

12/30/13

Scotty Fellom

To me, Damon, Jason, Heidi, Jenny

Suspense 13-37

Dear Ms. Yost,

In response to your public information request, please find attached above all of our communication, correspondence and any other related information that we have received or sent pertaining to the mega load shipment.

Any further questions please contact: Mr. Jason Minzghor, District One Operations Manager at [208-772-1200](tel:208-772-1200).

Sincerely,

Scotty D. Fellom, ITD, District One

Administrative Services Manager

600 W. Prairie Ave.

Coeur d'Alene, Idaho 83815

Phone: [208-772-1202](tel:208-772-1202)

----- Forwarded message -----

From: Adam Rush <Adam.Rush@itd.idaho.gov>

To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>

Cc:

Date: Wed, 18 Dec 2013 14:06:06 -0700

Subject: Adam R.'s input on Mammoet slides

Hello Jason,

Thank you for e-mailing me the slides and giving me the opportunity to provide feedback.

On Slide 1, at the top, we have "Load Data"

I recommend changing that to: Equipment Shipment Data. Whenever I'm dealing with the public or reporters, I call them "equipment shipments."

If the dimensions for all three shipments are the same, can we mention that somewhere on Slide 1?

I don't have any suggested changes for Slide 2.

On Slide 3, at the top, we've got: "Temporary Overweight Route." I'd like to suggest deleting "Overweight" from that so it reads: Temporary Route

Do we know the hours the equipment shipment will be allowed to move? I

recommend putting the specific hours on the slide if we know them – or mentioning that nighttime starts one half hour after sunset and concludes one half hour before sunrise.

Will there be pilot vehicles accompanying the shipment on E. Coeur d'Alene Lake Drive? I recommend including that info, or other safety measures we'll be using as part of the shipment.

In the last item listed on Slide 3 – Construct temporary ramp to get back onto I-90 – I recommend changing it to: Widen existing ramp to get back onto I-90.

In Slide 4, which is the map, we've got the white box in the lower left-hand corner that has text in it. I recommend deleting "Overweight" from the white box so it reads:

E. Coeur d'Alene Lake Drive Temporary Truck Route

On Slide 5, the last bullet item is: Temporarily remove I-90 barriers to access east bound lanes.

I recommend adding some details on which barriers re being removed. Can we say Jersey barriers or concrete barriers?

Thanks for the opportunity to comment!

Sincerely,

Adam R.

ITD Office of Communications

Direct Line: 7-8119, [\(208\) 334-8119](tel:2083348119)

E-mail Address: adam.rush@itd.idaho.gov

----- Forwarded message -----

From: Damon Allen <Damon.Allen@itd.idaho.gov>

To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>, Stephanie Hale <Stephanie.Hale@itd.idaho.gov>

Cc:

Date: Fri, 1 Nov 2013 15:45:03 -0600

Subject: FW: Mammoet USA transport

Background info

From: Warren Kachel [mailto: Chip.Kachel@mammoet.com]

Sent: Friday, November 01, 2013 9:32 AM

To: Damon Allen

Subject: Mammoet USA transport

Damon,

Mammoet USA West has been directed to you on the transporter attached.

We will be transporting pieces of a Hydro-cracker to Calumet refinery in Great falls Montana, VIA, 95-n to I-90 east to Lakeshore drive and building a temporary onramp for these 3 transports that will take place one at a time starting in the first week of December 2013.

The questions are:

1. Who is in charge of travel permitting on Lakeshore drive (old I-90)? This is to avoid Veterans Memorial Bridge.
2. What do we need to do to get a temporary onramp from the end of Lakeshore to I-90 in place?
3. Do you have a list of things to do for traffic control in these areas including I-90?

I have been in touch with Reggie and the ITD bridge dept. I have a third party engineering firm working on bridges and we are in phase 2 of the bridge analysis with 22 bridges left on the list.

I do realize the time factor involved in this and have been getting bridge behind us, he are now at the point where our chances of making all the bridges work in the current configuration and now feel that it is time to move ahead on the permit for travel

Thank you for your time and I hope to hear from you soon.

Warren (Chip) Kachel

Operations

Cell # [832.314.3379](tel:832.314.3379)

Office# [360.326.4394](tel:360.326.4394)

Mammoet USA South Inc.

1499 Tech Place Suite 280

Vancouver WA 98683

“Give me a place to stand and with a lever

I will move the world” Archimedes 225 B.C.

CONFIDENTIALITY NOTICE

The contents of this e-mail are confidential to the ordinary user of the e-mail address to which it was addressed and may also be privileged. If you are not the addressee of this e-mail you may not copy, forward, disclose or otherwise use it or any part of it in any form whatsoever. If you have received this e-mail in error please e-mail the sender by replying to this message.

----- Forwarded message -----

From: "Ed.Miltner@dot.gov" <Ed.Miltner@dot.gov>

To: Matt Farrar <Matt.Farrar@itd.idaho.gov>, Jason Minzghor

<Jason.Minzghor@itd.idaho.gov>

Cc: Kathleen Slinger <Kathleen.Slinger@itd.idaho.gov>, "kyle.holman@dot.gov" <kyle.holman@dot.gov>

Date: Mon, 23 Dec 2013 11:50:41 -0700

Subject: RE: I-90 Veterans Memorial Bridge Load Rating

Matt,

Your justification (4) only covers the longitudinal effects. Additional justification, comparison or analysis, is required to ensure that the transverse load effects from the design load envelopes those resulted from the legal loads and routine permit loads, if applicable. Transverse behavior frequently governs the load rating of segmental concrete box girders.

Documentation is important when assigning the load rating on bridges. Protocol is to have a summary sheet in the bridge file with all of the judgments (made below) and other pertinent information for this assigned rating, such as a reference to the design computations of this bridge.

Thanks,
Ed

From: Matt Farrar [mailto: Matt.Farrar@itd.idaho.gov]

Sent: Friday, December 20, 2013 5:14 PM

To: Jason Minzghor

Cc: Miltner, Ed (FHWA); Kathleen Slinger

Subject: I-90 Veterans Memorial Bridge Load Rating

Jason-

The I-90 Veteran's Memorial Bridge (Bennett Bay Bridge) has a load rating according to the provisions of 23 CFR Section 650.313(c).

The HS-20 inventory load rating in tons is 45 tons and the operating rating is 75 tons.

Further, FHWA in its memorandum of September 29, 2011 regarding "Assigned Load Ratings" reiterated the conditions outlined in the commentary to the AASHTO MBE Second Edition/2011, sections C6A.1.1 and C6B.1 are all to be met (as follows):

(1) The bridge was designed and checked using either the AASHTO Load and Resistance Factor Design (LRFD) or Load Factor Design (LFD) methods to at least HL-93 or HS-20 live loads, respectively; and

(2) The bridge was built in accordance with the design plans; and

(3) No changes to the loading conditions or the structure condition have occurred that could reduce the inventory rating below the design load level; and

(4) An evaluation has been completed and documented that the force effects from State legal loads or permit loads, do not exceed those from the design load; and

(5) The checked design calculations, and relevant computer input and output information, must be accessible and referenced or included in the individual bridge records.

For the I-90 Veteran's Memorial Bridge (Bennett Bay Bridge):

(1) The bridge was designed using LFD with an HS-25 live load.

(2) The bridge was built in accordance with the design plans; no contractor provided design was permitted.

(3) The bridge is in satisfactory or good condition, and no changes have occurred to reduce the inventory rating below the design load level.

(4) For this specific bridge an evaluation has been completed and documented as follows for State legal loads and permits. Due to the span lengths: (340', 520', 520', 340'), the design of the Veteran's Memorial Bridge is controlled by the HS-25 lane load. The HS-25 lane load is 800 lbs / ft of lane on all spans). For rating purposes the State legal lane load is 200 lbs/ ft with one additional rider truck of 25.5 tons with a truck length of 95'. By engineering judgment the load effects from the design load are approximately 4 times larger than the State legal lane load. Idaho does not have a permit truck.

(5) The relevant design computer input and output information is accessible on micro fiche in our bridge records.

I have discussed the above topic with Kathleen; please let me know if you have questions.

Thanks

Matt

----- Forwarded message -----

From: Bullock Family <cdabullocks@gmail.com>

To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>

Cc:

Date: Thu, 19 Dec 2013 20:08:39 -0700

Subject: tonight's meeting's comment form

Thanks!

Scott B.

----- Forwarded message -----

From: Suzi Hokonson <suzihokonson@yahoo.com>

To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>

Cc:

Date: Sun, 22 Dec 2013 23:31:51 -0700

Subject: Megaload

Please do not allow the money meatloaf to travel near the lake, or allow the off ramp to be built; this is of no benefit to the greater inland empire or the future. Suzi Hokonson

----- Forwarded message -----

From: Wild Idaho Rising Tide <wild.idaho.rising.tide@gmail.com>

To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>, Scotty Fellom

<Scotty.Fellom@itd.idaho.gov>

Cc:

Date: Sat, 21 Dec 2013 05:12:03 -0700
Subject: Mammoet Proposal Documents Request

Jason Minzghor, District 1 Operations Manager

Scotty Fellom, District 1 Business Manager

Idaho Transportation Department

600 W. Prairie Avenue

Coeur d'Alene, Idaho 83815-8764

jason.minzghor@itd.idaho.gov

scotty.fellom@itd.idaho.gov

Sent via email

Mr. Minzghor and/or Mr. Fellom,

On behalf of concerned citizens, potentially impacted residents along transportation corridors, and members of Wild Idaho Rising Tide (WIRT), please direct us toward the Idaho Transportation Department (ITD) website pages that offer information about Mammoet USA South's proposal to create a temporary Interstate 90 on-ramp for three overlegal loads scheduled to move through the Coeur d'Alene area starting in January 2014. We would like to comment and encourage Idahoans to respond to ITD about these plans and associated documents by the Sunday (?), December 29, comment deadline.

If these files are not most readily available to the public on the ITD website, please extend the public comment period on this project and, in accordance with the Idaho Public Records Act (Idaho Code §§ 9-337 through 9-350), provide these public records to WIRT:

All draft, revised, and final transportation permits, traffic control plans, transportation management plans, and engineering drawings of load configurations and Interstate 90 on-ramp construction issued before and until the time when you reply to this request, by Mammoet, its project-specific contacted companies, and ITD, for transport of overlegal and oversize loads on U.S. Highway 95 and Interstate 90 in Idaho during 2014;

All email and mail correspondence, writing, phone logs, and documented communication available until the time when you reply to this request, between and among Mammoet, its project-specific contacted companies, and the ITD state agency and its public officials, employees, and personnel, pertaining to the transport of overlegal and oversize loads on U.S. Highway 95 and Interstate 90 in Idaho during 2014.

We would appreciate obtaining these public records in electronic form if possible, well in advance of the seemingly arbitrary weekend public comment deadline for this Mammoet proposal. Please reply within three (3) working days, as required by Idaho Code § 9-339, with acknowledgement of your receipt of this request and your estimate of the date on which we can expect to receive these documents. Do not hesitate to contact us if you have questions about this request. We respectfully anticipate your reply.

Thank you,

/s/ Helen Yost

Wild Idaho Rising Tide

P.O. Box 9817, Moscow, Idaho 83843

WildIdahoRisingTide.org

[208-301-8039](tel:208-301-8039)

----- Forwarded message -----

From: ralph <ralphhallock@frontier.com>

To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>

Cc:

Date: Fri, 20 Dec 2013 12:24:59 -0700

Subject: FW: mega load

From: ralph [mailto:ralphhallock@frontier.com]

Sent: Friday, December 20, 2013 11:17 AM

To: jason.minzghor@itd.gov;

Cc: 'scotty.fellom@itd.idaho.gov'

Subject: mega load

I spent 41 years in industrial transportation management. I am not an engineer but I think I have some common sense. I am also a regular user of the Higgins Point Boat Launch Ramp.

Prior to reading Scott Reed's excellent article in the CDA Press this morning I had no strong feelings about the megaload and its problems other than to think the manufacturer should have thought through these problems prior to building this huge piece of equipment. It is a bit like closing the garage door after the car is stolen

Mr. Reed has made VERY compelling argument against the construction of the temporary on ramp at Higgins Point and I support his views completely. I will now actively support a law suit opposing this construction if it approved and a suit is filed.

Ralph Hallock 177 E. Loch Haven Drive, Hayden ID 83835 208 762 7269 ralphhallock@frontier.com

----- Forwarded message -----

From: Damon Allen <Damon.Allen@itd.idaho.gov>

To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>

Cc:

Date: Fri, 20 Dec 2013 10:02:56 -0700

Subject: FW: Spokesman Review

From: Mollie McCarty

Sent: Friday, December 20, 2013 7:56 AM

To: Damon Allen; Jim Carpenter

Cc: Adam Rush; 'Mark Warbis' (Mark.Warbis@gov.idaho.gov); Mel Coulter

Subject: Spokesman Review

· [Comments 11](#)

[December 19, 2013](#) in [Idaho](#)

Montana-bound megaloads would use abandoned Higgins Point interchange

By [Betsy Z. Russell](#) **The Spokesman-Review**

COEUR d'ALENE – At the east end of Coeur d'Alene, bald eagles swoop and dive over the lake as excited onlookers snap pictures or watch with spotting scopes, and others stroll by on the Centennial Trail with their dogs, enjoying the winter wildlife show.

This is where a temporary onramp will be constructed to allow three giant, Montana-bound megaloads of oil refinery equipment to complete their roundabout journey through the area in January and February and trundle back onto Interstate 90 on the far side of the tall stretch of Veterans Memorial Bridge. On Thursday night, more than 50 ...

COEUR d'ALENE – At the east end of Coeur d'Alene, bald eagles swoop and dive over the lake as excited onlookers snap pictures or watch with spotting scopes, and others stroll by on the Centennial Trail with their dogs, enjoying the winter wildlife show.

This is where a temporary onramp will be constructed to allow three giant, Montana-bound megaloads of oil refinery equipment to complete their roundabout journey through the area in January and February and trundle back onto Interstate 90 on the far side of the tall stretch of Veterans Memorial Bridge. On Thursday night, more than 50 people turned out for a public meeting about the hauls, with questions about everything from fisheries to safety.

“It’s one of the most precious parts of this community,” said Scott Bullock, who lives in a newly built home right on Lake Coeur d’Alene Drive and the Centennial Trail. “Everybody utilizes the trail, and as a resident, I would just hope that they look at all the potential risks ... and that there is a contingency plan if something does go wrong.”

The picture that emerged at the Idaho Transportation Department’s open house-style meeting Thursday evening was a surprising one to many who attended: The same specialized heavy-haul company that raised the Russian Kursk submarine has an elaborate set-up to haul a new central reactor tower, cut into three pieces and made of stainless steel 14 inches thick, to the Calumet Refinery in Great Falls, Mont.

It’s coming from Bakersfield, Calif., where the Italian-made item had been brought in for a refinery there that never came together; Calumet purchased it to allow it to upgrade its refinery to more easily produce ultra-low sulphur diesel fuel, which gives off fewer pollutants when burned. It’s a significant upgrade for the refinery, which employs 115 people.

Mammoet USA South Inc. has a set-up that’s 441 feet long and 27 feet wide to haul the three pieces of the tower, which make up only the center section of each load and are only about 50 feet long; the remainder of the set-up consists of supports, trailers, and trucks both up front to pull and behind the load to push.

It steers from both ends and all its wheels turn, allowing it to pivot in several places and easily make the 90-degree turn from U.S. Highway 95 onto Lincoln Avenue when it approaches from the south to reach I-90; the loads were barged to the Port of Wilma, near Lewiston, and will travel up 95 to the freeway. The load also can move up and down to clear guardrails and other obstacles; it’s 20 feet wide at ground level.

Jim Hamilton, western region director for Mammoet – it's the Dutch word for "mammoth" – said, "You can do more with these things than you can do with your car. Really, it's amazing."

Said Chip Kachel, project manager for Mammoet and a 25-year veteran of such moves with the company, "Our pounds per lineal inch are less on the ground than a loaded truck. This is actually transferring less weight, because we've got so much trailer."

The problem is the high bridge east of Coeur d'Alene; it can't take the weight of the whole 1.6-million-pound load at once. So it'll exit the freeway at Sherman Avenue, travel along Coeur d'Alene Lake Drive, and re-enter the freeway on the far side of the bridge just past Higgins Point, on a temporary on-ramp on the north side that'll require the load to come across the westbound lanes, requiring brief freeway closures.

Higgins Point is both an environmental treasure for the area and the site of an infamous environmental failure for ITD. In the early 1990s, ITD was attempting to build an interchange there when a huge landslide sent two pieces of heavy earth-moving equipment and tons of gravel into the lake, right where kokanee spawn. As part of its penalties, to mitigate the damage, ITD expanded spawning beds all along the area and built the popular Centennial Trail.

Plus, federal authorities nixed the interchange the agency had been attempting to build, to connect the former freeway at Lake Coeur d'Alene Drive with the new one on the far side of the then-new high bridge. That's why it's now a popular recreation and wildlife viewing area with no through traffic.

The partly completed remains of that abandoned interchange are what will serve as the temporary on-ramp.

"We have concerns about the kokanee spawning out there by Higgins Point," said Mary Terra-Berns, environmental staff biologist with the Idaho Department of Fish and Game. "We want to make sure there's no sloughing" of sediment, she said. "The fish are just getting done with their spawning. That's why the eagles are there."

The fish lay their eggs in the gravel, then die after they spawn; the dying fish are what attracts the annual winter show of bald eagles feasting on the fish. "It's just a feeding frenzy for the eagles," Terra-Berns said.

Lou Teyler, who lives on Potlatch Hill Road nearby, said she's concerned about the integrity of the roads and access in the area. "I think it's always a concern when you have something as massive as this," she said. But she was impressed by Mammoet's plans. "They've got it pretty well planned out," she said. "I'm leaving feeling better than I came in."

Terry Hill of Spokane Rising Tide, an environmental group, said, "I'm just really here to gather information, because it's kind of scary stuff – this is over a million pounds going over our roads."

ITD spokesman Adam Rush said the agency scheduled the public meeting because of the freeway closures, which will be limited to 10 minutes each and will occur around 3 a.m., as the loads pass through overnight; it collected written comments from those who attended the meeting.

Coeur d'Alene Tribe representative Helo Hancock said he was surprised the tribe wasn't consulted earlier about the haul. "We've just found out about it," he said. ITD officials said they plan to meet with the tribe next week.

----- Forwarded message -----

From: Phil Bandy <PBandy@Forsgren.com>

To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>

Cc: "Larry L. Evans" <LEvans@Forsgren.com>, Patrick Wickman <pwickman@Forsgren.com>

Date: Mon, 23 Dec 2013 14:19:36 -0700

Subject: FW: Draft response to CdA Tribe

Jason – provided below is a draft response to Amy Anderson, CdA Tribe, for your review and edit. Let me know how you think best to convey this information to Amy, i.e., should it come from you, from Forsgren or as a joint response?

· The Tribe would like to request a full history/background on this proposed project, including all participating entities, permits required for transportation, funding sources, emergency fire and or spill protocols and clean up strategies as well as a route map for the proposed route from the Port of Wilma (Clarkston, WA) to its destination in Great Falls, MT.

Background / History

o The proposed project is a request for Idaho Transportation Department (ITD) to permit Mammoet South, USA Inc. (Mammoet) to transport a desulfurization reactor (in three sections) from the Port of Wilma to the Calumet refinery in Great Falls Montana.

o The desulfurization reactor will be used to create ultra-low sulfur diesel to meet EPA Clean Air Standards.

o Each section of the reactor will be approximately 441 long, 27 feet wide, 16 feet tall, and 1.61 million pounds.

o Each section will be transported approximately three (3) to four (4) weeks apart.

o Because of the length, width and weight of the transport, an oversize load permit is required from ITD. A review of highway infrastructure is conducted by ITD in association with the permit, including the evaluation of bridges such as the Veterans Memorial Centennial Bridge.

o In this case, ITD determined an alternative route for the transports to bypass the Veterans Memorial Centennial Bridge should be considered to avoid any undue stress on the bridge.

o The proposed alternative route would direct loads:

§ off Interstate 90 (I-90) at the Sherman Avenue off ramp,

§ over Coeur d'Alene Lake Drive to just west of Higgins Point,

§ under the overpass west of Higgins Point;

§ up a temporary on-ramp to be constructed on the north side of I-90;

§ across the westbound lanes of I-90; and,

§ across the median of I-90 to the eastbound lanes of I-90.

o This alternative route requires authorization by the Federal Highway Administration (FHWA) to allow temporary access to Interstate 90 so the load can be transported back onto the freeway.

Funding Sources

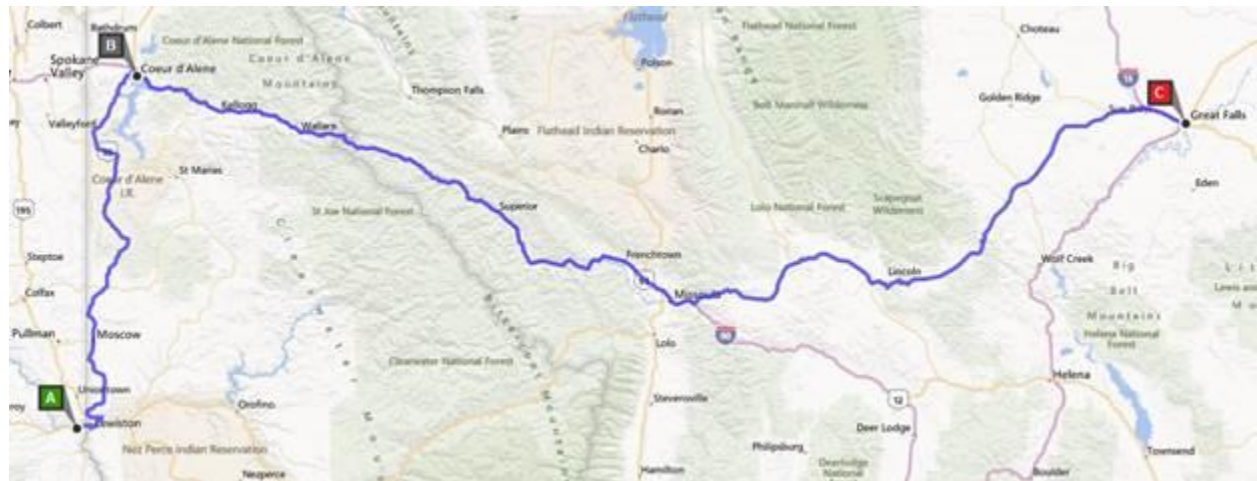
o The hauler, Mammoet South USA, Inc. is paying for the oversize load permit, all hauling costs, and all planning, design, and construction costs for the temporary ramp. No state or federal monies are involved with this project beyond the review and issuance of the oversize load permit. Are the sources of private funding for this project.

Emergency, Fire and/or Spill Protocols

o The load does not include any chemicals or hazardous materials. The hauler, Mammoet South USA, Inc. is responsible for all prevention measures and potential mitigation for impacts of the transport.

Route map

o WA-193 to ID-128 to US 12 E to US 95 N to I-90 E



· The Tribe would like to know if any federal funding has been utilized for any part of this project. Specifically, is federal funding being used for any aspect of the construction of the temporary on-ramp on the north side of I-90 west of Higgins Point?

o No federal funding has been or will be used for any part of this project.

· At what stage in the permitting process with the Idaho State Department of Transportation (IDT) and other entities is this proposed project?

o ITD is currently reviewing the request for the overweight permit.

o Mammoet South USA, Inc. is paying for documentation to be prepared for ITD to facilitate FHWA's consideration of ITD's request to construct a temporary on-ramp to access I-90.

· What is the deadline for public and Tribal comment/input on this proposed project?

o ITD has requested all comments be submitted by 29 December 2013

· What is the procedure for public and Tribal comments and what entity(s) should comments be directed to.

o Comments should be submitted to Jason Minzghor, ITD Project Manager.

· Who is the IDT project manager for this proposed project and what is their contact information?

o The ITD Project Manager contact information is:

Jason Minzghor

Idaho Transportation Department

600 West Prairie Avenue

Coeur d'Alene, Idaho 83815

Fax: [\(208\) 772-1203](tel:(208)772-1203)

Email: Jason.minzghor@itd.idaho.gov

· Who is the Federal Highways contact for this proposed project and what is their contact information?

o The FHWA contact is:

Kyle Holman

FHWA Idaho Division

3050 Lakeharbor Lane #126

Boise, Idaho 83703

Direct: [\(208\) 334-9180 x127](tel:(208)334-9180x127)

Fax: [\(208\) 334-1691](tel:(208)334-1691)

Email: kyle.holman@dot.gov

----- Forwarded message -----

From: Scotty Fellom <Scotty.Fellom@itd.idaho.gov>

To: "'wild.idaho.rising.tide@gmail.com'" <wild.idaho.rising.tide@gmail.com>

Cc: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>, Damon Allen
<Damon.Allen@itd.idaho.gov>, Heidi Lewis <Heidi.Lewis@itd.idaho.gov>

Date: Mon, 23 Dec 2013 15:14:05 -0700

Subject:

Dear Ms. Yost – to complete your request formally, the attached form must be filled and sent back to me at your earliest convenience – Thank you, Scotty D. Fellom, [208-772-1202](tel:208-772-1202).

Sent via email

Mr. Minzghor and/or Mr. Fellom,

On behalf of concerned citizens, potentially impacted residents along transportation corridors, and members of Wild Idaho Rising Tide (WIRT), please direct us toward the Idaho Transportation Department (ITD) website pages that offer information about Mammoet USA South's proposal to create a temporary Interstate 90 on-ramp for three overlegal loads scheduled to move through the Coeur d'Alene area starting in January 2014. We would like to comment and encourage Idahoans to respond to ITD about these plans and associated documents by the Sunday (?), December 29, comment deadline.

If these files are not most readily available to the public on the ITD website, please extend the public comment period on this project and, in accordance with the Idaho Public Records Act (Idaho Code §§ 9-337 through 9-350), provide these public records to WIRT:

All draft, revised, and final transportation permits, traffic control plans, transportation management plans, and engineering drawings of load configurations and Interstate 90 on-ramp construction issued before and until the time when you reply to this request, by Mammoet, its project-specific contacted companies, and ITD, for transport of overlegal and oversize loads on U.S. Highway 95 and Interstate 90 in Idaho during 2014;

All email and mail correspondence, writing, phone logs, and documented communication available until the time when you reply to this request, between and among Mammoet, its project-specific contacted companies, and the ITD state agency and its public officials, employees, and personnel, pertaining to the transport of overlegal and oversize loads on U.S. Highway 95 and Interstate 90 in Idaho during 2014.

We would appreciate obtaining these public records in electronic form if possible, well in advance of the seemingly arbitrary weekend public comment deadline for this Mammoet proposal. Please reply within three (3) working days, as required by Idaho Code § 9-339, with acknowledgement of your receipt of this request and your estimate of the date on which we can expect to receive these documents. Do not hesitate to contact us if you have questions about this request. We respectfully anticipate your reply.

Thank you,

/s/ Helen Yost

Wild Idaho Rising Tide

P.O. Box 9817, Moscow, Idaho 83843

WildIdahoRisingTide.org

[208-301-8039](tel:208-301-8039)

----- Forwarded message -----

From: Wild Idaho Rising Tide <wild.idaho.rising.tide@gmail.com>

To: Scotty Fellom <Scotty.Fellom@itd.idaho.gov>

Cc: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>, Damon Allen <Damon.Allen@itd.idaho.gov>, Heidi Lewis <Heidi.Lewis@itd.idaho.gov>, Brian Ness <Brian.Ness@itd.idaho.gov>, Adam Rush <Adam.Rush@itd.idaho.gov>

Date: Mon, 23 Dec 2013 17:52:30 -0700

Subject: Re:

Mr. Fellom,

Please see your inaccessible, attached form enclosing our prior letter, representing our second attempt to obtain Idaho Transportation Department public records that have never required such a form for our and our colleagues' previous inquiries.

/s/ Helen Yost

Wild Idaho Rising Tide

P.O. Box 9817, Moscow, Idaho 83843

WildIdahoRisingTide.org

[208-301-8039](tel:208-301-8039)

On Mon, Dec 23, 2013 at 2:14 PM, Scotty Fellom <Scotty.Fellom@itd.idaho.gov> wrote:

Dear Ms. Yost – to complete your request formally, the attached form must be filled and sent back to me at your earliest convenience – Thank you, Scotty D. Fellom, [208-772-1202](tel:208-772-1202).

Sent via email

Mr. Minzghor and/or Mr. Fellom,

On behalf of concerned citizens, potentially impacted residents along transportation corridors, and members of Wild Idaho Rising Tide (WIRT), please direct us toward the Idaho Transportation Department (ITD) website pages that offer information about Mammoet USA South's proposal to create a temporary Interstate 90 on-ramp for three overlegal loads scheduled to move through the Coeur d'Alene area starting in January 2014. We would like to comment and encourage Idahoans to respond to ITD about these plans and associated documents by the Sunday (?), December 29, comment deadline.

If these files are not most readily available to the public on the ITD website, please extend the public comment period on this project and, in accordance with the Idaho Public Records Act (Idaho Code §§ 9-337 through 9-350), provide these public records to WIRT:

All draft, revised, and final transportation permits, traffic control plans, transportation management plans, and engineering drawings of load configurations and Interstate 90 on-ramp construction issued before and until the time when you reply to this request, by Mammoet, its project-specific contacted companies, and ITD, for transport of overlegal and oversize loads on U.S. Highway 95 and Interstate 90 in Idaho during 2014;

All email and mail correspondence, writing, phone logs, and documented communication available until the time when you reply to this request, between and among Mammoet, its project-specific contacted companies, and the ITD state agency and its public officials, employees, and personnel, pertaining to the transport of overlegal and oversize loads on U.S. Highway 95 and Interstate 90 in Idaho during 2014.

We would appreciate obtaining these public records in electronic form if possible, well in advance of the seemingly arbitrary weekend public comment deadline for this Mammoet proposal. Please reply within three (3) working days, as required by Idaho Code § 9-339, with acknowledgement of your receipt of this request and your estimate of the date on which we can expect to receive these documents. Do not hesitate to contact us if you have questions about this request. We respectfully anticipate your reply.

Thank you,

/s/ Helen Yost

Wild Idaho Rising Tide

P.O. Box 9817, Moscow, Idaho 83843

WildIdahoRisingTide.org

[208-301-8039](tel:208-301-8039)

----- Forwarded message -----

From: Phil Bandy <PBandy@Forsgren.com>
To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>
Cc:
Date: Tue, 24 Dec 2013 09:11:09 -0700
Subject: Scanned comments from Scott Reed

Jason – the attached comments were included in the package of comments we received after the public meeting last Thursday evening.

Phil

From: BoiseScanner@forsgren.com [mailto: BoiseScanner@forsgren.com]
Sent: Monday, December 23, 2013 4:17 PM
To: Phil Bandy
Subject: Attached Image

----- Forwarded message -----

From: Susan Faville <mtnviewfarm@roadrunner.com>
To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>
Cc:
Date: Thu, 26 Dec 2013 10:53:08 -0700
Subject: comment on megaloads

Dear Jason,

I think we should pay attention to what Scott Reed said about the instability of the fill in the area around Higgins Point. I was there yesterday, and cannot imagine that it would be wise to allow such huge loads to either proceed along CDA Lake drive or to build a new onramp for them on unstable ground.

Thank you,

Susan Faville

9782 N Ramsey Road

Hayden, ID 83835

----- Forwarded message -----

From: "joegaines@earthlink.net" <joegaines@earthlink.net>
To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>
Cc:
Date: Thu, 26 Dec 2013 12:10:05 -0700

Subject: Comment on CDA Lake Drive megaload
Dear Mr. Minzghor,

I was unable to scan a fill the form, so I recreated most of its contents.

----- Forwarded message -----

From: Adrienne Cronebaugh <adrienne@kealliance.org>

To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>

Cc:

Date: Thu, 26 Dec 2013 14:10:42 -0700

Subject: traffic control plan

Hi Jason,

Could you provide me with the traffic control plan for the proposed Megaload Route along E
Coeur d'Alene Lake Drive?

Thank you.

--

Looking Forward~

Adrienne Cronebaugh

Kootenai Environmental Alliance

[\(208\) 667-9093](tel:(208)667-9093)

----- Forwarded message -----

From: Adrienne Cronebaugh <adrienne@kealliance.org>

To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>

Cc: Janet Torline <jctorline@gmail.com>

Date: Thu, 26 Dec 2013 16:20:07 -0700

Subject: KEA comments on Megaloads

The following comments are submitted by:

Name: Kootenai Environmental Alliance

Mailing Address: PO Box 1598, Coeur d'Alene, ID 83814

Email Address: KEA@kealliance.org

Kootenai Environmental Alliance has concerns about the proposed route that the three
overweight loads Mammoet would bring through E Coeur d'Alene Lake Drive and the
construction of an on-ramp for re-entry to I-90.

First, we request that the comment period be extended to at least January 15, 2014 to allow time
for the public to review and comment on this proposal. With no information being available
online and just one public meeting being held during the holidays, many concerned citizens are
out of town and are expressing frustration at not having the opportunity to examine the

information.

Citizens that utilize E. Coeur d'Alene Lake Drive to access their homes are concerned that if there is an accident (as Megaloads have seen in the past - see attached photos from Megaload tip over on Dec. 16th in Oregon) that there will be no way to get in/out if an emergency arose. Much of this drive has a very narrow shoulder providing little to no space to move over and allow traffic to move around it.

Second, we are concerned about the weight of these loads and the potential impact it may have on bank erosion and sedimentation into Coeur d'Alene Lake. This area of the lake at Higgens Point has seen the negative effects of construction in the past. During the final phases of the I-90 freeway construction, the plan called for a major branch of the highway to go up to the north to connect with the national forest (this is the same road which will be utilized for the beginnings of the proposed on-ramp).

Contractors following ITD and Federal Highway Administration plans arranged for deep cuts into the north banks which provided the source for the interchange by dumping the fill into the lake. The fill in the lake would provide space for an interchange with a highway to go uphill under the freeway into the forest.

The specifications were that no more than two (2.0%) percent of the fill could contain sediment (in actuality it was >10%). The inspector hired by ITD was not qualified and inappropriately approved the rock piles. The fill bulldozed off the north slope was dumped in the lake even though it all had growing vegetation which had needed more than two percent soil to grow. ITD and the contractor did not undertake any effort to clean up the piles before pushing these into the lake.

A short time later, the fill that the contractor had placed in the lake collapsed spreading out in the lake over the muck. With the collapsing fill went a manned motor grader and bulldozer. ITD estimated that the collapse fill totaled about 600,000 square yards. The collapse was attributed to excessive soil in the fill and failure to recognize that the lake bed was covered with ten to twenty feet of unstable mud covering the under lying basalt. It was at this time that ITD abandoned the interchange for the branch highway to the national forest.

Present confirmation of the soil content can be seen today at Higgens Point. Trees and brush are thriving on the slope from the roadway into the lake. Trees and brush need soil to grow. Today the lake bottom still has ten or twenty feet of muck.

The bank into the lake is stable enough for the light cars that travel on the pavement above. What ITD is considering will change that situation drastically. You describe the megaloads as 472 feet long, 27 feet wide, 16 feet tall weighing 1.6 million pounds. The proposal is to build a "temporary" on-ramp from the road at Higgens Points up several hundred feet to the freeway. That ramp will have all of its weight upon this potentially unstable area. The weight of the ramp will most certainly exceed 1.6 million pounds.

"Everybody deserves second chances, but not for the same mistakes."

Thirdly, the proposed area is important for wildlife. Each winter from November through February a migrating population of bald eagles visits the Lake Coeur d'Alene area to feed on

spawning kokanee salmon. I just today walked the Higgins Point trail with crowds of happy wildlife viewers enjoying the sights of Bald Eagles feasting.

Even Idaho Fish and Game expressed concerns about protecting this special habitat:

[“We have concerns about the kokanee spawning out there by Higgins Point,” said Mary Terra-Berns, environmental staff biologist with the Idaho Department of Fish and Game. “We want to make sure there’s no sloughing” of sediment, she said. “The fish are just getting done with their spawning. That’s why the eagles are there.”](#)

[The fish lay their eggs in the gravel, then die after they spawn; the dying fish are what attracts the annual winter show of bald eagles feasting on the fish. “It’s just a feeding frenzy for the eagles,” Terra-Berns said.](#)

The proposed construction of the on-ramp and movement of the megaloads will coincide with the eagles’ important migration through this area and any possibility of interference should be avoided.

Kootenai Environmental Alliance suggests that ITD continue its search and provide a more appropriate route for Mammoet to travel.

--

Looking Forward~

Adrienne Cronebaugh

Kootenai Environmental Alliance

[\(208\) 667-9093](tel:(208)667-9093)

----- Forwarded message -----

From: Jenny Klein <Jenny.Klein@itd.idaho.gov>

To: Scotty Fellom <Scotty.Fellom@itd.idaho.gov>, Jason Minzghor
<Jason.Minzghor@itd.idaho.gov>

Cc: Damon Allen <Damon.Allen@itd.idaho.gov>

Date: Mon, 30 Dec 2013 09:19:51 -0700

Subject: RE: Mammoet Proposal Documents Request

SUSPENSE #13-37

JASON – You have ACTION

From: Scotty Fellom

Sent: Monday, December 23, 2013 1:30 PM

To: Jason Minzghor

Cc: Damon Allen; Jenny Klein

Subject: RE: Mammoet Proposal Documents Request

Jason – please **suspense – DATE DUE 12/31-** PLEASE SEND MYSELF AND JENNY A COPY OF THE RESPONSE - **SDF**

From: Wild Idaho Rising Tide [<mailto:wild.idaho.rising.tide@gmail.com>]

Sent: Saturday, December 21, 2013 4:12 AM

To: Jason Minzghor; Scotty Fellom
Subject: Mammoet Proposal Documents Request

Jason Minzghor, District 1 Operations Manager

Scotty Fellom, District 1 Business Manager

Idaho Transportation Department

600 W. Prairie Avenue

Coeur d'Alene, Idaho 83815-8764

jason.minzghor@itd.idaho.gov

scotty.fellom@itd.idaho.gov

Sent via email

Mr. Minzghor and/or Mr. Fellom,

On behalf of concerned citizens, potentially impacted residents along transportation corridors, and members of Wild Idaho Rising Tide (WIRT), please direct us toward the Idaho Transportation Department (ITD) website pages that offer information about Mammoet USA South's proposal to create a temporary Interstate 90 on-ramp for three overlegal loads scheduled to move through the Coeur d'Alene area starting in January 2014. We would like to comment and encourage Idahoans to respond to ITD about these plans and associated documents by the Sunday (?), December 29, comment deadline.

If these files are not most readily available to the public on the ITD website, please extend the public comment period on this project and, in accordance with the Idaho Public Records Act (Idaho Code §§ 9-337 through 9-350), provide these public records to WIRT:

All draft, revised, and final transportation permits, traffic control plans, transportation management plans, and engineering drawings of load configurations and Interstate 90 on-ramp construction issued before and until the time when you reply to this request, by Mammoet, its project-specific contacted companies, and ITD, for transport of overlegal and oversize loads on U.S. Highway 95 and Interstate 90 in Idaho during 2014;

All email and mail correspondence, writing, phone logs, and documented communication available until the time when you reply to this request, between and among Mammoet, its project-specific contacted companies, and the ITD state agency and its public officials, employees, and personnel, pertaining to the transport of overlegal and oversize loads on U.S. Highway 95 and Interstate 90 in Idaho during 2014.

We would appreciate obtaining these public records in electronic form if possible, well in advance of the seemingly arbitrary weekend public comment deadline for this Mammoet proposal. Please reply within three (3) working days, as required by Idaho Code § 9-339, with acknowledgement of your receipt of this request and your estimate of the date on which we can expect to receive these documents. Do not hesitate to contact us if you have questions about this request. We respectfully anticipate your reply.

Thank you,

/s/ Helen Yost

Wild Idaho Rising Tide

P.O. Box 9817, Moscow, Idaho 83843

WildIdahoRisingTide.org

[208-301-8039](tel:208-301-8039)

----- Forwarded message -----

From: Stephanie Hallock <tazrules45@hotmail.com>

To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>

Cc:

Date: Sat, 28 Dec 2013 20:13:50 -0700

Subject: megaload hauling by Higgins Point

Hello.

I am concerned about the proposal to haul mega-loads on Coeur d'Alene Lake Drive. I live on Sherman Ave in Coeur d'Alene and see many safety and environmental concerns with this idea.

1. What happens if the megaload gets stuck at the off-ramp at exit 15?

This exit is important if there is an emergency for the residents who live at the end of Sherman Ave. The same could be said for the location of the proposed temporary on-ramp. What happens if the megaload gets stuck as it is getting onto the interstate and blocks the freeway from both directions for hours? What if someone dies because emergency vehicles have to use another exit and spend precious moments detouring around?

2. The soil stability on the slope by Higgins point is very suspect.

History has shown us how unstable those slopes were and why they had to abandon the idea of putting an interchange in the area. Adding an on-ramp to haul a huge truck weighing over 1 million tons on unstable soils is not a good idea. How will you check to make sure these soils are stable enough to support that weight?

3. I have many friends and family who use the centennial trail on Lake Coeur d'Alene drive to run, walk, and bike. If the megaload is forced to haul during the day, is this going to close the trail?

4. I want to see how this will create enough jobs to impact the area significantly. You should provide the public a detailed analysis on what exact jobs will be created and for how long and what the hiring process will be. Can you guarantee that local people will be hired to help create the ramp? It will negatively affect the local economy if the mega-load blocks the interstate for an extended period of time. The cost of this negative effect should also be estimated so that the public can transparently see the cost/benefits of this proposal.

5. This will negatively impact the road surface of Coeur d'Alene Lake Drive. Hauling a load that size will damage roads. Why should tax payers pay for any road work needed to repair this road if hauling occurs?

6. Coeur d'Alene Lake is located only 30 feet or so from the road for miles of Coeur d'Alene Lake drive. If the megaload crashes into the lake how will they haul something out that is over 1 million tons? There are a large number of houses that are located between the lake and Coeur d'Alene Lake Drive. What if something happens going up the hill by Bennett Bay? What if the megaload hits someone's house? I have read of accidents occurring involving megaloads. Is the risk to someone's health and property worth it?

7. Coeur d'Alene is known for its natural beauty. By allowing these megaloads to be hauled in our area, you would open the door for more of these loads being hauled through the city. Don't we have enough issues with all the heavy metals in the bottom of the lake? Has a study been completed on how this would impact the bald eagles that migrate to the area each winter? How will this impact the fish populations like Kokanee? How would this impact recreation that the local economy depends on?

These reasons show why allowing mega-loads to travel on Coeur d'Alene Lake Drive would negatively impact the area. Please do not allow this proposal to go forward and thus protect the welfare of the citizens of Coeur d'Alene.

Stephanie Hallock

----- Forwarded message -----

From: "Dolan, Maureen" <mdolan@cdapress.com>

To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>, Scotty Fellom <Scotty.Fellom@itd.idaho.gov>

Cc:

Date: Fri, 27 Dec 2013 15:46:40 -0700

Subject: megaloads/public comment

Hello gentlemen,

I'd like to confirm that the deadline for public comment is Sunday, Dec. 29.

I was also hoping you might be able to tell me if your office has received many comments.

We understand the Mammoet megaload of oil refinery equipment that is expected to come through Coeur d'Alene in January is currently sitting at the Port of Wilma near Lewiston.

Is there a set date when a permit might be issued for this "temporary on-ramp" proposed for the Higgins Point area?

Thank you.

--

Maureen Dolan
City Editor
Coeur d'Alene Press
[208-664-8176 ext. 2005](tel:208-664-8176)

[http://www.facebook.com/pages/Coeur-dAlene-ID/Coeur-dAlene-Press/181529148566189 -
%21/pages/Coeur-dAlene-Press/181529148566189](http://www.facebook.com/pages/Coeur-dAlene-ID/Coeur-dAlene-Press/181529148566189-%21/pages/Coeur-dAlene-Press/181529148566189)

<http://cdapress.com/>

----- Forwarded message -----

From: Della Munnich <dellaannam@gmail.com>
To: Jason Minzghor <Jason.Minzghor@itd.idaho.gov>
Cc:
Date: Thu, 26 Dec 2013 20:33:36 -0700
Subject: Mega loads
Jason Minzghor

Please note, we are adversely against the mega loads in the Coeur d'Alene area. We are totally against the enlargement of road access, and the dismantling of our beautiful trees!

This has all come about because of other people's greed. We as a community should not have to put up with this despicable intrusion.

There are many problems that could arise because of the Mega Loads....major problems that could disturb habitat, environment, and what we value living in this area.
We are not so naive as to think this would be a one-time situation! It is opening another Pandora's Box!

Sincerely,
Della and Hans Munnich
dellaannam@gmail.com