



**Washington State  
Department of Transportation**  
Douglas B. MacDonald  
Secretary of Transportation

**Transportation Building**  
310 Maple Park Avenue S.E.  
P.O. Box 47300  
Olympia, WA 98504-7300  
  
360-705-7000  
TTY: 1-800-833-6388  
www.wsdot.wa.gov

December 9, 2005

Vicki Elliot  
Assistant Director Transportation Safety  
Washington Utilities and Transportation Commission  
PO Box 47250  
Olympia, WA 98504-7250

Subject: Request for vertical clearance waiver

Dear Ms. Elliot:

The Washington State Department of Transportation is in the process of designing the widening of a railroad over-crossing near Grand Mound, where US-12 passes over the tracks of Tacoma Rail. The current vertical clearance provided between the top of rails and the bridge is 22'. The bridge was originally built in 1962, prior to the WUTC requirement in WAC 480-60-040 for minimum vertical clearances of 22.5'.

Since this is strictly a widening project, vertical clearance will not be significantly impacted<sup>1</sup>; however, the WSDOT Design Manual requires that railroad over-crossings being widened either meet the 22.5' standard or otherwise gain approval from WUTC. Whether this approval takes the form of a Commission order or a letter accepting the proposed clearance based on the project resulting in no change from the existing clearance is not specified. In addition, Tacoma Rail has provided us with a letter (enclosed) agreeing to a minimum clearance of 22'.

Please review the enclosed plans for the proposed bridge and determine a response as soon as possible. I am available to meet with you at any time to discuss this project or request. Please contact me at (360) 705-7271 if I can be of any assistance.

Sincerely,

Ahmer Nizam  
WSDOT Railroad Liaison

<sup>1</sup> The project will result in a slightly improved clearance of 22.04'.

RECEIVED  
RECORDS MANAGEMENT  
05 DEC 12 PM 1:40  
STATE OF WASH.  
UTIL. AND TRANSP.  
COMMISSION

BRIDGE WITH APPROACH FILLS ~ CIP CONCRETE FLAT SLAB  
DECK PROTECTIVE SYSTEM 1 (EPOXY COATED REBAR)  
CAST-IN-PLACE CONCRETE STRENGTH SHALL BE 4000 PSI

RAILROAD LIASON  
RAILROAD AGREEMENT REQ'D.

PT. OF MIN. VERT. CLR.  
A STA. 196+11.17 (48.4' RT.)

PLAN APPROVED BY:  
J. Kapur  
BRIDGE & STRUCTURES ENGINEER  
11/05

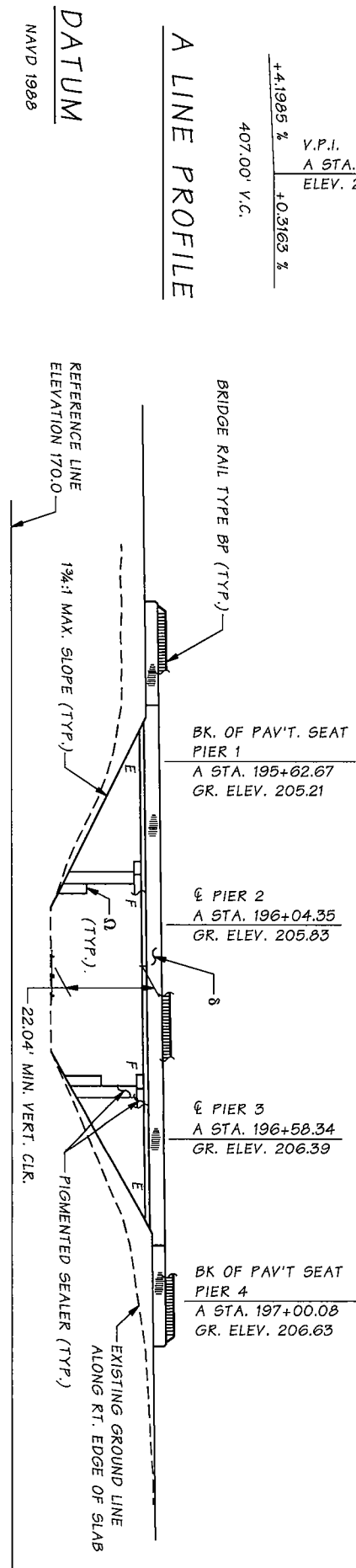
PROJECT DEVELOPMENT ENGINEER  
Bridge Design Engr. Stoddard, RB

Supervisor	Anderson, MW	DESIGNED BY	Anderson, MW	DATE	05/05
Checked By	Diedrich, A	Checked By	Anderson, J.M.	DATE	03/05
Design Project Engr.	Kirker, KN	Design Project Engr.	Kirker, KN	DATE	06/05
Project Plan By	Tan, L.H.	Project Plan By	Tan, L.H.	DATE	03/05
Architect/Specifier	PDK/BK	Architect/Specifier	PDK/BK	DATE	05/05

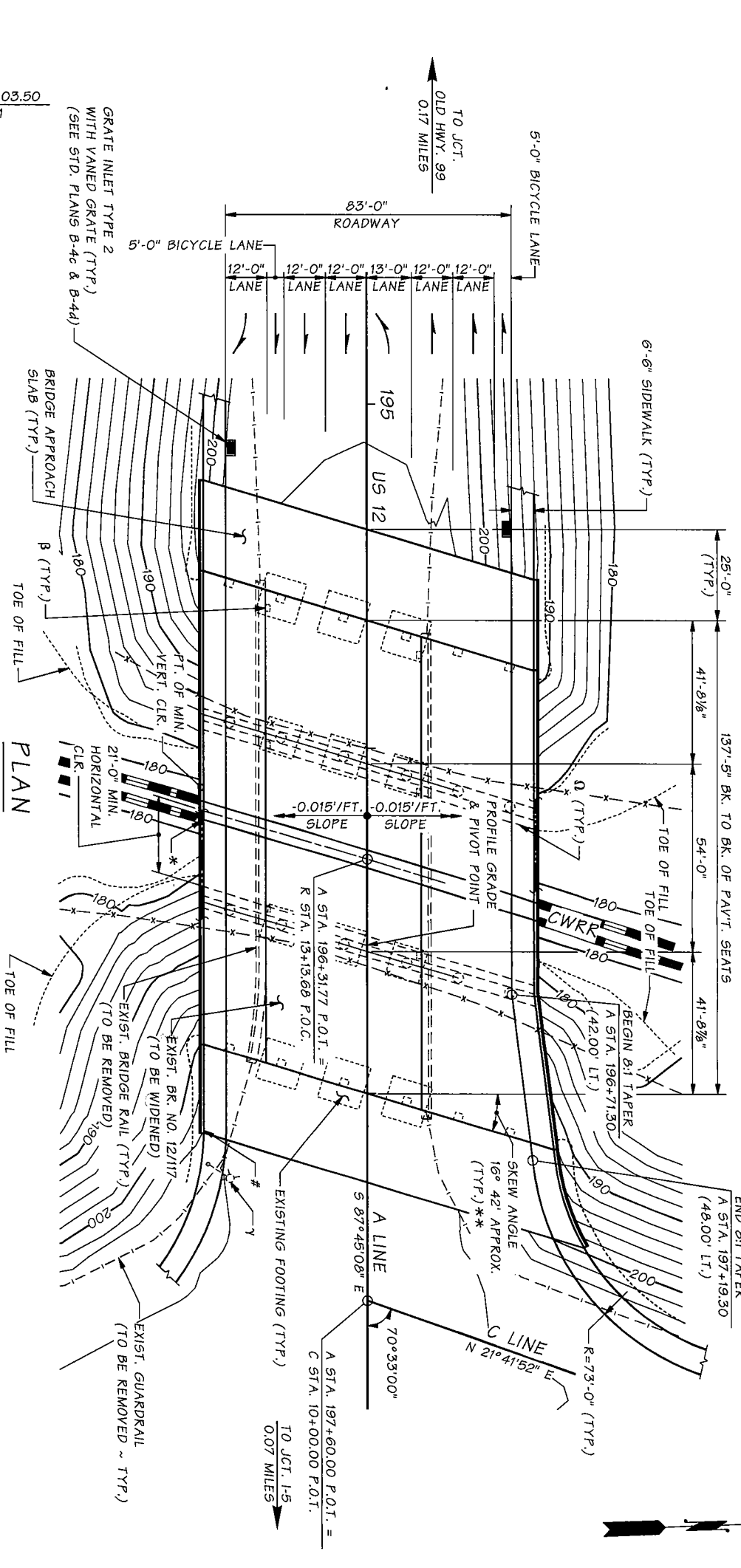
M:\PRELIMINARY PLANS\GRAND MOUND TO MAYTOWN\CRRR 0' X 11' BR 12-117 BSD.MAN

GRADE ELEVATIONS SHOWN ARE FINISH GRADES AT TOP OF ROADWAY SLAB ON A LINE AND ARE EQUAL TO PROFILE GRADE. SEE STD. PLAN H-9 FOR EMBANKMENT DETAILS AT BRIDGE ENDS.

ELEVATION



\*\*BEARING OF ALL PIERS SHALL MATCH EXISTING.



SEC. 12, T.15N., R.3W., W.M.  
THURSTON COUNTY

1-5

REINFORCED CONCRETE  
FLAT SLAB WIDENING  
LOADING: HL-93

- \* 2 ~ 2" CONDUIT PIPES IN PEDESTRIAN BARRIER FOR FULL LENGTH OF BRIDGE. CURTAIN WALLS & RETAINING WALLS (TYP.)
- # THREE BEAM GUARDRAIL CONNECTION TYPE "D" (SEE STD. PLAN C-5) (TYP. AT 4 LOCATIONS)
- § FRACTURED FIN FINISH W/ PIGMENTED SEALER (TYP.)
- Ω RAILROAD CRASH WALL
- β EXISTING BRIDGE DRAIN (TO BE PLUGGED)
- γ EXISTING LUMINARIES (TO BE REMOVED)

BRIDGE AND STRUCTURES OFFICE

Washington State Department of Transportation

BRIDGE SHEET NO.	1
PRELIMINARY PLAN	



**Washington State  
Department of Transportation**  
Douglas B. MacDonald  
Secretary of Transportation

*copy*

**Olympic Region**  
Tumwater Design Office  
6639 Capitol Boulevard, Suite 302, Tumwater  
P.O. Box 47446  
Olympia, WA 98504-7446

360-570-6600  
Fax 360-570-6630  
TTY: 1-800-833-6388  
www.wsdot.wa.gov

October 29, 2004

Mr. Dennis Dean  
Tacoma Rail  
P. O. Box 11007  
Tacoma, WA 98411

RE: I-5 Grand Mound to Maytown Widening  
Proposed Bridge Widening

Dear Mr. Dean:

We are sending the enclosed materials to provide an introduction to our project on I-5 in Thurston County. An overview of the main project components is shown on the "Project Features" plot. As shown, the project will widen I-5 by adding two lanes over the Tacoma Rail Mountain Division rail lines at the Maytown interchange and widen US-12 by adding two lanes over the rail lines at the Grand Mound interchange. We have included typical sections and plan view plots for the crossings at Maytown and Grand Mound. The plan views show the location of existing bridge piers and their corresponding horizontal clearances to adjacent rail lines. Additional columns will need to be added to extend the piers to accommodate the proposed widening.

Per previous conversations, the final vertical clearance will not be reduced below 22.0 feet for either crossing. Both locations will require the temporary reduction of vertical clearance during construction due to false work requirements. The "Typical Sections" plots also show the expected railroad clearances during construction, including estimated durations.

WSDOT policy requires that we have written permission from the railroad for any vertical clearance over an existing railroad of less than 22.5 ft. If the proposed widenings are acceptable as shown on the enclosures, we would appreciate it if you would return a written response for our files regarding the acceptability of the proposed vertical clearances and temporary construction opening dimensions and durations.

If you have any questions about this packet of information, please call me at 360-570-6602 or Jeff Petterson at 360-570-6621. Thank you for your assistance with these bridge widenings. We look forward to hearing from you.

Sincerely,

*Steve D. Fuchs*

Steve Fuchs, P.E.  
Project Engineer

SF: JKP: rh  
Enclosures

cc: Dennis Hamblet w/enclosures  
*File*

⑦

- 2400 wlat  
- 10300 wlat

Petterson, Jeff (Olympic Region)

copy

**From:** McKeon, Kyle  
**Sent:** Tuesday, December 21, 2004 10:19 AM  
**To:** Fuchs, Steve; Elvin, James  
**Cc:** Petterson, Jeff (Olympic Region)  
**Subject:** Tacoma Rail - I-5 Grand Mound To Maytown.



IMAGE (52).TIF

teve,

Attached is a letter from the city of Tacoma Rail division which approves the clearances as specified in your letter of 10/29/04

Hardcopy via I/O mail

- 2600 w/att.  
- 10300 w/att.



2601 SR 509 North Frontage Road  
Tacoma, Washington 98421

RECEIVED

DEC 21 2004

TACOMA PUBLIC UTILITIES

Thursday, December 09, 2004

Mr. Kyle McKeon  
Olympic Area Rail  
WSDOT  
PO Box 47446  
Olympia, WA 98504-7446

Dear Mr. McKeon:

I have reviewed your request for reduced clearance outlined in your letter of October 29, 2004 to our Superintendent Dennis Dean.

My understanding is that the final clearance will be no less than 22 feet from top of rail and that during construction the clearance will be no less than 19 feet above the rail.

This letter will act as the written permission required by WSDOT for these reduced clearances.

Sincerely,

A handwritten signature in cursive script that reads 'Alan Hardy'. The signature is written in black ink and is positioned above the printed name and title.

Alan Hardy  
Roadmaster