PORTLAND-MILWAUKIE
LIGHT RAIL TRANSIT PROJECT

Project structures carry light rail over traffic, waterways

The Portland-Milwaukie Light Rail Transit Project includes several structures along its 7.3-mile route between downtown Portland and north Clackamas County. In addition to the Portland-Milwaukie Light Rail Bridge over the Willamette River, the project will build structures that cross over roadways and rail tracks, and bridges that span waterways.

These structures are being designed to have the least impact on the environment, and all of them will divert stormwater to treatment facilities.

1. Harbor structure

The Harbor structure will be the project's longest bridge. It will carry light rail and buses between SW Lincoln Street and SW Moody Avenue. This bridge allows transit to travel through the South Waterfront and connect seamlessly with the Portland-Milwaukie Light Rail Bridge.

- Nine-span steel plate girder
- Length—1,738 ft.
- Width—34 ft.
- Height—38 ft.
- Clearance—18 ft. minimum over roadways

2. Portland-Milwaukie Light Rail Bridge

The first bridge built over the Willamette River in more than 40 years, the Portland-Milwaukie Light Rail Bridge will carry light rail, buses, cyclists, pedestrians and, in the future, streetcar.

- Cable-stayed bridge with two in-water piers and two landside piers
- Length—1,720 ft.
- Typical width—72 ft.
- Height of towers—180 ft.
- Clearance—77.52 ft.

3. SE 17th Avenue overcrossings of Powell Boulevard

These two structures will be a complete redesign of the current SE 17th Avenue overcrossing of Powell. It will consist of two components: the roadway overcrossing to carry northbound traffic on 17th Avenue, including cyclists and pedestrians, and the light rail overcrossing. Both structures will use similar materials and dimensions:

- Single span, concrete beam bridges
- Length—148 to 160 ft.
- Width—32 to 42 ft.
- Height—27 ft.
- Clearance—17 ft. 11 inches minimum over roadway

4. SE Harold Street overcrossing

This structure will carry light rail over the entry and exit point for freight trucks and other vehicles accessing the Brooklyn Yard.

- Single span concrete beam bridge
- Length—126 ft.
- Width—32 ft.
- Height—27 ft.
- Clearance—17 ft. minimum over roadway

5. Tacoma ramp overcrossing

This overcrossing will take light rail over the on- and off-ramp from northbound McLoughlin Boulevard to Tacoma Street.

- Multi-span concrete beam bridge
- Length—700 ft.
- Width—32 ft.
- Height—27 ft.
- Clearance—17 ft. 4 inches minimum over roadway

6. Johnson Creek light rail bridge

Johnson Creek is an important regional waterway that runs from the Cascade foothills to the Willamette River. The project includes restoration of the creek banks where the creek borders the Tacoma station. The bridge will carry light rail over the creek.

- Single span steel thru-girder bridge
- Length—109 ft.
- Width—39 ft. 10"
- Height—At grade creek crossing

7. Tillamook Branch bridge

To pass through downtown Milwaukie, the light rail route must move from the west side of the Union Pacific Railroad freight tracks to the east side. This structure accomplishes that transition.

- Multi-span concrete beam and box bridge
- Length—1,210 ft.
- Height—49 ft.
- Width—32 ft.
- Clearance—23 ft.

8. Kellogg Bridge

The Kellogg Bridge includes a bridge over Kellogg Creek in Milwaukie that continues as an elevated structure over McLoughlin Boulevard, SE 22nd Avenue and SE River Road before landing south of McLoughlin adjacent to the new Trolley Trail.

- Multi-span steel tub girder bridge
- Length—1670 ft.
- Height—37 ft.
- Width—32-53 ft.
- Clearance—20 ft. 8" minimum over roadways

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Portland-Milwaukie Light Rail Transit Project is a partnership among:

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