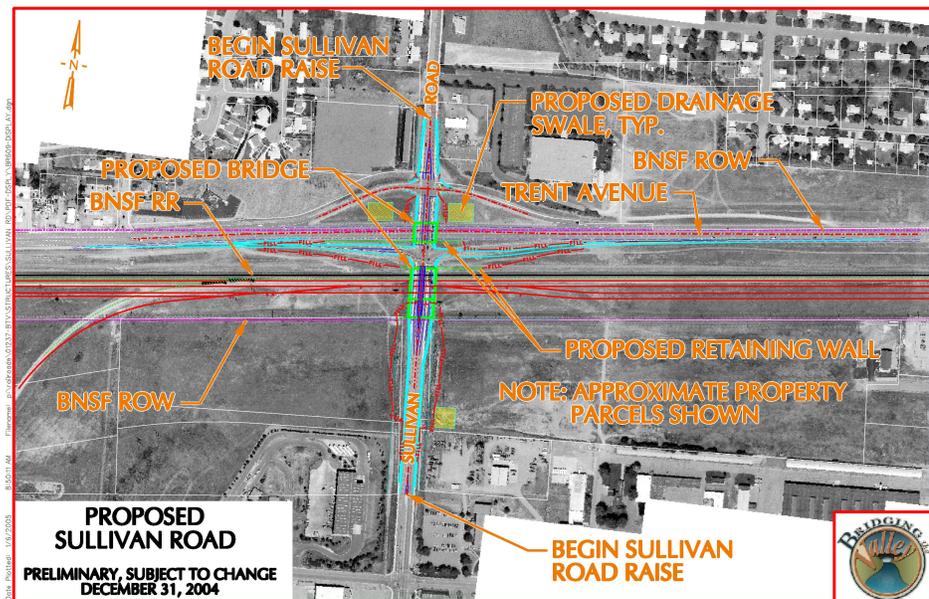


Sullivan Road / BNSF Grade Separation

Spokane Valley, WA

Project Location

Sullivan Road is a north-south principal arterial in the City of Spokane Valley. It crosses over the Burlington Northern Santa Fe (BNSF) mainline near SR 290 (Trent Avenue). Sullivan Road currently carries approximately 12,400 vehicles per day. The BNSF line carries between 30 and 50 trains per day. Sullivan Road lies between the Evergreen Road at-grade crossing to the west and the Flora Road at-grade crossing to the east. Sullivan Road is currently a four-lane roadway overpass grade separation.



Project Description

The project will widen and lengthen the existing bridge over the railroad tracks as part of the construction of additional BNSF tracks. The number of lanes will increase from 4 lanes to 7 lanes in order to accommodate future traffic growth (the 7-lanes include two southbound through lanes, a 24 foot striped median, two northbound through lanes, and an exclusive northbound right-turn lane). The additional tracks are required to move Union Pacific (UPRR) train operations from their mainline corridor into the BNSF corridor. This will allow free movement of freight and commuter vehicles across all railroad mainlines between Spokane, WA and Athol, ID.

Proposed Schedule

The Design Report, completed in December 2004, is based on guidance generated from a preliminary study done in 2001. The Design Report incorporates comments from the railroads, Washington State Department of Transportation, 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 along the corridor;
- 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 served by the region's largest railroads.

