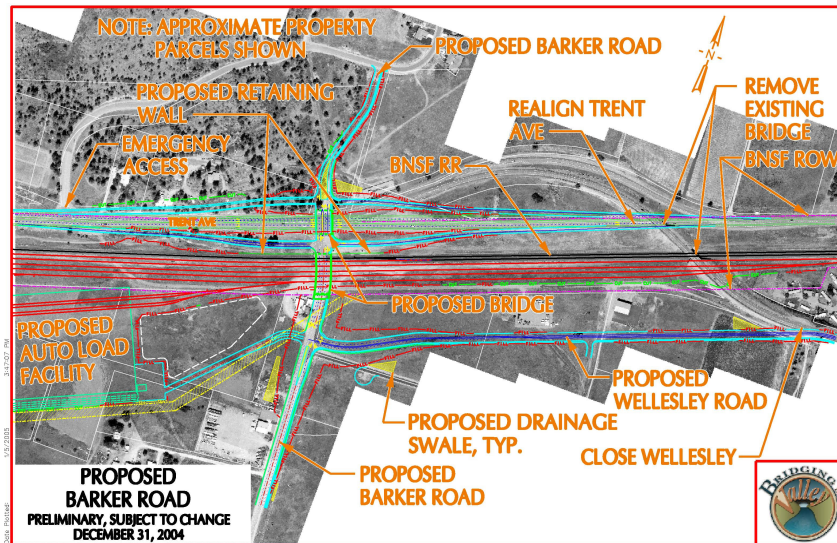


Barker Road / BNSF Grade Separation

Spokane Valley, WA

Project Location

Barker Road is a north-south principal arterial in the City of Spokane Valley. It crosses the Burlington Northern Santa Fe (BNSF) mainline near SR 290 (Trent Avenue). Barker Road currently carries approximately 4,290 vehicles per day. The BNSF line carries between 30 and 50 trains per day. Barker Road lies between the Sullivan Road overpass and Flora Road at-grade crossing to the west, and the Wellesley Avenue overpass to the east. Barker Road is currently protected by standard railroad gates and signals.



Project Description

This project will reconstruct Barker Road to pass over three BNSF tracks and SR 290 (Trent Avenue). Wellesley Avenue will be re-routed to connect to the new Barker Road, on the south side of the railroad tracks. SR 290 will be accessed with on-and-off-ramps similar to the Sullivan Road interchange.

This project will allow the City of Spokane Valley to petition to close the Flora Road at-grade crossing, which would further improve public safety by reducing the possibility of rail/vehicle collisions at this intersection.

Barker Road and Wellesley Avenue are within the Urban Growth Boundary, where growth is expected to occur. In addition, Barker Road is near the Spokane Industrial Park which includes customers served by both trucks and trains. The improved access to the Spokane Industrial Park, the direct connection of Barker Road to I-90, and a new four-lane grade separation at BNSF, will positively affect economic growth in the area.

Proposed Schedule

The Design Report, completed in December 2004, is based on guidance generated from a preliminary study done in 2001. The preliminary study determined, based on traffic analysis and other issues, which crossings should be closed and which should be grade-separated. The Design Report incorporates comments from the railroads, Washington State Department of Transportation, Spokane County, City of Spokane Valley, and the public. Environmental approval for the entire Bridging the Valley project was received in August 2006. Final design and construction will begin when funds are available.

Summary of Benefits

When completed, the Bridging the Valley project will separate vehicle traffic from train traffic in the 42 mile corridor between Spokane, Washington and Athol, Idaho. By removing all at-grade rail crossings, Bridging the Valley will:

- Improve public safety by reducing rail / vehicle collisions;
- Improve emergency access to residents and businesses;
- Eliminate waiting time for vehicles at rail crossings;
- Reduce noise levels—no more train whistles near crossings;
- Improve traffic flow due to separated grade crossings; and
- Enhance development opportunities with a single rail corridor and improved access.

