?

Jackie Fields: That's accurate. From Blue Lakes Boulevard at Pole Line Road down to Addison Avenue. We completely recognize that Blue Lakes North from Pole Line Road to the Perrine Bridge is a necessary component of this freight traffic.

So furthermore, the City understands that to fulfill its desire to have Glanbia trucks utilize Washington Street North from Pole Line Road to Addison Avenue that we will need to engage the State formally by designating that as a 129,000-pound route and additionally addressing the permitting procedure.

Jackie Fields
City Engineer for the City of Twin Falls

My name is Pete Johnston. I live at 312 Washington Street South in Twin Falls, Idaho. And in response to the routing of big trucks for Glanbia on Blue Lakes Boulevard North to their plant, I feel that that's a pretty good-sized truck to be going down Blue Lakes and the roads are deteriorating fast enough without the increase in the weight limits on those trucks.

And I personally feel that they could go around on Pole Line and go down Pole Line to Washington Street North and then down Washington to -- it would be best if they went to Sixth Avenue West or Minidoka Avenue. But I just feel personally that those big trucks don't have any business on Blue Lakes Boulevard North.

I would personally also like to see all truck traffic eliminated on Blue Lakes North. I know that would be real hard to do but I feel that the less big truck traffic or trucks, 18-wheelers on Blue Lakes North would really help eliminate that traffic congestion on Blue Lakes and also on Shoshone Street.

Pete Johnston
Resident