

## Anonymous Anonymous

Ten years ago JD Lumber in Priest River shut down, which is about ten miles from the proposed smelter site. The break-even point for keeping the mill running was 40 log truck loads a shift and running a day and night shift 80 log truck loads were needed on average five days a week. Many times there was easily double that during inventory buildup in preparation for spring breakup when deliveries were low.

Toward the end of operations the mill produced 850,000 board feet of finished lumber a day five days a week. A lumber truck can haul between 24,000 to 36,000 board feet of lumber depending on the trucks setup. So an average of 30,000 board feet per truck would equal out to about 28 trucks a day. As this mill did not have on site rail access all of the lumber was trucked out with most of it going to the rail line reload down by the Tri Pro mill in Oldtown.

In addition numerous chip, sawdust, bark, and shavings trucks would be running along side the lumber and log trucks. With lumber and log trucks typically only operating during the day and the residual trucks split between day and night operations there was quite a lot of truck traffic with a heavy concentration during the day.

After the mill closure POVA lost about 25 percent of the freight that utilized their rail services.

This area has successfully handled the truck and rail traffic before and can do so again.