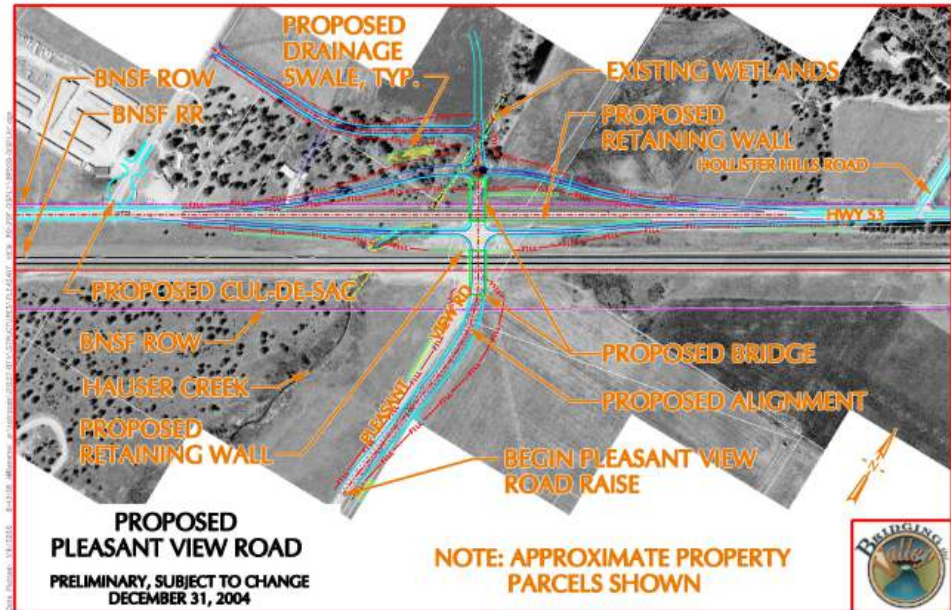


# Pleasant View Road / BNSF Grade Separation

## Kootenai County, ID

### Project Location

Pleasant View Road is a two lane north-south rural major-collector road in Kootenai County, within the Post Falls Highway District. It crosses the Burlington Northern Santa Fe (BNSF) mainline near Highway 53. Pleasant View Road currently carries approximately 820 vehicles per day. The BNSF line carries between 30 and 50 trains per day. Pleasant View Road crossing is currently protected by standard railroad gates and signals.



### Project Description

This project will reconstruct Pleasant View Road to pass **over** three BNSF tracks and Highway 53. Highway 53 will be accessed with on and off-ramps similar to the Sullivan Road interchange in the Spokane Valley.

Completion of this project will allow the Post Falls Highway District to petition for closure of the Prairie Avenue and McGuire Road crossings, further improving public safety.

This area is projected to grow significantly over the next 30 years, increasing the traffic on Pleasant View Road crossing the BNSF tracks six fold. This growth, combined with the long-range regional transportation plans to extend Pleasant View Road to I-90, makes a four-lane grade separation at BNSF essential.

### 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, Post Falls 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.

