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IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 7129 • Boise, ID 83707-1129

(208) 334-8000 • itd.idaho.gov

**Idaho Transportation Board
Subcommittee on 129,000 Pound Routes**

April 22, 2021

Idaho Department of Fish and Game
Magic Valley Regional Office
324 South 417 East, Suite 1
Jerome, Idaho

1:15 PM

(Or shortly after adjournment of the Idaho Transportation Board's business meeting,
but not before 1:10 PM.)

To call in:
Dial 1-415-655-0003 US Toll
Meeting number (access code) 133 499 2044
Meeting password 1234

ACTION ITEMS

	<u>Page</u>	<u>Time</u>
1. Welcome and Preliminary Matters – Chair Dwight Horsch		
- March 18, 2021 Subcommittee meeting minutes	1	1:15
2. Case #202101:	3	1:20
US-12 – Milepost 74.480 to 66.220, District 2		
SH-13 – Milepost 24.400 to 26.390, District 2		
SH-162 – Milepost 23.065 to 8.000 and MP 38.819 to 31.077, District 2		
Chief Engineer's Evaluation and Recommendation –		
Freight Program Manager Scott Luekenga	6	
Public Comments – Public Information Officer Megan Jahns	17	
Discussion and Recommendation - Chair Horsch		
3. Adjourn (estimated time)		1:45

Idaho Transportation Board

Subcommittee on 129,000 Pound Routes

March 18, 2021

Idaho Transportation Board (ITB) Subcommittee on 129,000 Pound Routes Chairman Dwight Horsch called the meeting to order at 2:30 PM on Thursday, March 18, 2021 at the Idaho Transportation Department in Boise, Idaho. ITB Members Jim Thompson and Jan Vassar were present.

ITB Chairman Bill Moad and Members Bob Hoff and Jim Kempton also attended as observers. Key principal Subcommittee staff members and advisors Deputy Attorney General Tim Thomas, Chief Engineer (CE) Blake Rindlisbacher, Freight Program Manager (FPM) Scott Luekenga, Planning Services Manager Ken Kanownik, Senior Public Information Officer Aubrie Spence, Executive Assistant to the Board Sue Higgins, and Local Highway Technical Assistance Council (LHTAC) Administrator Jeff Miles were present. District 2 Engineer (DE) Doral Hoff and Chief Operations Officer Dan McElhinney participated remotely.

Minutes: January 21, 2021. Member Thompson made a motion to approve the minutes of the January 21, 2021 meeting. Member Vassar seconded the motion and it passed unopposed.

Case #202101: US-12 – Milepost 74.480 to 66.220; SH-13 – Milepost 24.400 to 26.390; and SH-162 – Milepost 30.819 to 8.000, District 2. FPM Luekenga reported that an application was submitted on the above three routes. This case is unique because a different applicant requested the same routes, with the exception of the entire SH-13 route, in 2015. There was a lot of public opposition at that time and the applicant eventually withdrew his application. Staff believes it should proceed with the new application, but FPM Luekenga wanted the Subcommittee to be aware of the history.

DE Hoff said the current applicant, Wally Burchak, is conducting outreach on his request. He is working closely with the respective highway districts because he is also requesting designation of old highway 7 as a 129,000 pound route.

LHTAC Administrator Miles said his staff met with the applicant. The local routes are under three highway districts' jurisdiction. The Green Creek Highway District has some concerns with this route. He added that old highway 7 is not funded at the state level. Although it is probably the best route in the area because it is straighter, the grade is not as steep, and has low traffic counts. The pavement is in fair to good condition but the road lacks delineators and other amenities. He will encourage the local jurisdiction(s) to conduct a study on the route.

Member Thompson said he traveled the requested state routes. Overall, he believes the roads are adequate for 129,000 pound vehicles.

Chairman Horsch noted that the subcommittee is responsible for designating routes on the state highway system. It does not have jurisdiction on local roads.

CE Rindlisbacher said staff will proceed with the designation process.

The meeting adjourned at 2:55 PM.

Respectfully submitted by:
SUE S. HIGGINS
Executive Assistant & Secretary
Idaho Transportation Board



Request For Designated Routes Up To 129,000 Pounds

Case # 202101SH162

Idaho Transportation Department

ITD 4886 (Rev. 03-14)

itd.idaho.gov

This form is designed to be completed electronically. If completing manually and additional space is needed, continue the narrative on the reverse side. Correspond the number of the section on the front with the continuation on the reverse.

Company Name KBC Transport LLC		Contact Person's Name Wally Burchak	
Contact Phone Number 208-926-4843	Fax Number 208-926-4269	E-Mail Address wallykbc1@gmail.com	
Company Address 4689 Hwy 13		City Kooskia	State ID 83539

State Highway Route(s) Requested

Vehicles operating on the requested routes cannot exceed the maximum overall length or off-track as shown on the Extra Length Map at <http://www.itd.idaho.gov/dmv/poe/documents/extra.pdf>. Submit a map with requested route(s) along with this completed form.

Highway Number	Beginning Milepost	Ending Milepost	Highway Number	Beginning Milepost	Ending Milepost
Hwy 13	24 24.400	26 26.390	Hwy 162	30 30.819	8 8.000
Hwy 12	74 74.480	66 66.220			

Local Route(s) Requested

 Changes made per Scott Luekenga, FPM in conjunction with applicant:

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
Old Hwy 7			Cottonwood Hwy District	3/10/2021
Old Hwy 7			Union Hwy District	3/10/2021

Reasons for Request

 - Continue on reverse side if necessary, corresponding the number of the section with the continuation.

1. Justification KBC Transport believes route on Hwy 162 and Old Hwy 7 will be a safer route to haul 129K loads from Kooskia than Hwy 13. This route has better sight lines, longer strait stretches for passing vehicles, and is a much straighter road than Hwy 13. Portion of route over local jurisdictions is in good condition and only has one bridge that is very short in length. Only portion of load will span this bridge at one time. Hwy 162 portion is in good condition after reconstruction in recent years. A route is needed to transport 129K loads from Kooskia/Kamiah and connect with Hwy 95. This is safest route with best road conditions to connect Kooskia/Kamiah commerce to Hwy 95. Utilization of 129K loads will mean fewer trucks overall traveling Idaho County roads to haul same volume of products.		
2. Associated Economic Benefits Transport Logs & Lumber more efficiently from Kooskia to sawmill in Tamarack. Also haul Finished Lumber from Kooskia location to Boise Valley on 129K loads. The application will also allow 129K lumber loads from Kamiah Mill location and connect with existing 129K route on Hwy 95.		
3. Approximate Number of Trips <u>Annually</u> 250		
4. Commodities Being Transported Logs & Lumber		
5. Anticipated Start Date to Use Requested Routes <u>ASAP</u>		
Requestor's Printed Name KBC Transport LLC by Wally Burchak	Requestor's Signature <i>Wally Burchak</i>	Date 3/8/2021

Requestor is required to submit a completed application to ITD (see below) and to city, county, and/or highway district officials where the requested state route (or state route segment) is contiguous to respective jurisdiction(s).

Idaho Transportation Department Attn: Chief Engineer PO Box 7129 Boise ID 83707-1129	or	Fax: (208) 334-8195 Email: officeofthechiefengineer@itd.idaho.gov
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ITD Use Only

Hwy	Proceed	Reject	Date
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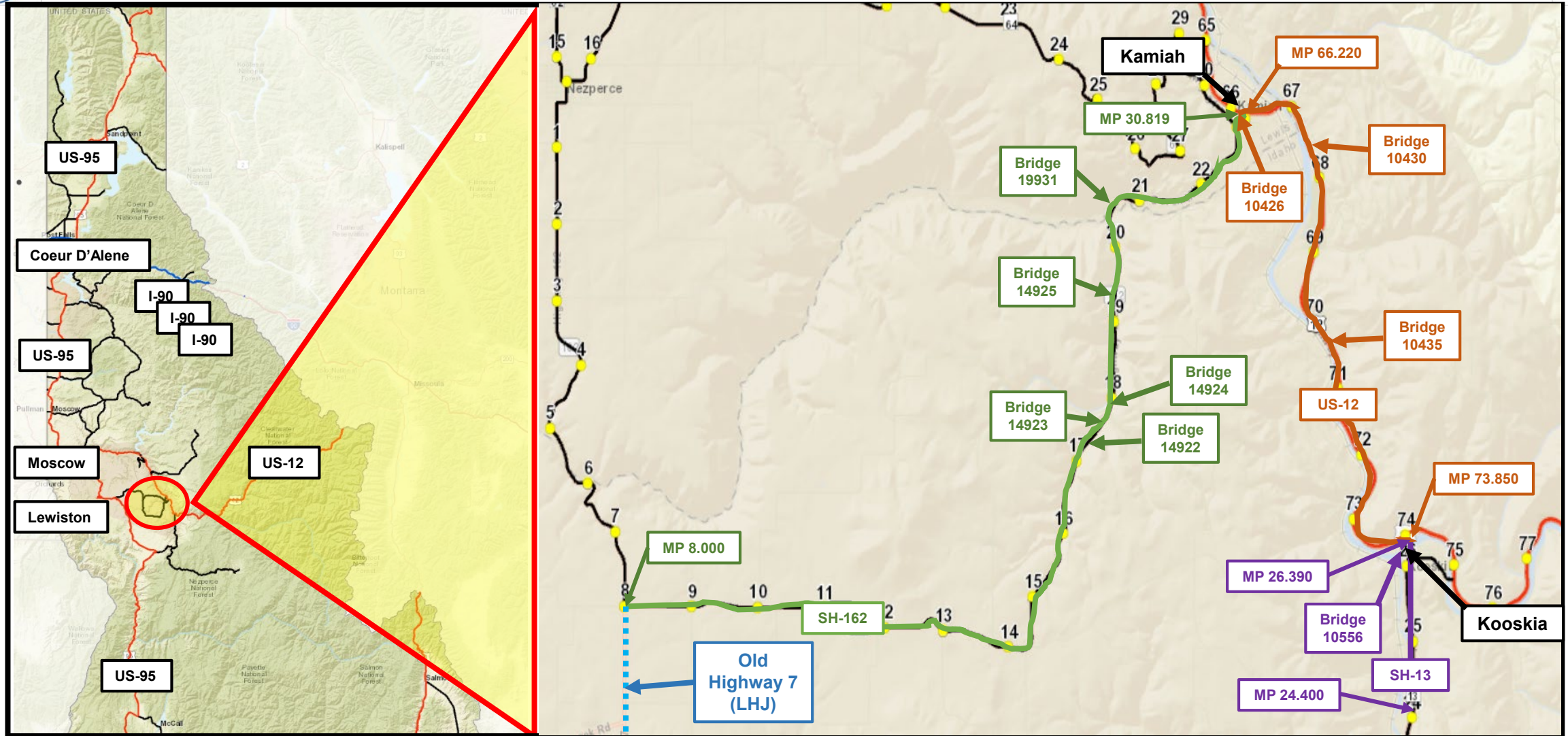
Review	D-1 <input type="checkbox"/>	D-2 <input type="checkbox"/>	D-3 <input type="checkbox"/>	D-4 <input type="checkbox"/>	D-5 <input type="checkbox"/>	D-6 <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Bridge Review	<u>Proceed</u> <input type="checkbox"/>	<u>Reject</u> <input type="checkbox"/>	<u>Date</u>	Chief Engineer	<u>Proceed</u> <input type="checkbox"/>	<u>Reject</u> <input type="checkbox"/>	<u>Date</u>	Sub- committee	<u>Proceed</u> <input type="checkbox"/>	<u>Reject</u> <input type="checkbox"/>	<u>Date</u>

Cc: Local Highway Technical Assistance Council (LHTAC)



129,000 Pound Route Application 202101SH162

State Highway 13, United State Highway 12 and State Highway 162





129,000 Pound Evaluation of Case # 202101SH162

**SH-13: MP 24.400 to 26.390
US-12: MP 74.480 to 66.220
SH-162: MP 23.065 to 8.000
SH-162: MP 38.819 to 31.077**

Executive Summary

KBC Transport LLC., is requesting sections of State Highways 13 (SH-13), United States Highway (US-12) and State Highway 162 (SH-162) be designated as 129,000 Pound route(s) (Attached Map) for the transportation of lumber and wood chips from mills in Kookia, ID to Tamarack, ID and Boise, ID. KBC Transport is projecting up to 250 trips annually.

These highways are predominantly two lane rural arterial routes with a mix of flat rolling agricultural and U.S. Forest Service lands passing through the communities of Kookia and Kamiah. The routes are currently coded as “Blue” and as such all trucks must adhere to the permitted 5.50-foot off-track and 95 foot overall vehicle length criteria and not to exceed 105,500 lbs. The recommendation is to reclassify these routes to “Orange” and as such all trucks must adhere to the permitted 5.50-foot off track and 95 foot overall vehicle length criteria not to exceed to 129,000 lbs.

ITD Bridge Asset Management has reviewed the nine (9) bridges pertaining to this request and has determined they will safely support the 129,000-pound truck load. Pavement conditions on these highways range from good to poor. The highways Commercial Average Annual Daily Traffic (CAADT) constitutes 6% to 16% of the Average Annual Daily Traffic (AADT). Between 2016 and 2020, there were a total of 103 accidents on these highway of which one (1) involved tractor-trailers. There were a total of 44 injuries and two (2) fatality associated with these accidents. The two (2) fatality did not involve a tractor-trailer.

Department of Motor Vehicles, Highway Safety, Bridge Asset Management and District 2 all recommend proceeding with this request.

Detailed Analysis

Department of Motor Vehicles (DMV) Review

All Idaho Transportation Department routes are currently categorized by their ability to handle various extra-length vehicle combinations and their off-tracking allowances. The categories used when considering allowing vehicle combinations to carry increased axle weights above 105,500 pounds and up to 129,000 pounds are:

- Blue and Orange routes at 95 foot overall vehicle length and a 5.50-foot off-track
- Purple routes at 95 foot overall vehicle length and a 5.50-foot off-track.

Off-tracking is the turning radius of the vehicle combination, which assists in keeping them safely in their lane of travel. Off-tracking occurs because the rear wheels of trailer trucks do not pivot, and therefore will not follow the same path as the front wheels. The greater the distance between the front wheels and the rear wheels of the vehicle, the greater the amount of off-track. **The DMV confirms that the requested**

routes fall under one of the above categories and meet all length and off-tracking requirements for that route. More specifically, the requested section of SH-162, SH13 and US12 are designated blue routes and as such all trucks must adhere to the 5.50-foot off-track and 95- foot overall vehicle length criteria.

Bridge Review

Bridges on all publicly owned routes in Idaho, with the exception of those meeting specific criteria, are inspected every two years at a minimum to ensure they can safely accommodate vehicles. A variety of inspections may be performed including routine inspections, in-depth inspections, underwater inspections, and complex bridge inspections. All are done to track the current condition of a bridge and make repairs if needed.

When determining the truck-carrying capacity of a bridge, consideration is given to the types of vehicles that routinely use the bridge and the condition of the bridge. Load limits may be placed on a bridge if, through engineering analysis, it is determined the bridge cannot carry legal truck loads.

ITD Bridge Asset Management has reviewed the nine (9) bridges pertaining to this request and has determined they will safely support the 129,000-pound truck load, provided the truck's axle configuration conforms to legal requirements. To review load rating data for each of the bridges, see the Bridge Data chart below.

*The bridge(s) is/are adequate if it has a rating value greater than 129,000 pounds or is designated as "OK EJ" (okay by engineering judgment).

Table 1. SH-13, Bridge Data

ROUTE	FROM:	SH-13
	MILE POST:	24.400
	TO:	SH-13/US-12 JCT
	MILE POST:	26.390

HIGHWAY NUMBER	MILE POST	BRIDGE KEY	RATING (lbs)
SH-13	26.17	10556	304,000

Table 2. US-12, Bridge Data

ROUTE	FROM:	US-12/SH-13 Jct
	MILE POST:	74.480
	TO:	US-12/SH162 Jct
	MILE POST:	66.220

HIGHWAY NUMBER	MILE POST	BRIDGE KEY	RATING (lbs)
SH-12	70.48	10435	338,000
SH-12	68.77	10430	284,000

SH-12	66.75	10426	298,000
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Table 3. SH-162, Bridge Data

ROUTE	FROM:	SH-162/US-12 Jct
	MILE POST:	38.819
	TO:	SH-162
	MILE POST:	8.00

HIGHWAY NUMBER	MILE POST	BRRIDE KEY	RATING (lbs)
162	20.56	14931	298,000
162	19.30	14925	308,000
162	17.85	14924	796,000
162	17.61	14923	198,000
162	17.04	14922	198,000

ITD District 2 Evaluation

This evaluation is in response to the application from KBC Transport LLC, case number 202101SH162, requesting that portions of SH-13, US-12 and SH-162 be designated as a 129,000 pound route. District 2 has evaluated the roadway characteristics, pavement condition, and traffic volumes in response to the request.

It is District 2's recommendation that the following road sections be reclassified from a "Blue" to a "Orange" route that is legal for a single trailer not exceeding 48 feet and a doubles configuration not exceeding 61 feet and 75 feet overall (doubles configurations can exceed one or the other and still be legal). A Permit would be required if exceeding these dimensions and must not exceed 5.50 feet of off-track and 95' overall length including load overhang. Total gross weight not to exceed 129,000 lbs.

State Highway 13

Roadway Characteristics

The portion of SH-13 requested to be reviewed starts MP 24.400 and ends at the intersection with US-12 at MP 26.390. This section of road is a rural arterial passing through agricultural lands and the rural community of Kooskia. The review will start at MP 24.429 (the entrance to the KBC office and lumber mill yard) and will conclude at the intersection of US-12 at MP 26.390. This section is in Idaho County. There are no pull off opportunities until in the community.

This section of roadway is predominantly flat with no dedicated passing or climbing lanes. The speed limit at the start of the review on SH-13 is posted at 55 MPH. The speed limit drops to 35 MPH at MP 25.083. The areas with curb, gutter and sidewalk begins at approximately MP 26.363. The speed limit further reduces to 25 MP at approximately MP 25.398 in the community of Kooskia.

At approximately MP 24.488, the highway widens to have a center turn lane along with the through lanes and curb side parking. This widen section continues to approximately MP 25.832 where the center turn

lane ends and the road narrows to one lane in each direction with widened shoulders. The speed limit increases to 35 MPH at approximately MP 25.882.

Beginning at approximately MP 26.002, the highway widens for a north bound (NB) through lane, a NB right turn bay, a south bound (SB) through lane and a SB left turn bay at the Broadway Ave (SH-13 Business Loop) intersection at MP 26.082. This widening ends at the start of the bridge at MP 26.152. The bridge ends at MP 26.256.

From the bridge to the intersection with US-12 at MP 26.390, the highway has widened shoulders. This intersection does not have turn bays on SH-13, but has a right turn bay from east bound US-12 onto SH-13. The SH-13, Howard Creek to Kooskia City Limits (MP 18.680 to MP 25.378) paving project was completed in 2010 and this section was later seal coated in 2013.

Roadway Geometry

Table 4. SH-13 Roadway Geometry

MILEPOSTS	THROUGH LANES	TURN LANES	SHOULDER	PARKING LANE
24.426 TO 26.363	1 – 1 each direction	No	No	No
	11'			
26.363 TO 25.488	1 – 1 each direction	No	Paved	Yes
	12'			Both Sides
25.488 TO 25.832	1 – 1 each direction	Center	Paved	Yes
	12'			Both Sides
25.832 TO 26.002	1 – 1 each direction	No	Paved	Yes
	12'			Both Sides
26.002 TO 26.152	1 – 1 each direction	Yes	Paved	No
	12'	Left and Right		
26.152 TO 26.256 KOOSKIA BRIDGE	1 – 1 each direction	No	Concrete	No
	12'			
26.256 TO 26.390	1 – 1 each direction	Yes	Paved	No
	12'	Right turn from US-12		

Pavement Condition

These sections are asphalt pavement. SH-13 is rated as good or fair outside of the community of Kooskia. In Kooskia, it is rated as fair or poor.

Table 5. SH-13 TAMS Visual Survey Data

MILEPOST	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE
24.390 – 24.490	Flexible	No	Good
24.490 – 24.590	Flexible	No	Fair
24.590 – 24.690	Flexible	No	Good
24.690 – 24.790	Flexible	No	Fair
24.790 – 24.890	Flexible	No	Good
24.890 – 24.990	Flexible	No	Fair
24.990 – 25.090	Flexible	No	Good
25.090 – 25.190	Flexible	No	Fair
25.190 – 25.290	Flexible	No	Good
25.290 – 25.390	Flexible	Yes	Poor

25.390 – 25.490	Flexible	No	Fair
25.490 – 25.590	Flexible	Yes	Poor
25.590 – 25.690	Flexible	Yes	Poor
25.690 – 25.790	Flexible	No	Fair
25.790 – 25.890	Flexible	Yes	Poor
25.890 – 25.990	Flexible	Yes	Poor
25.990 – 26.090	Flexible	Yes	Poor
26.090 – 26.190	Flexible	Yes	Poor
26.190 – 26.290	Flexible	Yes	Poor
26.290 – 26.390	Flexible	No	Fair

Traffic Volumes

The speed limit of these highway sections vary between 25 and 55 mph.

Table 6. SH-13 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
24.43 – 25.44	2,400	300	11%
25.44 – 26.02	3,100	400	11%
26.02 – 26.33	2,890	310	10%

United States Highway 12

Roadway Characteristics

For this request, our review will start at the “T” intersection of SH-13 (MP 26.390) and US-12 (MP 73.850). On US-12 for east bound (EB) traffic, there is a right-turn only lane and one through lane. For west bound traffic, there is one left-turn only lane and one through lane. There is a pullout/POE at the junction of US12 and SH13.

With the exception of the community of Kamiah, this section of road is a two (2) lane, rural arterial bordered by the Clearwater River on one side and agricultural and wooded properties on the other. It is predominantly rolling terrain with no dedicated passing or climbing lanes. A majority of this section is in Idaho County, but is in Lewis County on the west side of the river.

Upon leaving the intersection, this area reduces to one (1) lane in each direction. The road surface is asphalt concrete pavement. The speed limit in this section is 55 MPH.

At the intersection of US-12 and Valley View Drive at MP 69.644, there are opposing left turn lanes and a west bound right turn lane. At the intersection of US-12 and Trenary Drive at MP 68.457, there is a west bound right turn lane. At the intersection of US-12 and Woodland Road, at MP 66.916, there is an east bound left turn lanes.

The speed limit reduces to 35 MPH at the beginning of the bridge at MP 66.857. This structure ends at MP 66.736. A railroad crossing is located MP 66.659. This crossing is no longer used as the a RR bridge located to the south of the crossing was severely damaged several years ago during heavy spring runoffs.

At the west end of the bridge, the roadway becomes an urban section with concrete curb on either side of the highway. These curbs end at approximately MP 66.595 and the shoulders are paved. In addition, a continuous center left turn bay begins.

There is a west bound right turn bay at the west entrance to Harvest Food Grocery Store at MP 66.275. This review ends at the US-12 / SH-162 intersection at US-12 MP 66.220.

The US-12, Valley View Drive Turnbay project (MP 69.33 to 69.64) was completed in 2018. This project widened along both sides of US-12 to construct opposing left turn lane and a west bound right turn lane at Valley View Drive.

The Trenary Drive turn bay project (MP 68.457) was completed in 2009. This project constructed a west bound right turn lane.

The US-12, Woodland Road to MP 70 project (MP 66.835 to MP 70.000) was completed in 2008. This project placed a HMA overlay and upgraded guardrail.

This section from MP 66.874 to MP 73.85 received a sealcoat in 2011 (see FY12 D2 Districtwide Sealcoats, Key 12012).

Table 7. US-12 Roadway Geometry

MILEPOSTS	THROUGH LANES	TURN LANES	SHOULDER	PARKING LANE
73.966 TO 73.716	1 each direction	2	Paved	No
	11'	EB Right / WB Left		
73.716 TO 66.857	1 each direction	See below	Paved	No
	11'			
VALLEY VIEW DR. MP 68.644	1 each direction	Yes	Paved	No
	11'	Opposing Lefts/WB Right		No
TRENNARY DRIVE MP 69.457	1 each direction	Yes	Paved	No
	11'	WB Right Turn		
WOODLAND RD MP 66.916	1 each direction	Yes	Paved	No
	11'	EB Left Turn		
66.857 TO 66.736 KAMIAH BRIDGE	1 each direction	No	Concrete	No
	12'			
66.659 RR CROSSING	1 each direction	No	Concrete Panels	No
	12'			
66.736 TO 66.605	1 each direction	No	Paved	No
	12'			
66.605 TO 66.595	1 each direction	No	Paved	No
	12'			
66.595 TO 66.220	3 – 1 each direction	Yes	Paved	No
		Center Left Turn Lane		
66.220 US-12/SH- 162 INTERSECTION	3 – 1 each direction	Yes	Paved	No
	12'	Left Turnbay to SH-162		

Pavement Condition

US-12 is generally rated as fair condition with some smaller sections noted as poor.

Table 8. US-12 TAMS Visual Survey Data

MILEPOST	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE
66.220 – 66.720	Flexible	Yes	Poor
66.720 – 66.820	Flexible	No	Fair
66.820 – 66.920	Flexible	Yes	Poor
66.920 – 69.475	Flexible	No	Fair
69.475 – 69.575	Flexible	Yes	Poor
69.575 – 69.975	Flexible	No	Fair
69.975 – 70.075	Flexible	Yes	Poor
70.075 – 70.275	Flexible	No	Fair
70.275 – 70.375	Flexible	Yes	Poor
70.375 – 70.975	Flexible	No	Fair
70.975 – 71.075	Flexible	Yes	Poor
71.075 – 71.975	Flexible	No	Fair
71.975 – 72.075	Flexible	Yes	Poor
72.075 – 72.575	Flexible	No	Fair
72.575 – 72.875	Flexible	Yes	Poor
72.875 – 72.975	Flexible	No	Fair
72.975 – 73.075	Flexible	Yes	Poor
73.075 – 73.175	Flexible	No	Fair
73.175 – 73.675	Flexible	Yes	Poor
73.675 – 73.950	Flexible	No	Fair
73.950 – 74.050	Flexible	Yes	Poor

Traffic Volumes

The speed limit of these highway sections vary between 25mph and 55mph.

Table 9. US-12 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
66.22 – 66.29	4,600	310	6%
66.29 – 66.95	5,800	430	7%
66.95 – 73.86	4,100	600	13%

State Highway 162

Roadway Characteristics

The review section of SH-162 starts at the intersection of SH-162 and US-12 (MP 66.220) and ends at Four Corners (MP 8.00) where it intersections with Old SH-7 and SH-162 turns to the north. This section of road, with the exception of the portion in the community of Kamiah, is a two lane, rural arterial passing through agricultural and wooded properties and is predominantly rolling terrain with no dedicated passing or climbing lanes. This section is in Lewis County until crossing the Lawyers Creek Bridge at MP 20.577 at which point it becomes Idaho County.

Starting at the intersection US-12 (MP 66.220) and SH-162 (MP 31.077), this portion runs south and west through the community of Kamiah. This area has one lane in each direction. The road surface is asphalt concrete pavement with wide shoulder to allow parking. This in-town section which

include the Hill and 5th Streets has a speed limit in this section is 25 MPH. This road intersects with SH-64 at MP 30.819 and continues south from there.

At MP 23.065, SH-162 this section runs through a residential area and past the Kamiah School. The speed limit is 25 MPH up to MP 22.590 where it increases to 40 MPH. The speed limit then increases to 55 MPH at MP 22.300.

The section from Kamiah to MP 14 is locally referred to as the 7 Mile due to the long grade in this section. Once on top, the grade is more gradual and the road continues to wind through an agricultural area.

Other than the P.O.E rover site MP 19, there are very limited pull off opportunities along this section.

In 2012, between MP 8.000 to MP 13,047, a shoulder notch widening, retaining walls, a Full Depth Reclamation and an HMA overlay project was completed.

The SH-162, Red Rock Road to Kamiah project (MP 14.853 to MP 23.065) was completed in 2012. This project included a cold-in-place recycle, soft spot repairs, shoulder enhancements, guardrail upgrades and a HMA overlay.

The SH-162, MP 13 to Red Rock Road project (MP 13.047 to MP 14.853) was completed in 2013. This project included shoulder notch widening, Cement Recycled Asphalt Base Recycle, retaining walls and a HMA overlay.

The section from MP 8.00 to MP 23.065 received a sealcoat in 2016.

Table 10. SH-162 Roadway Geometry

MILEPOSTS	THROUGH LANES	TURN LANES	SHOULDER	PARKING LANE
30.819 TO 31.077	1 each direction	No	Paved and Gravel	Yes
	12'		3'	
23.065 TO 20.577	1 each direction	No	Paved	No
	11'			
20.577 TO 20.562 LAWYER CR BR	1 each direction	No	Concrete	No
	11'			
20.562 TO 8.00	1 each direction	No	Paved	No
	11'			

Pavement Condition

In the community of Kamiah, SH-162 is rated as poor and fair on Hill and 5th Streets. Outside of the community, it is mostly good and fair with some smaller poor areas.

Table 11. SH-162 TAMS Visual Survey Data

MILEPOSTS	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE
8.000 – 8.100	Flexible	Yes	Poor
8.100 – 8.800	Flexible	No	Good
8.800 – 9.200	Flexible	No	Fair
9.200 – 9.300	Flexible	No	Good
9.300 – 10.300	Flexible	No	Fair
10.300 – 10.400	Flexible	No	Good
10.400 – 10.600	Flexible	No	Fair
10.600 – 10.800	Flexible	No	Good
10.800 – 10.900	Flexible	No	Fair
10.900 – 11.300	Flexible	Yes	Poor
11.300 – 11.400	Flexible	No	Fair
11.400 – 11.700	Flexible	No	Good
11.700 – 12.500	Flexible	No	Fair
12.500 – 12.700	Flexible	No	Good
12.700 – 12.800	Flexible	Yes	Poor
12.800 – 13.000	Flexible	No	Good
13.00 – 13.100	Flexible	Yes	Poor
13.100 – 13.200	Flexible	No	Good
13.200 – 13.500	Flexible	Yes	Poor
13.500 – 13.600	Flexible	No	Fair
13.600 – 13.800	Flexible	Yes	Poor
13.800 – 14.300	Flexible	No	Good
14.300 – 14.400	Flexible	No	Fair
14.400 – 14.800	Flexible	No	Good
14.800 – 15.100	Flexible	Yes	Poor
15.100 – 15.200	Flexible	No	Good
15.200 – 15.600	Flexible	Yes	Poor
15.600 – 15.800	Flexible	No	Good
15.800 – 15.900	Flexible	Yes	Poor
15.900 – 16.000	Flexible	No	Good
16.000 – 16.100	Flexible	Yes	Poor
16.100 – 16.200	Flexible	No	Good
16.200 – 16.400	Flexible	No	Fair
16.400 – 16.600	Flexible	No	Good
16.600 – 16.700	Flexible	Yes	Poor
16.700 – 17.000	Flexible	No	Good
17.000 – 17.200	Flexible	No	Fair
17.200 – 17.600	Flexible	No	Good
17.600 – 17.700	Flexible	Yes	Poor
17.700 – 17.800	Flexible	No	Fair
17.800 – 18.000	Flexible	No	Good
18.000 – 18.100	Flexible	No	Fair
18.100 – 20.000	Flexible	No	Good
20.000 – 20.100	Flexible	Yes	Poor
20.100 – 20.500	Flexible	No	Good
20.500 – 20.800	Flexible	Yes	Poor

MILEPOSTS	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE
20.800 – 22.100	Flexible	No	Good
22.100 – 23.000	Flexible	No	Fair
23.000 – 23.065	Flexible	Yes	Poor
30.819 – 31.019	Flexible	Yes	Poor

Traffic Volumes

The speed limit of these highway sections vary between 25mph and 55mph.

Table 12. SH-162 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
8.00 – 20.56	1,120	80	7%
20.56 – 21.85	1,110	90	8%
21.85 – 23.03/30.819	1,670	330	16%

Truck Ramps

No runaway truck ramps exist along these routes.

Port of Entry (POE)

There is a P.O.E. rover site at the intersection of SH-13 and US-12.
There is a P.O.E rover site on SH-162 at MP 19.

Safety Review

Accident Data

State Highway 13

Analyses of the 5-year accident data (2016-2020) on this section of SH-13 shows there were a total of 20 accidents involving 36 units and 33 people (0 fatalities and 5 Injuries), none of which involved a tractor-trailer combination. Accidents on this section primarily involved parked cars getting struck or were intersection related. Contributing circumstances were improper turning, animals, speed and inattention. This route pass by two (2) churches and no other social facilities. There are no signalized intersection on this route.

United States Highway 12

Analyses of the 5-year accident data (2016-2020) on this section of US-12 shows there were a total of 50 accidents involving 68 units and 73 people (2 fatalities and 22 Injuries), none of which involved a tractor-trailer combination. The accidents on this section primarily involved wild animals, rear-end accidents, and vehicles leaving the roadway. Contributing circumstances were animals, inattention and failure to maintain lane. This route pass by four (4) churches and no other social facilities. There are no signalized intersection on this route.

State Highway 162

Analyses of the 5-year accident data (2016-2020) on this section of SH-162 shows there were a total of 33 accidents involving 37 units and 48 people (0 fatalities and 17 Injuries). One accident involved a tractor-trailer combination (no injuries or fatalities). The accidents on this section primarily involved vehicles leaving the roadway. This route pass by Kamiah Elementary/High School and no social facilities. There are no signalized intersection on this route.

Climate Data

PRECIPITATION	ANNUAL AVERAGE
Rainfall	30.6"
Snowfall	26.4"
Days w/ Precipitation	110
Annual August High Temp	90.0F
Average December Low Tem	25.6F

END EVALUATION

Executive Summary

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

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

The site was viewed **182 times**, and 29 comments were received. Of the comments, 69 percent opposed the reclassification and 17 percent expressed support. The remaining commenters offered statements without directly stating their opinions and/or asked for further information.

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

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

Of the 29 comments, five were recorded via the oral testimony line. All others were emailed directly to the Freight Program Manager or sent via the link on the website. Submission of comments was consistent throughout the comment period, likely due to the staggered coverage by news outlets and paid advertisements in the local papers.

The chart below shows the primary concerns as they relate to ITD's mission.

Case # 202101SH162 Comments							
	Totals	Safety	Mobility	Economics	Noise	Other	No Reasoning
For	4	1	1	4	0	0	0
Against	10	6	12	3	1	2	1
Statements	5	0	1	1	0	1	0
NOTE: Single comments may address multiple areas of concern (Safety, Mobility, Economic etc...)							

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

E-MAILS

Name: Jerry Litchfield

Phone Number: 208-451-0987

E-mail: Jerpeg@startmail.com

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

Date: 3/27/2021

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

Jerry Litchfield
591 Pleasant Valley Rd
Clearwater, ID 83552

(208) 451-0987
jerpeg@startmail.com

Name: Glen Scott Swearingen & Pamela S. Swearingen

Phone Number: Provided

E-mail: gscott.swearingen@hughes.net

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

Date: 3/29/2021

Mr. Luekenga,

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

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

Name: Daryl Kinzer

Phone Number: Provided

E-mail: dardonkinzer@gmail.com

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

Date: 3/29/2021

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

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

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

Daryl Kinzer

Name: Tim E. Christopherson

Phone Number: Provided

E-mail: dabco@connectwireless.us

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

Date: 3/30/2021

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

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

Thank you for your time,

Tim E. Christopherson

Name: Teresa Seloske

Phone Number: None Provided

E-mail: tseloske@gmail.com

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

Date: 3/29/2021

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

Teresa Seloske

Name: Mrs. Abigail Haight

Phone Number: None Provided

E-mail: haight@johnbosco.org

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

Date: 3/30/2021

To whom it may concern,

Given the recent mill closures in the city of Kamiah (Blue North) the log industry as well as the town's economy was dealt a large blow. As a citizen of Kamiah, and the great state of Idaho, I am entirely in

favor of reclassifying the highways to allow log trucks to travel them, and continue commerce, logging and other industries in our area. I am all in favor of supporting our hard-working log truck drivers, loggers, and all invested in renewable agriculture in this great state. Please note that my husband is a large diesel mechanic, who works on logging equipment, log trucks, farming and agriculture equipment, etc. and the trickledown effect applies largely to us, as it does other people invested in the Kamiah/Kooskia area who are largely affected by the logging industry. Please know that an investment in the roads, and log truck industry is also an investment in the Clearwater Region.

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

Sincerely,

Mrs. Abigail Haight,
Teacher, Ranch wife, Kamiah resident, and devoted Idahoan.

Name: Jim McIver

Phone Number: None Provided

E-mail: jdmcive@gmail.com

Date: 3/30/2021

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

-Jim McIver
Lewiston Id

Name: Edward Clark

Phone Number: None Provided

E-mail: eaclark2@outlook.com

Date: 3/31/2021

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

Name: Lucky Brandt

Phone Number: None Provided

E-mail: luckybrandt@gmail.com

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

Date: 4/4/2021

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

Lucky Brandt
4613 Highway 13
Kooskia, ID 83539

Name: LaVerne Willey

Phone Number: None Provided

E-mail: idwilley1@gmail.com

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

Date: 4/5/2021

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

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

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

Thank you for allowing me to comment.

LaVerne Willey
4168 Highway 12
Kamiah, Idaho

Name: Craig Roach

Phone Number: None Provided

E-mail: craig_03@hotmail.com

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

Date: 4/5/2021

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

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

Craig Roach

Name: Phillip Kelley

Phone Number: None Provided

E-mail: phillipakelley@icloud.com

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

Date: 4/5/2021

Greetings,

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

I am IN FAVOR of such a reclassification.

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

Thank you for taking our comments on the subject.

Sincerely,

Phillip Kelley

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

Phone Number: 208-926-1486

E-mail: mtornatore@cityofkamiah.org

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

Date: 4/6/2021

From Mayor Betty Heater,

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

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

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

Sincerely,

Mayor Betty Heater.

Mike Tornatore, Deputy Clerk
Phone 208-926-1486
E-Mail: mtornatore@cityofkamiah.org

Name: Joshua Palken
Phone Number: None Provided
E-mail: vom357@gmail.com
Specific Route: SH-13, US-12 & SH-162
Date: 4/6/2021

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

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

Roads are narrow and many dangerous spots - plenty of bad weather too
Roads are on constant need of repair which backs up traffic terribly - MORE weight and more repair is not good - add to safety issue and this request is easy - REJECTED.

Thanks for your consideration.

Sincerely
Joshua Palken
Elk City ID

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

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

Thank you.

Frances Conklin
2421 Business Loop 95
Cottonwood IDAHO 83522

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

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

Name: Craig Jones

Phone Number: None Provided

E-mail: carnes3121955@icloud.com

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

Date: 4/8/2021

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

Name: Patricia Goetz

Phone Number: 208-816-0045

E-mail: nipntuckstede@hotmail.com

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

Date: 4/9/2021

To: Office of the Chief Engineer

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

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

Thank you,

Patricia Goetz
PO Box 1025
Kamiah ID 83536
208-816-0045

Name: Dr. John Conca

Phone Number: Not Provided

E-mail: drjbc7@gmail.com

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

Date: 4/10/2021

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

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

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

20% faster. Drivers of regular cars and pick-up trucks will suffer the financial strain of worn shocks, flats and probably higher taxes at the gas pump for road repairs and infrastructure upgrades.

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

Regards,
John Conca
Kamiah

Name: Jon Haupt

Phone Number: Not Provided

E-mail: hauptam@hotmail.com

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

Date: 4/10/2021

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

Sincerely.

Jon Haupt
P.O. Box 1383
Kamiah, ID 83536

Name: Paul Hespen

Phone Number:

E-mail: pwhespen@gmail.com

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

Date: 4/11/2021

DEAR SIRs:

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

Thank you,

Paul Hespen

Name: Don Gilbert

Phone Number: 206-713-4064

E-mail: 789gibby@gmail.com

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

Date: 4/11/2021

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

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

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

I am not in favor of the increase.

Don Gilbert
789Gibby@Gmail.com
206.713.4064

Name: Bonnie Schonefeld Alan Schonefeld

Phone Number: 208-926-0921

E-mail: lochsa2@gmal.com

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

Date: 4/13/2021

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

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

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

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

Sincerely,
Bonnie Schonefeld
Alan Schonefeld
889 Big Cedar Rd
Kooskia, ID 83539
208-926-0921
lochsa2@gmal.com

PHONE

Name: Jamie Burton Willy

Phone Number (208) 935-5691

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

Date: 3/30/2021

Yeah this is Jamie Burton Willy in Kamiah. 4168 Highway 12. And we live along Highway 12, and I've lived here all my life. And I think the load limit right now is at 79,000, and I'm not positive about that, but our roads are not built for 129,000 pounds. It's not the price that they're giving for the logs or whatever, or whatever they're hauling, it's just that the roads are not equipped. If you take a look at them right now,

they're coming apart, and I don't think there's any way that they could up it to 129,000. So anyway if there's any comment call me area code (208) 935-5691. Thank you very much.

Name: Jamie Burton Willy

Phone Number: Not given

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

Date: 3/31/2021

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

Name: Elroy Moffett

Phone Number: Not given

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

Date: 4/4/2021

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

Name: Dave Subert

Phone Number: 208-451-4340

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

Date: 4/12/2021

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

Dave Subert

208-451-4340

Cottonwood

Name: Orville Martin

Phone Number: 208-926-4935

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

Date: 4/13/2021

Hi Scott, this is Orville Martin

I live at Clearwater Idaho, I've lived around here all my life. And as far as putting heavy loads on the road, have you guys looked at the road from Kamiah to Greer? How it's pushing up, corners are pushing out because of the load on them. The base on those roads are not made for anything over 80,000 and you're putting 102,000 on them now. And also the 95, this side of Criagmont between there and Ferdinand that's gone to heck again, Their constantly repairing on I don't know how they will possible put heavier loads on those because I drove truck a lot, I drove a lot of heavy lowboy and you start bouncing on the roads when you have a hole you're going to have another hole. I'm against putting any more weight on those roads. I really think you need to take a trip and look those holes over good.

Name: Mrs. Dains

Phone Number: 208-451-4650

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

Date: 4/13/2021

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