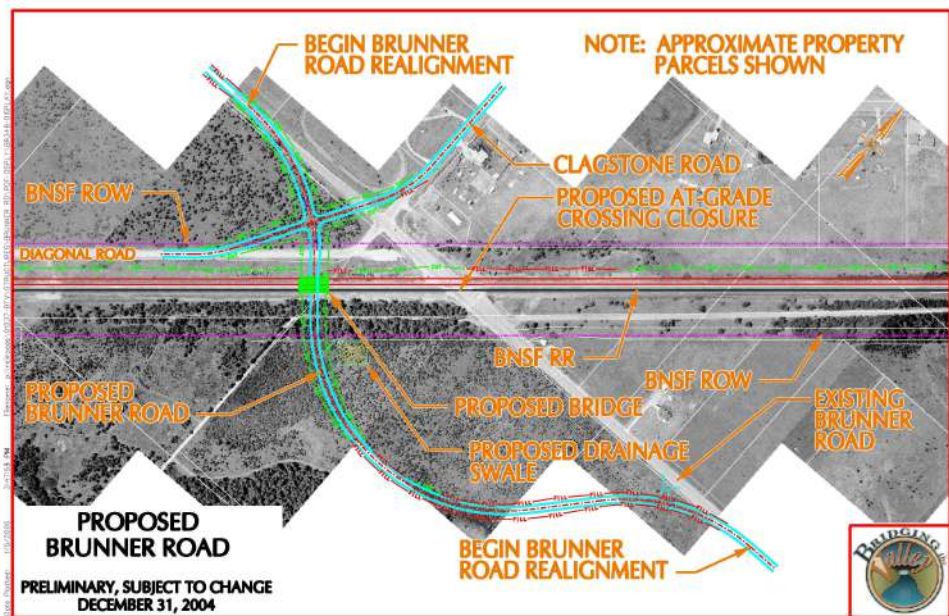


# Brunner Road / BNSF Grade Separation

## Kootenai County, ID

### Project Location

Brunner Road is an east-west rural major-collector road in Kootenai County, within the Lakes Highway District. It crosses the Burlington Northern Santa Fe (BNSF) mainline near the Diagonal Road / Clagstone Road intersection, 1-1/2 miles west of US-95. Brunner Road currently carries approximately 1,320 vehicles per day. The BNSF line carries between 30 and 50 trains per day. Brunner Road currently intersects the BNSF tracks at a 45° angle and is protected by standard railroad gates and signals.



### Project Description

This project proposes to reconstruct Brunner Road to pass under three BNSF tracks. Diagonal and Clagstone Roads will be realigned and lowered to intersect the new Brunner roadway.

This area is projected to grow significantly over the next 30 years, nearly doubling the amount traffic on Brunner Road crossing the BNSF tracks. In addition to the benefits below, the separation of Brunner Road and the BNSF tracks will improve bike safety by including bike lanes. A future bikeway is proposed for a portion of Brunner Road, eventually connecting the City of Rathdrum with the Silverwood Amusement Park.

### 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, Idaho Transportation Department, Lakes Highway District, 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 (BTV) 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.

