



Request For Designated Routes Up To 129,000 Pounds

CASE #202006ID6 Idaho Transportation Department

ITD 4886 (Rev. 03-14)
itd.idaho.gov

Received 16 September 2020

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 Bennett Lumber Products Inc.		Contact Person's Name Brett Bennett or Jim Riley	
Contact Phone Number 208-875-1121 or 208-661-1478	Fax Number	E-Mail Address Brett@blpi or jim.riley@rileystegner.com	
Company Address 3759 SH-6		City Princeton	State ID Zip Code 83857

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
SH-6	0.000	9.858
SH-9	0.000 10.127	13.522 26.317

Highway Number	Beginning Milepost	Ending Milepost
SH-8	2.331	25.549

Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent

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

1. Justification
Bennett Lumber Products lumber mill in Princeton, Idaho has previously been served by short line rail service provided by Washington Idaho Montana line. That rail service has been discontinued, so all wood products leaving the plant must be shipped by truck to ultimate destinations across the west or lumber destinations or reloads on rail in Clarkston, Washington, Lewiston, ID, Boise, ID or other locations. Today 100% of the productis manufactured at the Princeton plant are transported to customers or rail reloads by truck. Recent investments in road improvements on the state highways requested now allow the heavier loads to be safely accomodated. These routes will connect Bennett Lumber's Princeton mill to US-95 which has been approved for 129,000 lb loads throughout Idaho. Increased highway loads limits will allow necessary efficiency and fewer total truck loads then current requirements.
2. Associated Economic Benefits
Bennett Lumber Products employees approximately 250 employees, most of them associated with the Princeton sawmill. These are family wage jobs with benefit programs meeting inustry standards. The annual payroll for the Princeton mill exceeds \$ 4.5 million. Additionally Bennett Lumber provides more than \$ 800,00 annually in contracts for local logging and forestry servies in the area.
3. Approximate Number of Trips Annually
Forecasting about 1000 annually but will take several months (perhaps mote than a year) to ramp up to this level
4. Commodities Being Transported
Lumber and possibly wood chips in the future.
5. Anticipated Start Date to Use Requested Routes Within Six Months of approval

Requestor's Printed Name Brett Bennett	Requestor's Signature 	Date 9/14/2020
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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 Review							Proceed	Reject	Date					
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	Proceed	Reject	Date	Chief Engineer	Proceed	Reject	Date	Sub-committee	Proceed	Reject	Date
	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	

Cc: Local Highway Technical Assistance Council (LHTAC)

