

## **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

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## **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

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(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

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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.

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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 outlyer of St. Luke's Medical Hospital.

Susan Matthes  
Residen

## 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

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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

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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

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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

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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