OMSI to Clinton Stations Overview

8th Ave Crossing relocated to combine 8th Ave, 9th Ave, and Division Place crossings. (9th Ave and Division crossings closed)

11th and 12th Aves at-grade crossings modified to include LRT. Clinton crossing closed.

LRT located on TriMet property. LRT track CL is approximately 46 ft from CL nearest mainline freight track.

Darigold Spur to be abandoned.

New pedestrian overcrossing at 13th/14th Ave.
Clinton to Holgate Stations Overview

New pedestrian overcrossing at Lafayette St. New Structure located approx. 250 ft north of existing structure (to be demolished).

LRT overcrossing at Powell Blvd on separate structure. LRT is approximately 38.5 ft from CL of nearest mainline freight track.

Ex. pedestrian overcrossing at Brooklyn St to be demolished.

LRT located on TriMet property. LRT track CL is approximately 30 ft from CL of nearest mainline freight track.

LRT center running down 17th Ave between Powell and McLoughlin.

UPRR Brooklyn Yard
Holgate to Future Harold Stations Overview

- Relocated Brooklyn Yard truck egress at Harold St.
- LRT overcrossing at Harold. Future Harold Station with pedestrian overcrossing of UPRR at Reedway.
- LRT located in TriMet property adjacent to UPRR Brooklyn Yard.
- Archer Daniels Midland (ADM) access issue.
- LRT center running down 17th Ave between Powell and McLoughlin.
- New signal at Schiller St.

UPRR Brooklyn Yard
Future Harold to Bybee Stations Overview

- LRT track CL is 50 ft from CL of nearest mainline freight track through McLoughlin corridor.
- Crystal Springs Creek culvert under UPRR tracks.
- TriMet purchase of UPRR land between LRT and McLoughlin Blvd.
LRT track CL is 50 ft from CL of nearest mainline freight track through McLoughlin corridor.

TriMet purchase of UPRR land between LRT and McLoughlin Blvd.

LRT track CL is 50 ft from CL of nearest mainline freight track.

Tacoma Station and 1000-space park & ride facility.
Tacoma Station to Hwy 224 Overview

- LRT track CL is 50 ft from CL of nearest mainline freight track.
- LRT overcrossing of Tillamook Branch line. Width of overcrossing to accommodate HSR.
- LRT track CL is 25 ft from CL of nearest mainline freight track. Begin 6 ft safety wall, 250 ft south of Mailwell.
- Mailwell Dr crossing modified to include LRT.
- Construction of HSR may require reconfiguration of service connections.
- HSR proposed improvements located west of light rail. LRT not in conflict with HSR.
- HSR pinchpoint may require structural modification.
- Unisource Siding access relocated to north. South access to Tillamook Bridge eliminated.
Hwy 224 to Milwaukie Station Overview

- Modified crossing at Harrison St to include LRT.
- LRT track CL is 25 ft from CL of nearest mainline freight track with 6 ft. safety wall through Milwaukie (250 ft clear of intersections).
- HSR may impact uses by others within UPRR ROW.
- Modified crossing at Monroe St to include LRT.
- Modified crossing at 21st and Adams to include LRT. West leg of Adams St closed.
- Modified crossing at Washington St to include LRT.
- UPRR ROW narrows south of Monroe; HSR CL may be placed on UPRR ROW boundary.
- End of 6 ft safety wall.
- New structure assumed for HSR across Kellogg Creek.
- LRT is 28.5 ft from CL freight mainline, on separate structure over Kellogg Creek.
- Milwaukie Station will comply with UPRR 25 ft offset.
- LRT departs from UPRR.