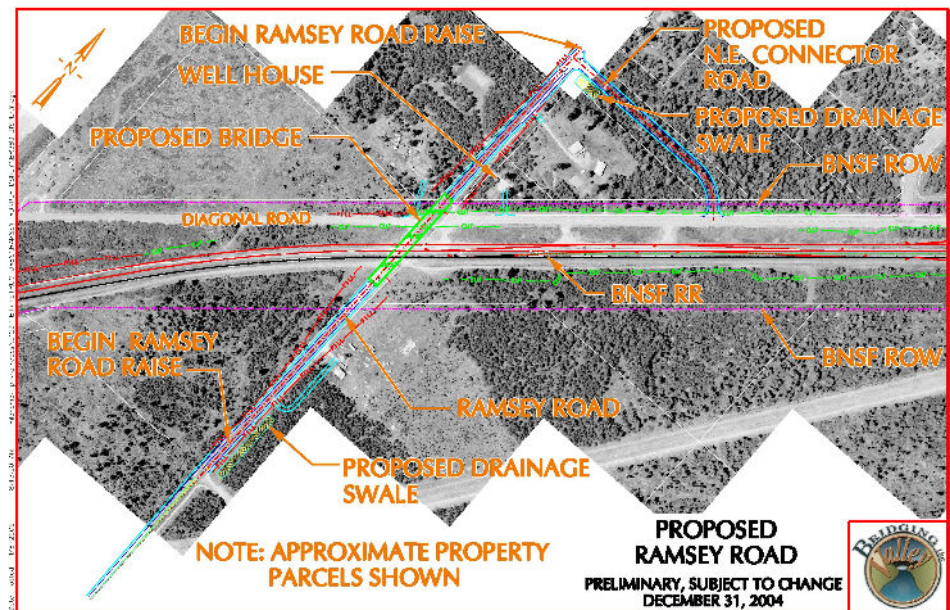


Ramsey Road / BNSF Grade Separation

Kootenai County, ID

Project Location

Ramsey Road is a two lane, north-south rural major-collector road in Kootenai County, within the Lakes Highway District. It crosses the Burlington Northern Santa Fe (BNSF) mainline near Diagonal Road, 3 miles north of Highway 53. Ramsey Road currently carries approximately 2,820 vehicles per day. The BNSF line carries between 30 and 50 trains per day. The Ramsey Road crossing is currently protected by standard railroad gates and signals.



Project Description

This project will reconstruct Ramsey Road to pass **over** three BNSF tracks and Diagonal Road. The intersection of Ramsey Road and Diagonal Road will be moved 800 feet north along Ramsey Road, thus eliminating the stop sign for through movements along Diagonal Road.

- In addition to the projected 70 percent increase in vehicular traffic in this area over the next 30 years, the location — approximately half way between the two nearest crossings of the BNSF track—make this a critical project. In addition to the benefits listed below, the separation of Ramsey Road and the BNSF tracks will provide a vital transportation link to the business and residences north of the BNSF tracks and I-90.

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.

