

**129,000 Pound Route  
Public Comments  
Case# 202002US26**

**E-MAILS**

Name: Gabriel Barrera  
Phone Number: 2089899421  
Email Address: 19744alle@gmail.com  
Specific Route: U.S. 20/26, I-84 to ID-16  
Date: 10/22/2020

Comments: Absolutely not! Hwy 20-26 barely handles the current amount of traffic, and with new neighborhoods being developed all along the route, you're asking for certain traffic collisions and certain vehicular deaths. Vallivue is building a new middle school in the area along with five other schools along the route, this is purely begging for disaster.

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Name: Tyler Perot  
Phone Number: 208-982-2287  
Email Address: r2live@hotmail.com  
Specific Route: U.S. 20/26, I-84 to ID-16  
Date: 10/22/2020

Comments: I DO NOT approve of this proposal for trucks/freight of this size and weight along this route. Traffic is heavy enough in this area and the road has just been and is still under construction for expansion. The residents of meridian and eagle DO NOT want trucks of this size rolling through our neighborhoods under any circumstance. We do not need the excessive noise or the slower traffic and the SAFETY HAZARDS that come with this type of transportation. I REPEAT - NO!!!!

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Name: Jeff Payton  
Phone Number: 2089654313  
Email Address: Blank  
Specific Route: Highway 20-26  
Date: 10/22/20

Comments: We already have enough congestion on 20-26. Adding slow accelerating heavy trucks would just add to the congestion

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Name: Ray Kennedy  
Phone Number: 12086977344  
Email Address: kd7edo@yahoo.com  
Specific Route: US 20/26, I-84 to ID-16  
Date: 10/23/2020

Comments: I am concerned with several things - traffic is terrible on Chinden already. If allowed hours for heavy trucks could be restricted to not coincide with rush hours, that would be helpful - I support the local Dairy farmers need to transport, and 365 trips (730 with returns) seems reasonable. However, will this not open the door to any other 129k trucks from who knows where, carrying who knows what from using same route at will? I would advocate for a specific permits - to Dairygold only at this time - to prevent

toxic/chemical/dangerous loads from entering the corridor. Grant a permit to Dairygold only, with hour restrictions that avoid the rush hours. Thanks, Ray Kennedy

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Name: Nichole M Lakey  
Phone Number: 2084847730  
Email Address: nicholelakey@gmail.com  
Specific Route: HWY 20/26  
Date: 10/24/2020

Comments: This route is not just industrial, it is HIGHLY residential, with many subdivisions, apartments and schools in the area (a new middle school is currently being built, and ground has been broken on several more subdivisions). Allowing these extremely large loads to access this road will create unsafe traffic situations and likely accidents. There is risk to children in the area as well due to these large vehicles and limited visibility. Please STRONGLY consider these factors. This is not just about a company making money, many of us make our lives in this area and we truly do not need massive trucks hauling heavy loads in our neighborhood. Please consider the residents of the area and how this would affect us.

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Name: Bill Weiser  
Phone Number: 2083404195  
Email Address: bweiser@marvell.com  
Specific Route: 20/26  
Date: 10/26/2020

Comments: Since the description indicates this change does not add to the traffic volume, and may even reduce the number of truck trips, I support the change. My main concern was and still is the 20/26 Franklin intersection, I see it is very unsafe due to the gas station side road onto Franklin Blvd so close to the busy and high speed intersection and heavy truck traffic. Hopefully, this intersection will be improved on a future initiative!

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Name: Patrick Herre  
Phone Number: 2085904084  
Email Address: patherre@cableone.net  
Specific Route: Hwy.20/26,I84-Hwy.16.  
Date: 10/27/2020

Comments: The Q&A and supplied info on 129K is very good. We live on KCID Rd. east of I84 exit 29 and it is already difficult to access 20/26 with the existing traffic and I can't see how the heavier trucks can flow well. Our opinion is that more traffic lights are needed to assist side roads to move and reduce number of vehicles getting frustrated trying to leave the highly populated subdivisions and business parks .There will be more accidents. Thanks for the open door on this subject. Sincerely. Pat Herre.

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Name: Kathy Herre  
Phone Number: 2082839342  
Email Address: kkherre@cableone.net  
Specific Route: Hwy 20-26  
Date:10/29/2020

Comments: I would like to see traffic lights installed at major intersections (KCID, Midland, CanAda) and

the speed limited reduced from Middleton Rd to the Caldwell Franklin on ramp to 35MPH. The traffic is so heavy at times it is impossible to get onto the highway from the intersections listed above.  
Date: 10/27/20

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Name: Timothy Pedersen  
Phone Number: 760-285-3344  
Email Address: timp3068@gmail.com  
Specific Route: US 20/26, I-84 to ID-16  
Date: 10/30/2020

Comments: My wife and I are NOT in favor of adding this kind of very heavy traffic to an already over-congested corridor that runs close to our neighborhood. The road is nowhere near ready for more traffic, especially of this nature, and will only be made worse with the coming construction to widen this route. This section of roadway will not ever be prepared for this kind of traffic, even after widening, and will cause a huge amount of added stress to all businesses and residents in the area.

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Name: James Lucker  
Phone Number: 12082880353  
Email Address: jalucker@aol.com  
Specific Route: U.S. 20/26 I-84 to ID-16  
Date: 10/30/2020

Comments: After going over the request to increase GVW on this route, I do not understand how the evaluation of the damage to the road 129,000 GVW will be 20% less than an 80,000 GVW. First off, even if the weight is distributed differently, you will still have more tires covering the same space. eg an 80,000GVW has 10 wheels while a 129,000 GVW has 20 wheels. Gravel and other debris picked up by 20 wheels will damage a road more than 10 wheels with the same debris. Now, the distribution of the weight is different but still has the increased gross weight traveling across the same piece of road as the lesser GVW. All in all I believe the numbers are being used to SHOW a decrease in road wear but in reality the damage will be significantly higher. A mathematical formula would bear this out. A scientific evaluation not a transportation lobbyist evaluation should be made! I say NO to the proposal.

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Name: Blair Saltz  
Phone Number: 707-567-2643  
Email Address: Brsaltz@icloud.com  
Specific Route: US 20/26 I84 to ID 16  
Date: 10/30/2020

Comments: Hello, Thank you for the opportunity to express an important opinion regarding the proposed application to allow loads of 129,000 on US 20/26. I am opposed to the request due to the increased noise this will cause on the roadway near our home. I know this is an application for transporting milk, however, I know to well from prior experience that once this request is approved, many other exceptions will be made as the requests flow-in. Once this is allowed, it will only increase the number of trucks that can use this route to avoid traffic or save time. I already have experienced increase noise with the widening of Highway 20/26 and I know the braking noise will increase, along with the engine noise. Trucks are not quite! Thank you for allowing us this opportunity to express our concerns and I hope this application is denied. Regards, Blair

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Name: Tod Holden  
Phone Number: 2084403206  
Email Address: todholden@gmail.com  
Specific Route: US 20-26  
Date: 10/30/2020

Comments: How many milk trucks will drive the route per day?

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Name: Robert M. Jones  
Phone Number: 2089218725  
Email Address: bobs47ford@gmail.com  
Specific Route: hwy 16-20/26-I84  
Date: 11/03/2020

Comments: my first concern was the addtl weights would creak more road maintenance \$\$\$\$. After reading your "fast facts" I feel better in that regard. I feel ITD is in a better position to determine the effect on the roads than the general public. However I will say that "dirt hauling" on 20/26 and hwy44 has increased tremendously in the past 3 years! I have had to replace 3 windshields on two vehicles in the last 2 years due to trucks throwing rocks while on 44 and/or20/26, I am not happy with that. I am against this proposal the increased traffic will just put more profits in the hands of contractors.

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Name: Freda Bingaman  
Phone Number: 208-869-9769  
Email Address: dfbingaman@msn.com  
Specific Route: SH-26 from SH-16 to I-84

Comments: If the speed limit were lowered to 45mph at Middleton Road to Smeed Parkway, this would make sense, but 15% reduction in truck numbers does not balance with the increased weight of the trucks going 55mph and flying through congested intersections.

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Name: Mark  
Phone Number: 208-871-4488  
Email Address: micahelpedalboard@yahoo.com  
Specific Route: 20-26

Comments: As resident of over 15 years along this route, I dont know why you show 2 bridges between I-84 & Middleton, there are no bridges there. Additionally, there needs to be stoplights added at KCID before any other considerations are assessed. This is a very high traffic & high accident location. Please reconsider your priorities before allowing any additional safety concerns. regards, resident

## Phone

Name: N/A  
Date: 27 October 2020  
Phone Number: N/A  
Email Address: N/A  
Specific Route: 202002US26

Comment: Do not allow 129k trucks on Chinden or any other roads in Idaho.

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Name: Berna Demond  
Date: 23 October 2020  
Phone Number: N/A  
Email Address: N/A  
Specific Route: 202002US26

Comment: This section is heavily traveled and already backed up. She lives on this road and says that it is impossible to get out of their house during peak travel time during the day. She would like to see the 129k trucks stay on I84 where the roads are better able to handle them. She feels that adding them to this route will decrease safety for residents in the area.

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Name: Richard Skanida  
Date: 22 October 2020  
Phone Number: N/A  
Email Address: N/A  
Specific Route: 202002US26

Comment: Firmly against because the route goes past sections with homes as well as grocery stores. Says that the trucks are too dangerous and need to stay on the interstate and away from homes and people.

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Name: Benny Moore  
Date: 10 November 2020  
Phone Number:  
Email Address:  
Specific Route:

Comment: I have to tell you since Chinden has been widened and they put in the Costco it is dangerous right now. The city in their genius put a left turn lane on the east bound side and people are cutting across traffic. People already fly down that road, the speed limit is 55 and people do not do this they go much faster. In the short time this has been in operation I have seen 2 big accidents and an accident the other day. The people pulling out of Costco cannot get up to speed fast enough and adding in 129,000 trucks would be a really bad idea. Add to that a 129k truckload they add an even bigger problem. They don't even try to stop, I talked to a driver one time and he said that they don't stop because it doesn't hurt them. I watch the construction trucks fly by when I try to get out of my development. I think it is a really bad idea especially where those trucks will destroy a recently new road. I think the statistics will show that people will get injured. I hope that it is reconsidered I am not against the trucks moving I just this route is a bad idea.

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Name: John Haslett  
Date: 15 November 2020  
Phone Number: N/A  
Email Address: N/A  
Specific Route: 2020002US26

Comment: I'm against the proposal at this time. Thank you.

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Name: Norman Albert  
Date: 14 November 2020  
Phone Number: 4152255458  
Email Address: N/A  
Specific Route: 202002US26

Comment: I am calling in regards for my comments on the 129,000 load situation for us 26. I have a couple of concerns with this. This section being a high accident section with no traffic signals. For example any of the crossroads and Connada road across from milepost 24 to 34. The heavier trucks would be much more dangerous to the current situation especially when it comes to braking distance for these trucks. Second is the amount of axels and their effect on the roadway. Not necessarily the number of trucks but the number of axels. The difference from a 5 axel trailer versus an 11 to an 18 causes more damage. I'm also concerned about that weight for the asphalt. I know in the past there have been questions about the asphalt quality and some issues on that and I am not sure if the asphalt can handle the weight and I don't know if it can sustain the weight the weight that has been approved and I don't know if that means there would be early repair and replacement that haven't been approved by the citizenry. Also were trying to mitigate any additional sound that may come from that if there are air breaks that come from that. It is just a high accident area and we feel that it is unnecessary so we vote no on it. If you have any questions you may write to me or call me. Thank you.