

I-40 Crosstown Expressway

Key Railroad Facts

Union Station

Union Station will not be directly impacted by the construction of I-40. The new interstate will be constructed to the south of the Union Pacific line, allowing the interstate and railroad to provide transportation services in the same corridor. The integrity of the Historic Train Station will be maintained as the Union Pacific line and will remain in place allowing it to serve as a passenger rail station in the future if desired. The design will allow adequate space between the Union Pacific line and Union Station for a slip track for passenger rail loading.

Interstate improvements and mitigation will greatly enhance the area surrounding Union Station. This includes a landscaped pedestrian crossing to the west of Union Station. This crossing will connect pedestrians in the Riverside Neighborhood to the Union Station. Also, the park being constructed in the Riverside Neighborhood will be directly across I-40 from Union Station.

Railroad Merger

The merger of Burlington Northern and Santa Fe Railroads (BNSF) made Alternate D feasible. This allowed the Producers Coop Mill to be served from the north/south Santa Fe line.

The future 10-lane Interstate 40 will replace the BNSF line which is currently between SW 7th and SW 9th Streets moving to an existing track south of the river. The Union Pacific (UP) line (state owned) will remain in place and will run parallel to the new interstate.

Railroad Improvements

The construction of Alternate D includes over \$20 million in railroad improvements.

This money will remove the BNSF track from west river bridge to east river bridge as well as construct additional track. Improvements to the Flynn Yard (SE 89th Street) to allow for switching movements and increased intermodal activity may also be necessary.

Safety

Two dangerous underpasses (Robinson and Walker) will be replaced with new bridges passing over the UP line and the interstate. This will provide better sight distance to minimize accident potential.

Elimination of several at-grade railroad crossings, including one at Shartel Avenue in a residential area. Railroad companies encourage elimination of at-grade crossings to improve safety.

Vacant unmaintained land conducive to criminal activity and debris will be replaced by the interstate.

New pedestrian bridge will be constructed west of the Union Station to promote safe pedestrian flow from downtown to the river attractions.

BNSF will no longer have to maintain the old river bridge on the west end of the corridor.