

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

E-MAILS

Name: Marvin Alderman
Phone Number: None Provided
E-mail: oyimmy@gmail.com
Specific Route: ID-6, ID-8 & ID-9
Date: 12/7/2020

i for one am against any reclassification of any and all highways in north Idaho. i drive a truck for a living and actually see for myself as well as feel it to. Highway 6 is just too narrow and beat up and should be completely ripped up and widened and made to haul these extreme loads first. Highway 9 this summer got a makeover, what a flipping joke. \$1.8 million dollar rip-off!! Again it should be ripped up 100%, widened 6 feet each side, and made to handle extreme loads with passing lanes. Highway 8 is in the same boat. Highway 9 makeover is now, you hit the high bumps and drop down between them, where before you dropped down in bottoms to shoot out the tops. They sawed out cracks, filled them in higher and called it good. They all and i mean EVERYBODY involved should be fired! You ride in a 18 wheeler {and i invite you to ride with me} you wouldn't even doubt what i am saying. Then throw a big snow storm like we had 3 weeks ago and the state will not plow it till late afternoon when most heavy rig traffic has it beat down a gone home. Again these roads are not made for extreme loads in any fashion of the word. Until these engineers get a clue it will be a death wish. Highway 8 to highway 3 is in the same boat. Narrow needs complete redone. These highways are very much so high capacity money loads for the state of Idaho. Lots of chips, logs, and lumber amongst other trucks. Let Bennett take them thru potlatch and down highway 95 as it is closer to where his destination is anyway. Again i cannot say it loud enough. I OPPOSE BENNETTS RECLASSIFICATION OF HIGHWAYS.

Thank you, Marvin Alderman

Marvin Alderman

Name: Chuck Brosious
Phone Number: None Provided
E-mail: edinst@tds.net
Specific Route: ID-9 & ID-6
Date: 12/7/2020

I-9 Harvard to Deary Highway 6

<https://itdprojects.org/projects/id9dearytoharvard/>

RE: Proposal to reclassify I-9 Harvard to Deary Highway 6 highway to allow >120,000 pound loads.

Comments submitted to; officeofthechiefengineer@itd.idaho.gov

The Environmental Defense Institute objects to allowing Bennett Lumber to haul <120,000 pound loads on I-9 Harvard to Deary Highway 6 unless the following conditions are met:

1. When the road was rebuilt, was it constructed for <120,000 pound loads? If not, then Bennett Lumber must pay for the new upgrade that can handle the increased loads.
2. Qualified engineers (paid for by Bennett Lumber) must certify the roads qualifications to handle the increased loads and publish their findings.
3. Weight limit checks must be implemented to ensure compliance.

Regards

Chuck Brosious

edinst@tds.net

President Environmental Defense Institute Box 220 Troy, ID 83871

208-835-5407

Name: Allen Hodges
Phone Number: 208-342-3521
E-mail: allenh@idtrucking.org
Specific Route: ID-9 & ID-6
Date: 12/7/2020

To whom it may concern,

The application for 129k on Highway 6,9, and 8 requested by Bennett Lumber Products should be granted. 129k involves less trips on our roads which also reduces the carbon footprint from trucks.

It also allows the weight to be less of an impact to the road surface on each axle because of spreading the weight out more via more axles required on 129k, the impact to the road is less per axle than the axle weight on a 80,000lbs truck. Also more axles equals more brakes and that increases the safety also for the public and the truck.

Thanks for your consideration.

Allen Hodges
President/CEO
Idaho Trucking Association
3405 East Overland Road/Suite 175
Meridian, ID 83642
P 208.342.3521

Name: Garry Queener
Phone Number: 208-835-5881
E-mail: gqueue@tds.net
Specific Route: ID-9 & ID-6
Date: 12/7/2020

I am writing to request that highways 8 and 9 NOT be allowed to carry the loads of up to 129,000 pounds.

I traveled from Troy to Deary for 25 years and from Troy to Princeton (via highway 9) for 3 years. We currently travel from Troy to Moscow over highway 8 several times a week. It seems that the TRENCHES formed in the asphalt from heavy loads is getting worse enough to cause serious puddling. At the very least this causes a lot of water/slush to be thrown up on passing vehicles and often times can even cause hydroplaning when one is force to drive in these tracks.

With the possible exception of highway 8 between Troy and Deary (the newest, now 40+ year old roadbed), these highways were not designed for loads this high. If I remember correctly, load limits prior to the 1980s were about 80,000 pounds. I know that most heavy loads have additional axles, but there still seems to be damage done, especially during the spring months when soils are saturated.

We are STILL waiting for some improvements in the section of highway 8 between Troy and Moscow. How many years now without any upgrades?

Our roads have much more truck traffic than they were ever designed to experience. It seems that profits for one may take precedence over the rest of us. I hope that you will strongly consider NOT approving this request.

Most Sincerely,

Gerry Queener
1900 Little Bear Ridge Rd
Troy, ID 83871
208-835-5881

Name: Kirk Todish
Phone Number: 208-875-1321
E-mail: kirk@blpi.com
Specific Route: ID-9 & ID-6
Date: 12/7/2020

I am in favor of raising the weight limit

Kirk Todish

Name: Jim Vandegrift
Phone Number: 208-874-2104
E-mail: jim@blpi.com
Specific Route: ID-9 & ID-6
Date: 12/7/2020

Good morning and thank you for allowing my comments

I firmly believe that State Highways 6, 8 and 9 should be reclassified to include 129K pound loads to be hauled.

The recent improvements, especially to Highway 6, were done to allow for this traffic and I believe it should, finally, be allowed. The road structure can handle the increased load capacity and it will allow for a more consistent, and fair, transportation system between North Idaho and South Idaho.

Please reclassify Highway's 6, 8 and 9 to include the 129K pound allowance.

Thank You for your consideration

Jim Vandegrift
1838 Conestoga St.
Moscow, Idaho 83843
208-874-2104

Name: Larry & Carol Grupp
Phone Number: (208) 882-0446
E-mail: lgrupp@turbonet.com
Specific Route: ID-9 & ID-6
Date: 12/7/2020

Good Afternoon:

We certainly support reclassification of Idaho Highway 6 from US-95 Junction to Harvard, Idaho Highway 9 from Harvard to Deary and Idaho Highway 8 from Deary to the US-95 Junction in order to classify them as legal for commercial loads weighing up to 129,000 pounds.

Also would be nice if you finally got the last Lewiston-to-Moscow four-lane on U.S. 95 put in place.

Thanks for the opportunity to comment.

Larry & Carol Grupp
1115 Paradise Ridge Rd
Moscow, ID 83843

(208) 882-0446

Name: Jackie Meckel
Phone Number:
E-mail: bkmeckel@frontier.com
Specific Route: ID-9 & ID-6
Date: 12/8/2020

Please move forward with the request.

Jackie Meckel
1101 Meckel lane
Potlatch, ID
83855

Name: Richard Kopel
Phone Number: 208-310-2308
E-mail: barrister33556@yahoo.com
Specific Route: ID-9 & ID-6
Date: 12/8/2020

My wife and I reside in the City of Moscow, approximately 1/2 mile uphill from and with a direct view of Hwy 8. We constructed our home on Hampton Court in 2019 in accord with and even exceeding the relevant building codes. Obviously, we had not spent time on our lot in the late evening/early morning hours prior to the completion of our home when we obtained a certificate of occupancy. After moving into our home in March, 2019, we were shocked at the loud road noises in the late evening/early morning hours, which we can hear in our home emanating from truckers using their brakes on Hwy 8. After reading the proposal, we are fearful that if this request is granted, the noise problem will worsen. Since the hearing is virtual and no live questions and answers are possible, we wanted to be sure our noise concerns are taken into consideration. We would like a response from an expert, letting us know what noise impact is likely should the request be granted. Thank you for your consideration.

Richard and Kathryn Kopel
barrister33556@yahoo.com
(208)310-2308

Response to Mr. Kopel E-mail sent 12/14/2020

Mr. Kopel,

The Idaho Transportation Department has not conducted any studies on 129k trucking and how it impacts noise. However, since 129k trucking typically results in a reduction in overall truck traffic, it is possible that residents along the highway could expect to hear less noise from truck traffic as a result of increasing the weight limits. Concerns about noise should be directed to local governments since ITD does not have the authority to regulate noise produced by commercial trucking. Usually cities and counties do this by passing ordinances that prohibit the use of engine (jake) brakes and having law enforcement organizations enforce them.

Mr. Kopel response 12/14/2020

Mr. Luekenga,

After reading your response to our concerns with the likely noise increase from the requested truck weight limit change, I was very disappointed although not surprised. During my long career as an attorney, I worked for several government agencies in both Florida and Montana. A lot of my time was devoted to working with government regulators in an effort to modify laws and regulations to better serve the public good. It is obvious that the current IDT authority regarding the impact of trucking on our state highways is missing an important element in determining whether an increase in weight limit should be allowed. It is unreasonable that IDT should not examine whether a requested change will cause increased noise which affects residents in the community.

Please pass my emails on to your Department head so that my concerns can be considered when IDT is requested to suggest changes to current state laws and regulations which it administers. Hopefully, your agency's decision in this case will not result in increased road noise that negatively impacts our enjoyment of life in Moscow. By the way, I had left a voice mail requesting a return call at the phone number on the notice and never received a call back (I know that was not your number so I am not faulting you personally). Since there will be no in-person hearing, at least your agency should return calls to allow the public to ask questions.

Richard and Kathryn Kopel
(208)310-2308

Name: Leonard and Lois Rasmussen
Phone Number:
E-mail: lenny.rasmussen@gmail.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/8/2020

First my qualifications for these comments, I have over 40 years of over the road flatbed driving experience. I live in the Potlatch area and have driven all roads under consideration with doubles (40-20 and B train) as well as Bennett's Chip trucks. My wife is also a qualified driver and grew up in the area.

We question the need for the heavier longer tractor trailer combinations. The lumber trucks currently loading out of the Princeton mill need to be legal for over the road to other areas. These are out of area units so the impact on the local Potlatch-Princeton economy is marginal. The only lumber trucks for the haul from Princeton to Lewiston that would be hauling the oversize loads would be Bennett's own. Will these units be in addition to the ones they already have on the road? Will they remove current units or keep them and just increase their capacity? Thus there would actually be no decrease in truck traffic. How many jobs will be removed if they go to the heavier longer loads? Would they need more trucks and drivers if the request is not approved? Will the number of chip trucks be decreased or will they keep what they have and add? What will be the impact for total jobs?

The roads under consideration are two lane roads, with limited areas for passenger vehicles to pass the current trucks that travel these roads. We have experienced being passed on the current double yellow no passing zones on each of these roads. It is dicey at best for a passenger vehicle passing with a "regular" 18-wheeler. With the added length and weight of the proposed vehicles there will be more opportunity for tragic passing results.

The "rolling hills" noted in the reports in a passenger vehicle are not noticeable. In a fully loaded 18-wheeler, whether it is a set of doubles or one trailer they are pulled down in speed. The proposed heavier longer units have the potential of backing up traffic. Will there be passing lanes constructed? This should be a requirement to allow these longer heavier vehicles.

The bridges may be judged safe at this point in time. However, with increased weight will the bridge over Deep Greek on highway 95 be sufficient? What about the bridge over the Palouse River? It has sustained flood damage in the past.

On each of the proposed routes they will be traveling through the middle of the towns. The Potlatch route is down a significant grade, right past the elementary school, the main intersection between the shopping mall and bank with a nearly 45 degree curve at the bottom. This is a safety hazard even with the newly widened curve. There are many passenger vehicles entering the road from the busy businesses and these heavier longer loads will be less able to stop when someone pulls out in front of them.

The Potlatch Y junction needs a circle intersection to slow the traffic both ways on 95. The larger heavier longer loads take way more time to get going from a full stop thus potentially blocking the highway both ways.

Are the heavier longer trucks really needed for Bennett Lumber to continue doing business?

Thank you for the opportunity to comment.

Leonard and Lois Rasmussen
Potlatch

Name: Willi Boni
Phone Number:
E-mail: willi.boni@gmail.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/9/2020

The Bennett lumber application to reclassify the highways looks like a good a idea to reduce truck traffic in those areas!

Name: James Foster
Phone Number:
E-mail: jamesfoster@mac.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/9/2020

As a resident of Potlatch, I oppose this change. Logging trucks are already very loud. Larger trucks will be even worse. Also, by using larger trucks, Bennett will need fewer drivers. This would harm the workforce and local economy.

James A. Foster
410 Cedar St
Potlatch, ID

Name: Lynne Haagensen
Phone Number:
E-mail: lynneh@uidaho.edu
Specific Route: ID-6, ID-9 ID-8
Date: 12/9/2020

I will start by discussing the 23 mile stretch of Highway 8 from Deary to the intersection with 95 in Moscow. Allowing heavier trucks on this stretch of road is a horrible, dangerous idea. This stretch of road is heavily used, especially by morning and evening commuter traffic to and from Moscow. The road IS NOT like the picture on the postcard!! It has numerous bends, few places to pass even another car, much less a truck. Many residential driveways open onto the road. There are also well used secondary roads intersecting this stretch, like the entry to Spring Valley Reservoir, that result in people stopping on 8 in order to make left turns. The road passes through the small charming town of Troy that has no stoplight, but rather a number of crosswalks used by children, townspeople crossing the road to their favorite deli, and even a particularly social wild duck. Any increase in the time it takes to stop, or any hurrying by a trucker trying to meet a deadline would put lives at risk in the town. I live near Troy and do not want to see Main Street become dangerous.

Highway 9 from Harvard to Deary is straighter, but as it is unsafe for large load trucks to continue from Deary to Moscow, it does not make sense to change the rules for 6. Better to keep it as it, a lovely road for country driving. Also, commuter traffic on 6 is increasing, and there are ever more driveways. Trucks could reach 95 via Kendrick and Jullietta, but these small towns have challenges similar to those of Troy. I do not know if the roadbed is strong enough for such heavy trucks.

Changing the classification of Highway 6 from 95 to Harvard is also a bad idea. The distance involved is shorter. BUT, putting more heavy truck traffic onto 95 would make the commute from Potlatch to Moscow even more dangerous than it is now. No change should be made until 95 is a true four lane highway all the way from Lewiston to Coeur d'Alene.

Thank you for your attention.

Lynne Haagensen
1060 Lamb Road
Troy, ID. 83871

Name: Brian and Pam Robertson
Phone Number:
E-mail: avonontheroad@outlook.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/9/2020

Thank you for the opportunity to comment on the proposed 129k limits on Highways 6, 9 and 8.

Our county road (Old Avon Rd) intersects Highway 9 and a truck coming from the south by our road is on a downhill with an approximate .8 mile straightaway ahead. Trucks now come over that hill at 55 mph and greater and visual distance is not that great. Pulling out onto the highway is sometimes a white-knuckle event. There are numerous county roads and driveways (we've noticed you've been relocating driveways

for better visual distance the past couple of years) that intersect the highway with short visual distance. Our concern is that a 129k truck will have an increased stopping distance even though it has more braking "power" with extra axles. Does the FMSCA set stopping distance standards for heavy trucks and do they have the data showing those distances? We would like to see the data if available.

Brian and Pam Robertson
1060 Old Avon Rd
Deary, ID 83823

Name: Ed Haagen
Phone Number:
E-mail: ehaagen@me.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/11/2020

I have seen what happens when they increased the weight limits to roads in Pennsylvania to allow coal trucks to transport heavier loads. They went from BAD to almost impossible to drive on. I could see allowing an increase load limit from the mill to HWY 95 but not the other areas. We should not be responsible for providing Bennett with an increase in profits by allowing them to destroy our roads. How much of an increase are they paying in highway taxes??

Think this through very carefully.

Ed Haagen

Name: Raymond and Kitty Geidl
Phone Number:
E-mail: geidl619@frontier.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/11/2020

Because of the 2020 Labor Day wildfires on the west side of Clearwater County, there is need to salvage burned Ponderosa Pine. The Bennett mill at Princeton, Idaho, is the closest mill that efficiently handles this damaged timber. As landowners of 100+ acres of damaged PPine due to the Clover fire, allowing trucks to haul an additional 23,500 pounds per load will increase the ability to utilize a perfectly good lumber product that might otherwise go to waste.

We urge the ITD chief engineer to allow the load weight limits in Latah and other counties to be set at a rate recommended by science engineers who know what they are talking about so that useable lumber can be produced at a competitive price with other counties in the state. Therefore, we agree with increasing truck load limits by 23,500 or more pounds if engineers say that the roads are built for it.

Thank you for your consideration.

Raymond and Kitty Geidl
294 Bashaw Road
Orofino, Idaho

Name: Myron and Verlynn Emerson
Phone Number: 208-875-0079
E-mail: myver.emerson@gmail.com.

Specific Route: ID-6, ID-9 ID-8
Date: 12/11/2020

ITD Freight Program Manager

As a resident of Latah County for over 70 years and taxpayer, I would like to submit my approval for the reclassification of portions of Highway 6, 8 and 9 to 129,000 pounds. Your analysis is acceptable and sounds reasonable. Please accept my approval of this change. I see NO disadvantages to this request. If you have any questions or concerns, please do not hesitate to contact me.

Best Regards,

Myron Emerson
1030 Boller Road
Potlatch, Idaho 83855
Ph. 208 875 0079
myver.emerson@gmail.com

Name: Abigail Fuller
Phone Number:
E-mail: abbyfuller@idaho.net
Specific Route: ID-6, ID-9 ID-8
Date: 12/15/2020

The following comments are for the virtual public hearing on Bennett Lumber's application to use heavier load trucks on Highways 6, 9, and 8, case # 202006SH6.

I have reviewed the engineer's statement and the FAQs available online and I have several comments on the request to change the weight rating on Highways 6, 9, and 8. The first two comments are for all three sections and the rest are specific to Hwy 8, which my husband and I live along at mile 23.

Bridges – The engineers believe the bridges can handle the weight on ONE heavy truck. What happens when TWO trucks happen to be on the bridge at the same time? (example – one heading East and one heading West) It need not be two lumber trucks, because once you change the rating on the roads ANY heavier truck can drive on these sections. It could be a lumber truck and a gravel truck. We get a fair number of the latter on this stretch of Highway 8 due to the gravel pit just down the road from us, which now has an entrance directly to Highway 8.

Winter snow – You've listed an average, but we get a lot of snow out here. One recent year we had 88 inches. Some stretches of road are known to be icy, due to lack of sunlight in the winter months from the trees.

Troy – The report says Troy has two lanes on either side, but fails to mention that in the winter they pile snow down the center, reducing the lanes to no more than 1 1/2 on either side. Given the steep hills down into Troy, this should be a concern for heavier trucks.

Highway 8 accidents – I noted that the Report admits there have been more accidents on Highway 8 than the other two sections. This may be because some of the road is steep and curvy – the worst section is down into Troy going West. With guardrails there is little shoulder on this stretch and it gets little sun in the winter, so can be icy. It could also be because Highway 8 gets more traffic, both commuter traffic and trucks, and it also gets a fair amount of farm equipment moving back and forth, often as over-sized loads. As a driver on this road, I don't feel it is wide enough for bigger trucks.

Noise – The trucks that go by our house often use their compression brakes going down the hill, as one did at 6:30 this morning. How much more noise will the bigger trucks with more brakes make? The ones we get now are noisy enough, we don't need more.

Truck traffic – Bennett says there will be up to 20% fewer truck-trips per day with bigger trucks. How long will that last? Won't they end up shipping more product once they have bigger trucks? And once you allow bigger trucks, what's to stop other big trucks from using the same stretches? I'm particularly thinking of the gravel trucks and logging trucks, although the latter are probably limited by smaller roads further on. I think believing there will be fewer truck trips overall is wishful thinking.

In conclusion, I have concerns about this plan. I suggest you give further consideration to bridge safety, and I specifically request that you disapprove the stretch of Highway 8 included in this proposal, because it is unsuitable for larger loads and because I don't want them driving past my house or have to meet them on the road. Bennet has not even explained why they even need Highway 8, when Highway 6 to 95 is a shorter route.

Thank you for considering my comments.

Abigail Fuller
4750 Hwy 8 (PO Box 85)
Deary, ID 83823

Name: Thomas Heward
Phone Number:
E-mail: thomas_heward@outlook.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/15/2020

Okay to 95 through Potlatch.

The Deary and Troy routes are both filled with hills and traffic that would best be suited to have passing lanes on that don't exist. Those routes would not only take the beating of the extra heavy traffic. But would also slow down existing traffic in a hazardous area. Those routes are problematic.

Name: Bonnie Wilcoxson
Phone Number:
E-mail: bjwil@potlatch.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/11/2020

I am a Princeton resident and have received the notice regarding Bennett's weight reclassification for Hwy 6, at least I'm assuming I understood your online evaluation to reflect that this is a weight increase request and, furthermore, they want the state to pay for any modifications. However, I am not an engineer and I don't completely understand the ramifications of Bennet's request. Can you help me with that?

What, exactly, do they want?

And what, exactly, are you recommending?

Thank you,
Bonnie Wilcoxson
Bear Creek Road

Princeton, ID

Name: Arthur Smith
Phone Number:
E-mail: arthursmith@earthlink.net
Specific Route: ID-6, ID-9 ID-8
Date: 12/15/2020

Talk about putting lipstick on a pig.

According to ITD, approving Bennett's application for larger and heavier loads on highways 6, 8, and 9 will reduce traffic, promote local industry, result in greater public safety and convenience, as well as save the environment.

I don't buy it.

These highways, which serve rapidly increasing rural populations, are two lane roads with limited passing opportunities. They already accommodate a substantial volume of trucks which, by any common measure, are large. Permitting loads designed for multi-lane interstate highways will only invite greater volumes of even larger trucks. Bennett and others may save on shipping costs but those benefits will come at the expense of the convenience and safety of local residents and the general traveling public.

Whatever the merit of raising loads and weights on straight and open roads in the south, the existing length and weight limits on highways 6,8, and 9 are appropriate and should not be changed.

Arthur Smith
Hwy 9, Deary

Name: Kevin Carson
Phone Number:
E-mail: kevincarsonauthor@gmail.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/20/2020

I am concerned about the reclassification of the three highways for commercial loads. These large logging trucks run through our towns at high speed with heavy loads. You are asking for fatalities. Unless the state can provide State Police to regulate and enforce speed and safety requirements we will be in danger in all of these communities. I am against your cozy arrangement with Bennet.

Kevin Carson Troy, Idaho

Name: Malika McKenzie
Phone Number:
E-mail: malikas1email@gmail.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/20/2020

Hello-

I wanted to commit that I do not approve of those heavy loads utilizing the local highways.

Thank you,

Malika McKenzie

Name: Sarah Stanton
Phone Number:
E-mail: stantonfarmdeary@gmail.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/21/2020

Dear Sirs,

I am writing to you to offer my comments regarding the proposed reclassification request by Bennet Lumber Company for Highway 6 from the US-95 junction to Harvard, Idaho Highway 9 from Harvard to Deary, and Idaho Highway 8 from Deary to the US-95 junction.

I live at 1371 Mica Mountain Road, Deary Idaho since 1992, and commute almost on a daily basis to Moscow and Potlatch on the roads involved in this reclassification.

I read the feature article in the Lewiston Tribune regarding this issue, and it is my opinion the ITD has overlooked several important factors regarding these roads and their fitness to be reclassified to take weights up to 129,000 pounds.

First of all, the State has not kept up with the maintenance of these roads in regards to the heavy traffic they currently serve. Case in point; Highway 9 was to be resurfaced this summer, but when the company contracted with the job, Knife River Corporation, were not able to complete the work, because the road base was so degraded that it was interfering with the work. What is needed is a complete reconstruction of the road. Instead the road was chip-sealed. As the road has worn from the summer, the bumps, cracks, and grooves are returning.

Highway 8 is grossly under engineered for the amount of traffic that it serves. It is common to be in a line of cars heading West going to Moscow any day of the work week that is 75 to 100 cars long. And, the same when returning Eastward. There are no safe passing lanes, and the grooves in the pavement attest to the amount of traffic. In wet weather drivers drive on the meridian or on the shoulder to keep their cars from hydroplaning in the grooves. "Riding the ridges" gives some semblance of control, but hardly safe when heavy on-coming traffic is encountered.

I am a big supporter of Bennett Lumber, and I am grateful for their business and support to our community. I think they deserve to have better roads, and I understand their need for a road upgrade. Unfortunately, the roads are in a deplorable condition, and the state has shown complete lack of responsibility in maintaining these specific highways. I would like to see the ITD put these roads at the top of their priority list and upgrade them with added passing lanes or an increase to 4 lanes in some sections where feasible, and a reconstruction of the road base that can withstand the heavy traffic these roads endure. If these issues are met, then a reclassification would be feasible.

Respectfully submitted,
Sarah Stanton

Name: Donald & Betty Nagle
Phone Number: (208) 875-1393
E-mail: bnagle35@gmail.com
Specific Route: ID-6, ID-9 ID-8
Date: 12/21/2020

We support the Bennett Lumber Products request to reclassify the above highways in order to increase their load limits.

Donald & Betty Nagle
1625 Deep Creek Road
Potlatch, ID 83855

Name: Kendra Guernsey
Phone Number:
E-mail: manykitties12@hotmail.com
Specific Route: ID-6, ID-9 ID-8
Date: 1/4/2021

Dear Sir,

I would object to allowing larger trucks on Rt. 8. The noise of their passing is already excessive, and their braking is very loud. I am over a quarter mile off Highway 8 – long driveway – because I thought distance from the road would be quiet. The trucks are so loud that they sometimes wake me up at night. I can hear them braking for the stop sign at the end of the road which is at least a mile from my house. It is not just business and farmers which must be considered, other people live here too and many came for a rural life and quiet and solitude.

Bennett Lumber already has those log trucks which must be quite heavy and I also see some with extra trailers attached. What can they possibly want to transport that they need larger trucks? And then what will creep in to be transported that no one would want there?

So, please consider NOT adding to the already excessive noise from trucks in this area.

Sincerely,
Kendra Guernsey

Phone

Name: Sean Powell
Phone Number: 208-8758929
Email Address:
Specific Route: 202006ID6
Date: 12/8/2020

Hi, this is Paula Bartlett, also calling for Chad Bartlett at 4020 Deary Street, Harvard, ID. I do not think that this should be passed through because we already hear so many jake brakes and truckers going through Harvard, uh, even though it's going to be a little west of Harvard. I am not for it. Thank you. Bye bye.

Name: Carolyn Rose
Phone Number: 208-875-8929
Email Address:
Specific Route: 202006ID6
Date: 12/8/2020

Hi, this is Carolyn Rose at 4597, Highway 6, Harvard, ID. (208) 875-8929. I live a quarter-mile up off the road with trees that buffer, and I am hearing a lot of jake brakes for the last couple of weeks um off of Highway 6 so I am concerned about reclassifying this road. Um, that is my main road that I get up on to. I don't know who the company is, but it's one logging truck after another and they use their jake brakes a lot. Uh it starts at like 2 in the morning and it lasts until about 8. Anyways, any questions give me a call. Thank you. Bye bye.

Name: Craig Roberts
Phone Number: 208-875-1269
Email Address:
Specific Route: 202006ID6
Date: 12/8/2020

Craig Roberts. Princeton, Idaho. (208) 875-1269. Uh I used to be a truck driver, had a Mullan truck, and uh, I think it you're it should go back down to 80000 pounds. We would put more people to work, and we wouldn't tear up the road so bad cause the taxpayers have to pay for the roads, and uh the fuel does pay for some of it, but not all of it. And uh just like south Idaho they have that 129,000 down there because of Simplot. Simplot owns the government, and down there they can do about what they want. But up here we have frost and and then heat and stuff.

Just like coming into Lewiston they had to do all of that with concrete so that the heat wouldn't take that up. And you can tell the ruts right where the single-tire trucks go at 105,500 you know. And that's just like coming down the Lewiston grade it's 55 mph for trucks, now they're going 65 mph down there because they have a retarder and a jake. Why don't they pick them up? I don't understand what's going on.

Uh, that's my opinion. I just wish they would go back to 80,000 pounds and that would put more truck to work, more people to work and and the company's lumber...my dad worked for Bennett Lumber all his life, and they still make money doing it without hauling 126,500 in there, 129,500 I meant. So uh so anyway that's my opinion. I hope it makes a difference. I hope you have a different train of thought there. So thank you very much. Bye.

Name: Patrick Grady
Phone Number:
Email Address:
Specific Route: 202006ID6
Date: 12/8/2020

Yes, this is Patrick Grady. My num my address is 1143 Bear Creek Road, Princeton, Idaho 83857. Um I want to share my concerns with having heavier loads on the highway. I have no problem with Bennett Lumber trucks or any local commercial trucks because I know they are well taken care of. My issue is uh with the trucks that come in and travel on these same roads I have to use every day to work and my wife and my kids because many of them relative, relatively speaking, do not follow the speed limits in Princeton, out of Princeton, on the corners out of Princeton going toward the Bennett Lumber Mill and beyond Harvard. The there's many farmers and one in particular I know personally that never carries insurance on his semi-trucks that he hauls hay with and uh yeah the road's the road is very windy in these in these areas and the Deary shortcut is uh speed speed demons on that road logging trucks, chip trucks, grain trucks, you name it, freight trucks, never follow even remotely close to speed limit. And unless I had absolute proof that you're going to shore up the the the the police force that's going to come and the highway patrol to ensure that people are not going to be excessively speeding in these trucks on these roads and that they are being weighed out of Potlatch and making sure that people are not going over limit for what the trucks are rated for then I would not be supportive of it. I actually think the railway should be opened up and get trucks off the highway, not more weight and more danger on the highway. But that's too bad because I know Bennett's and many of the other local companies take very good care of their trucks and have dash cams and they they watch their trucks very closely they got GPS on them, but unfortunately that's not the case for everybody. It's the others that I don't like um I'm I'm not going to be supportive of. And that's it. Thank you.

Name: Christine Ford
Phone Number: (208) 997-8361
Email Address:
Specific Route: 202006ID6
Date: 12/14/2020

Hello, my name is Christine Ford. I live at 1021 Angus Lane. This is just off of Highway 9. I'm representing myself and my husband. Excuse me. I went to the website and reviewed the information you had on weighing up to 129,000 pounds um commercial loads. My husband and I discussed it, and we foresee that there are going to be higher accidents with it double tractor trailers so we are against reclassifying the highways. We want to keep the classification as they are now and have single-tractor trailer loads. If you have any questions give call me back. (208) 997-8361. Thank you. Bye.

Name: Kevin Johnson
Phone Number: (208) 301-2550
Email Address:
Specific Route: 202006ID6
Date: 12/21/2020

Hello, my name is Kevin Johnson. I'm a trucker. I own eight large trucks, and I'm absolutely against raising that that that weight, that 129,000 pounds on the highways. I am against it. Bennett Lumber has

their thumbs on everybody. They are controlling many, many things they should not be controlling, and absolutely not.

Name: Rich Slognia
Phone Number: (208) 892-8686
Email Address:
Specific Route: 202006ID6
Date: 12/21/2020

Uh I am Rich Slognia at uh 529 Northeast in Moscow and my comments are this, uh, are more of a question I think. Uh the commercial loads weighing up to 129,000 obviously are more than uh than uh than what's allocated, or permitted, right now uh I don't know what the limits are right now, but uh the question I have are these roads going to be able to take that kind of load? And uh or have they been rebuilt to take them? To take the loads? Cause otherwise they're just going to tear up the roads, and the taxpayer is going to wind up paying for new roads, new construction. And uh that's a concern of mine. Uh my mailing address is PO Box 8507, Moscow, 83843. So I thank you.

Name: Margo Welch
Phone Number: (208) 877-1031
Email Address:
Specific Route: 202006ID6
Date: 12/21/2020

Yes this Margo Welch at 1429 Forks Road Deary, Idaho. My comments on your proposal are as follows. First of all I would not recommend I am against your reclassification and these are the reasons. I've lived here now in Latah County for since 1993, and the big trucks are pretty much already a pretty big issue for commuters going back and forth to Moscow. And the main reasons are there are no passing lanes. There's no middle passing lane.

There's an insufficient amount of of shoulder on most of the highways you are talking about to allow for any kind of emergency, to get off of the highway. Going up and down the hills there's no runaway truck ramps on Spring Valley, or coming down to the junction of Highway 6 coming from Potlatch, going towards Emida where the cutoff the Highway 9 comes down that road. And that one is a serious one. There's no passing lane; there's no emergency truck runaway lane.

Also, who's going to be paying for these double loads? Basically if you take that weight that you want to go to and you subtract the common weight of a truck, about 30,000 pounds, you're talking about double loaded truck. You're talking about twice as much weight as a truck is carrying right now. And already, again, the trucks that are run now, they have only a certain number of years of months during the year the log trucks and they are already running as hard as they can just to barely be able to get buy and afford a truck.

There's fleets of trucks. It's the same thing. You got the big Buell chip trucks going to the St. Maries. And you've got traffic going to the Cedar Mill at Troy. You got the Bennett Mill, etc. Plus you got a lot of loggers all through the whole area that have their equipment low-boyed. Right now that's probably our biggest loads that we see going up and down on the roads you are talking about.

So my question is you are talking about doubling the weight? That's going to have a huge impact on the condition of our highways, especially in the winter time when the road wants to buckle, specifically Highway 9, the cutoff. That road was a dirt road—just what in the 70s?—and you can tell. It goes bump-de-bump-de-bump no matter how many times you go in there and redo it and chipcoat thing, it still obviously does not have much of a surfacing base underneath or you wouldn't have such a rough ride no matter what.

So you got you got buckling already occurring due to the amount of truck traffic, and as a CDL holder, I can tell you that I appreciate how hard that our truck drivers work. I have made comments before to ITD on things that I have experienced recently this summer that were completely unacceptable as far as the chip coat job that occurred and the way that I got set in traffic. You just don't have you don't have any indication in proposal. Are you going to expect the taxpayer to pay for Bennett Lumber to run these trucks up and down? And have the extra weight going up and down?

Or are they just going to pay an increased registration fee, and then that's goes into the big coffer down in Boise? I mean you got people commuting from out where I live in Helmer, and some of them even further into Bovill, all the way into Moscow or into Pullman. And these are the folks that are going to be road-warring out there with these double-loaded trucks, and are you going to expect them to turn around and pay for all that so that Bennett Lumber can run these?

So these questions I do not see an answer to them, because there really isn't one. Of course we are going to be the ones paying for it. So not only are we paying for them to make more money with these double trucks, but then you got commuters going all times of the year up against these these great big trucks already. It's already pretty hard.

So again my main three points, just to conclude, you got not—yes, after the tone, yes—you got no passing lanes, no runaway truck ramps for any kind of loads that big, and you have not indicated if Bennett is going to be the one paying for this. It's going to be the locals paying for this, or it's going to be

Name: Michael Monn
Phone Number: (208) 352-2684
Email Address:
Specific Route: 202006ID6
Date: 12/21/2020

Hello, my name is Michael Monn. I live at 1870 Wallen Road in Troy. I am representing no one but myself. I am calling to oppose the reclassification of the highway to allow the heavier loads. I am very concerned about safety. These heavier trucks will no doubt cause more damage and injury to people who are unfortunately in collisions with them. Additionally I commute on this road and the trucks often are not going the appropriate speed for conditions. The road is very curvy, not very wide, and it's very dangerous especially when there's snowy conditions so it's a safety issue. The highway is very dangerous as it is, and we don't need heavier trucks which could cause further injury.

Additionally these trucks use their jake brakes. It's very loud. They go by at two, three in the morning, and they indiscriminately apply these things. But heavier trucks are going to be more reliant on those, and that's really damaging for the quality of life around here, so I oppose the reclassification. Thank you.

Name: Johanna Brown
Phone Number: (208) 301-2440
Email Address:
Specific Route: 202006ID6

Date: 12/21/2020

Hello, my name is Johanna Brown, and I live at 1870 Wallen Road which is right off Highway 8 in Troy. And I did review the analysis and application just to make sure I kinda knew what was going on, but I do have some strong concerns about allowing these larger truckloads, specifically on Highway 8 just due to the nature of commuting. So I commute to work in Pullman and many people from Deary and Troy communities commute into Moscow. And those commutes also come with a timeline. People have to be at work at a certain time. And just knowing how that road can get in the winter with absolutely zero passing lanes, being behind large trucks with extremely variable speed is just going to cause extremely dangerous conditions out there that I would just really would like to not see because people are so dependent on commuting to those bigger cities for their livelihood. So that's kind of the main thing I'm thinking about with no passing lanes, with how the road gets in the winter. I worry about people's safety.

So thank you for collecting comment. And I hope that you will not allow this to go through. Thank you.