



TR-090628

2009 APR 28 AM 8:27  
STATE OF WASH.  
UTIL. AND TRANSP.  
COMMISSION

April 23, 2009

Mr. David Danner  
Executive Director and Secretary  
Washington Utilities and Transportation Commission  
PO Box 47250  
Olympia, WA 98504-7250

Subject: Request for Vertical Clearance Waiver

Dear Mr. Danner,

Sound Transit is planning to construct a rail connection from East "D" Street (near Freight House Square) in Tacoma to the former BNSF Railway tracks at West "M" Street in Lakewood. This new connection will have a vertical clearance less than 22 feet-6 inches but no less than 22 feet-0 inches from the top of rail under the I-705 structure.

We are in contact with Amtrak and the Washington State Department of Transportation regarding this issue. Both parties have forwarded letters of support for this request, copies of which are attached.

Also included is a copy of drawing EXH01 depicting the right-of-way within the I-705 structure. A clearance of approximately 22.3 feet is shown on the plans and will be maintained from the top of rail to the lowest point under the I-705 bridge. Therefore, Sound Transit requests a variance of 0.5 feet from the height clearance requirements.

Thank you for your assistance with this matter, and please do not hesitate to call with any questions.

Sincerely,

Mark J. Johnson, AIA  
Project Manager  
Sound Transit

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Secretary of Transportation

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February 26, 2009

TO: David Pratt, Manager, Rail Safety Program  
Washington Utilities and Transportation Commission  
MS 47250

FROM: Scott L. Witt  
Director, State Rail and Marine Office

SUBJECT: Vertical Clearance for Rail Vehicles for the D-to-M Streets Rail  
Connector Project in Tacoma.

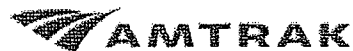
The Department of Transportation (DOT) wishes to voice support to the plan Sound Transit has proposed to build a rail connection from East "D" Street (near Freight House Square) to the former BNSF Railway tracks at West "M" Street (in the "Nalley Valley" area). We are aware that this new connection is planned to have a vertical clearance of less than the 22 ft. 6 in specified in WAC 296-860-20040 titled "Maintain overhead clearances." We wish to state that the proposed 22 ft. vertical clearance is adequate for use by passenger equipment as planned by WSDOT and Amtrak. We also understand that this new rail track is not intended to be used by freight rail equipment.

Feel free to call me at 360-705-6903 if you have any questions.

A handwritten signature in black ink, appearing to read "Scott Witt".

SLW:kmj

cc: Andrew Wood, State Rail and Marine Office  
Kevin Jeffers, State Rail and Marine Office  
Brent Thompson, State Rail and Marine Office



February 16, 2009

Mark J. Johnson AIA  
Sound Transit  
401 S. Jackson Street  
Seattle, Washington 98104-2826

Re: Support for Washington State DOT Height Clearance Waiver Request

Dear Mr. Johnson:

Amtrak understands that Sound Transit is now designing and will operate a passenger rail connection between Tacoma Dome Station and South M Street in Tacoma, Washington, passing under WSDOT's Interstate 705 structure between 25<sup>th</sup> and 26<sup>th</sup> Streets. Further we understand that Sound Transit proposes to provide no less than 22'-0" clearance from top of rail under the I-705 structure, and that it proposes to petition the Washington Utilities and Transportation Commission for a height clearance variance of 0'-6".

I have reviewed Amtrak's plans for potential operations on the Sound Transit passenger rail connector and the height requirements for Amtrak's rolling stock, and I find no conflict with the 22'-0" proposed clearance for Amtrak operations.

This letter shall serve as evidence of Amtrak's support for the Sound Transit-requested variance from the required height clearance of 22'-6".

Sincerely yours,

A handwritten signature in black ink, appearing to read "Michael Trosino".

Michael Trosino  
Sr. Director  
Clearances, Inspections and Tests  
Amtrak

CC D. Staplin  
K. Casey  
H. Steelman  
M. Wurlpel  
E. Watson  
D. Engelhardt  
R. Cohee

D to M Street Rail Corridor, Tacoma

