

Science and Industry (OMSI) and immediately north of the Portland Opera building. A station would be located east of OMSI and would have shared platforms for buses and light rail vehicles. Streetcars would turn north, leaving the transitway west of the station that would serve light rail and buses. A streetcar station would be located at OMSI just to the north of the shared transitway.

Several related street improvements as well as facilities for connecting the streetcar to the Willamette River bridge are planned in the area between OMSI and SE Martin Luther King Jr. Boulevard. These improvements are discussed in more detail in Section 2.1.1.6, Related Bridge Area Transportation Facilities, and shown in Figure 2.1-9.

The alignment for the shared transitway would proceed east and cross the Oregon Pacific Railroad (OPR) line at grade. The OPR switching yard, which the light rail tracks would otherwise cross, would be relocated to the north of its existing location. The new location of the switching yard had previously been identified as the future location for the home of the Oregon Rail Heritage Foundation museum and storage for three steam locomotives. The Oregon Rail Heritage Foundation has now, with project assistance, identified a potential new location south and east of the OPR switching yard.

The alignment would pass under the SE Martin Luther King Jr. Boulevard viaduct. The light rail tracks would run adjacent to and south and west of the Union Pacific Railroad (UPRR) tracks between SE 7th Avenue and SE Powell Boulevard (US 26). An existing railroad spur, the Darigold Spur, would be closed.

Three at-grade street crossings of the UPRR tracks would be consolidated into one crossing of the UPRR and light rail tracks. The consolidated crossing would occur at a realigned SE 8th Avenue. SE Division Place and SE 9th Avenue would also be realigned to provide access to the consolidated crossing. The reconfigured intersections would have sidewalks and a combination of medians and crossing gates. A future multi-use path could be constructed along the alignment from SE Division Place and SE 9th Avenue to SE Clinton Street at SE 11th Avenue, but would not be constructed as a part of the Portland-Milwaukie Light Rail Project.

A station would be located on SE Gideon Street southwest of the SE 12th Avenue and SE Clinton Street intersection. To improve station access and traffic operations, several modifications to the surrounding street and pedestrian and bicycles network would occur in the station area. The at-grade UPRR and light rail crossings at SE 11th and SE 12th avenues would be modified to include crossing gates, signals, and sidewalks. The SE Clinton Street crossing of the UPRR tracks would be closed, with traffic rerouted to SE 11th and SE 12th avenues. Intersections at SE Clinton Street and SE 12th Avenue and at SE 11th Avenue, SE Milwaukie Avenue/SE 12th Avenue, and SE Gideon Street would be signalized and provided with crosswalks and sidewalks connecting to the station, improving walk and bike access and will be designed to meet American with Disabilities Act (ADA) requirements.

In addition, a pedestrian overcrossing of the UPRR tracks currently located west of SE 16th Avenue and SE Brooklyn Street would be removed. A new pedestrian overcrossing that would include ramps meeting ADA requirements would be constructed from SE 14th Avenue over the

UPRR to the Clinton Station. Under the LPA Phasing Option, the construction of this overpass would be deferred, but the project will still be designed to meet ADA requirements and includes the other station area access improvements described above.

Where the alignment crosses SE Powell Boulevard at SE 17th Avenue, the existing overcrossing of SE Powell Boulevard would be replaced with a wider structure adjacent to the existing UPRR bridge. This would also require reconstruction of on-ramps and off-ramps to and from SE Powell Boulevard. Motor vehicles, bicycles, and pedestrians would be accommodated on the rebuilt SE Powell Boulevard overcrossing with separate travel lanes.

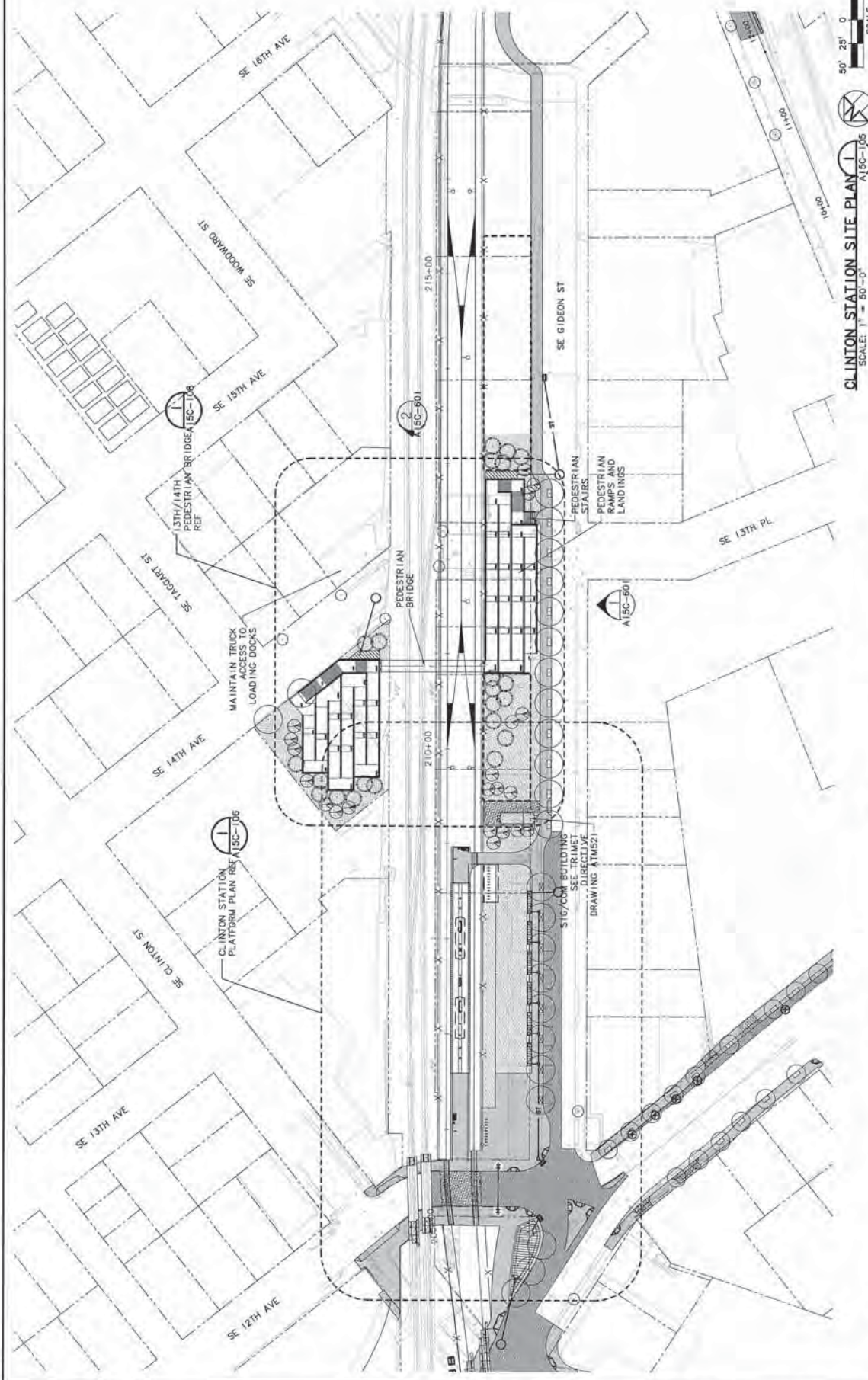
After crossing SE Powell Boulevard, the light rail alignment would transition to the center of SE 17th Avenue and continue to run in the center of SE 17th Avenue to south of SE Schiller Street from just north of SE McLoughlin Boulevard (OR 99E). A center platform station would be located north of the SE 17th Avenue and SE Rhine Street intersection. The existing pedestrian overpass of the UPRR tracks at SE Lafayette Street would be replaced with a reconfigured overcrossing to better facilitate connections between the neighborhoods and the station at SE Rhine Street. As with all the project facilities, the new overcrossing would meet ADA requirements. Under the LPA Phasing Option, the construction of this overpass would be initially deferred, and the existing bridge would remain, although it does not currently meet ADA standards.

Along SE 17th Avenue, the addition of light rail would require modifications at most intersections and a widening of the SE 17th Avenue right-of-way improving bicycle and pedestrian facilities and providing ADA-compliant access. Signalized intersections with crosswalks would be provided for the crossings of light rail and SE 17th Avenue at SE Rhine Street, SE Center Street, SE Holgate Boulevard, and SE Schiller Street. A traffic signal would also be located at the TriMet bus parking access on SE 17th Avenue. Other side streets and driveways along SE 17th Avenue would be restricted to right-in, right-out movements only. An island station would be located in a median of SE 17th Avenue, just north of SE Holgate Boulevard.

South of SE Schiller Street, immediately north of SE McLoughlin Boulevard, the alignment leaves SE 17th Avenue, moving to the east where it would run east of SE McLoughlin Boulevard. The intersection of SE McLoughlin Boulevard and SE 17th Avenue would also be improved, including the addition of a pedestrian crosswalk and pedestrian islands.

The light rail follows the east side of SE McLoughlin Boulevard, and a grade-separated crossing would be constructed over SE Harold Street to provide freight access to SE McLoughlin Boulevard from the Brooklyn Yards. The design accommodates a future station at SE Harold Street, which would be elevated. Construction and operation of the station is not included in the Portland-Milwaukie Light Rail Project, and the phasing option defers construction of some of the station structural facilities. Between SE Harold Street and SE Tacoma Street, the light rail track center line would be located 50 feet west of the UPRR track center line and to the east of SE McLoughlin Boulevard.

A bridge would be constructed for the light rail tracks to cross over Crystal Springs Creek, which is currently in a culvert that continues under the UPRR tracks. Constructing the bridge over the culvert would allow the culvert to be removed in the future.



CLINTON STATION SITE PLAN
SCALE: 1" = 90'-0"

PORTLAND TO MILWAUKIE LRT
SEGMENT C
CLINTON STATION
SITE PLAN

SCALE: 1" = 50'-0" DRAWING NO.: A15C-105 CONSULT NO.: RH090207LB SHEET NO.: H-18

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON
CAPITAL PROJECTS AND FACILITIES DIVISION
710 N.E. HOLLADAY STREET
PORTLAND, OREGON 97232

TRIMET

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PIVOT

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25% PRELIMINARY ENGINEERING

NO. DATE BY APP'D APPROVED

Figure H-20

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