



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

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December 9, 2005

12-19-05

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:

On December 9, 2005, I sent a request for a vertical clearance waiver regarding a WSDOT project to widen the US-12 railroad over-crossing at Grand Mound. In addition to the original request, WSDOT also seeks temporary vertical clearance waivers for the US-12 over-crossing, and another railroad over-crossing where Interstate 5 passes over Tacoma Rail's tracks at Maytown. This additional request is for clearances of temporary structures (falsework) that will support the new bridge sections during construction. The clearances sought for this period of time are 19 feet for both bridges (see attached plans).

The copy of Tacoma Rail's letter (sent with the original request) consenting to the clearances sought by WSDOT also states their consent for the 19-foot temporary clearances during construction. We estimate that the temporary clearances will be needed from January of 2007 to January of 2009. The final clearance for the Interstate 5 over-crossing will be 23.66-feet, so a waiver is not required for that structure other than for the temporary construction clearance.

I will be available after January 2 to meet with you and discuss this project at your offices. Otherwise, you may contact me at (360) 705-7172 with questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ahmer Nizam', with a long horizontal flourish extending to the right.

Ahmer Nizam
WSDOT Railroad Liaison

September 2005

I-5

Grand Mound to Maytown Widening Project Features



Substandard I-5 Curve:
Realign I-5 to flatten radius

Prairie Creek Bridges:
I-5 realignment requires
replacement
No. 5/302E & 5/302W MP 87.95

- Grand Mound Interchange:**
- Widen bridge No. 12/117 over RrR and replace bridge No. 12/118 over I-5 to add 2 lanes, sidewalks and bike lanes
 - Remove sub-standard west-side loop ramp
 - Signalize west side ramp intersection
 - Southbound off-ramp: Increase deceleration length and realign to increase radius of first curve
 - Southbound on-ramp: Increase acceleration length
 - Northbound off-connection: Consolidate to one exit point, install C-D road
 - Northbound-to-eastbound ramp: Realign to increase radius
 - Northbound on-ramp: Increase acceleration length
 - Upgrade substandard vertical clearance for northbound I-5

MP 88.33

**Mainline I-5: Add 5th & 6th
Lanes in Median:**
Pave median and install median barrier. Additional widening to the outside also required.



BEGIN WIDENING MP 87.5

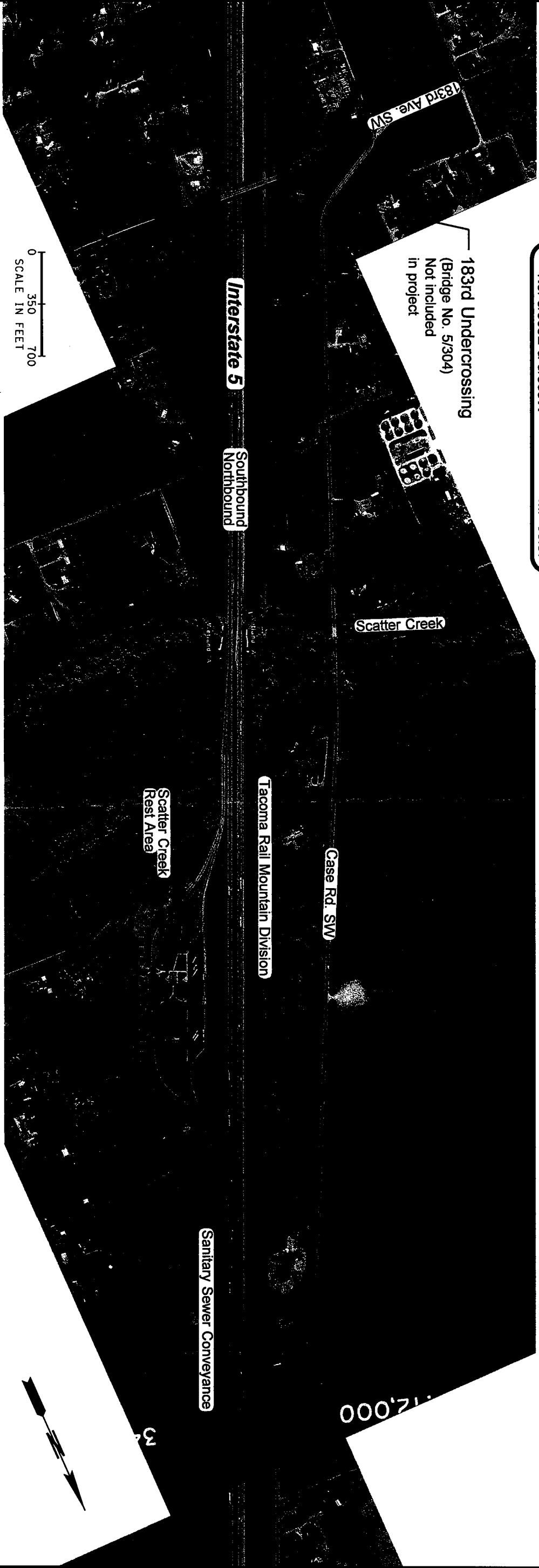


Scatter Creek Bridges:
Replace with wider structure, providing additional lanes and wider shoulders
No. 5/305E & 5/305W MP 90.37

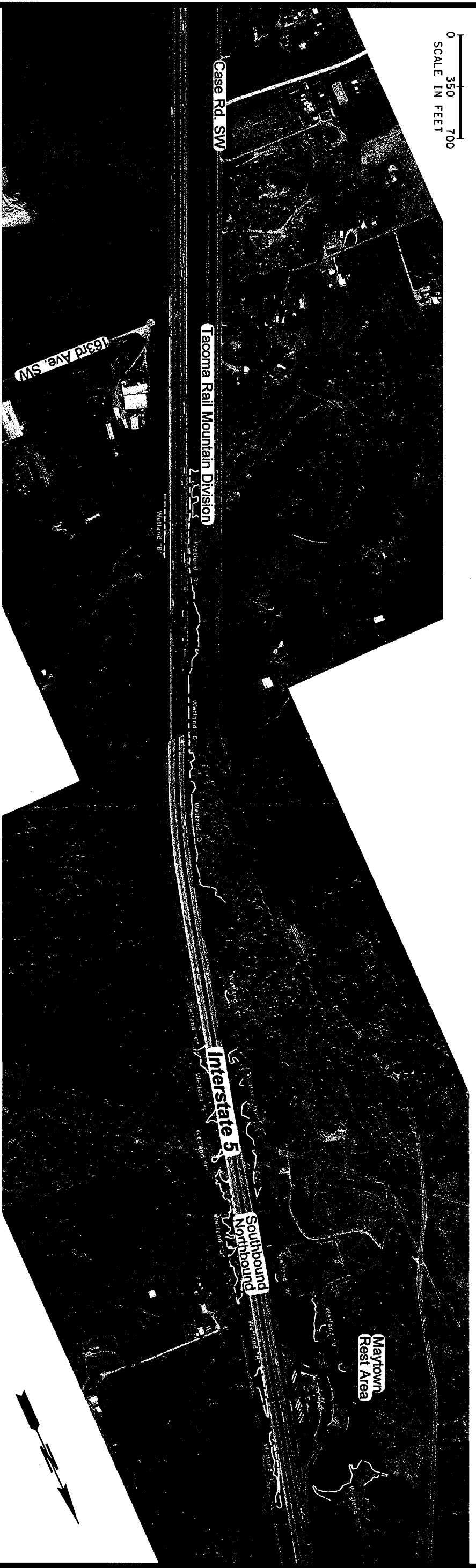
Sanitary Sewer Conveyance:
Connects Maytown Rest Area & Scatter Creek Rest Area to Thurston County system

Scatter Creek Rest Area:
Update ramps to meet current design standards

183rd Undercrossing
(Bridge No. 5/304)
Not included in project



0 350 700
SCALE IN FEET



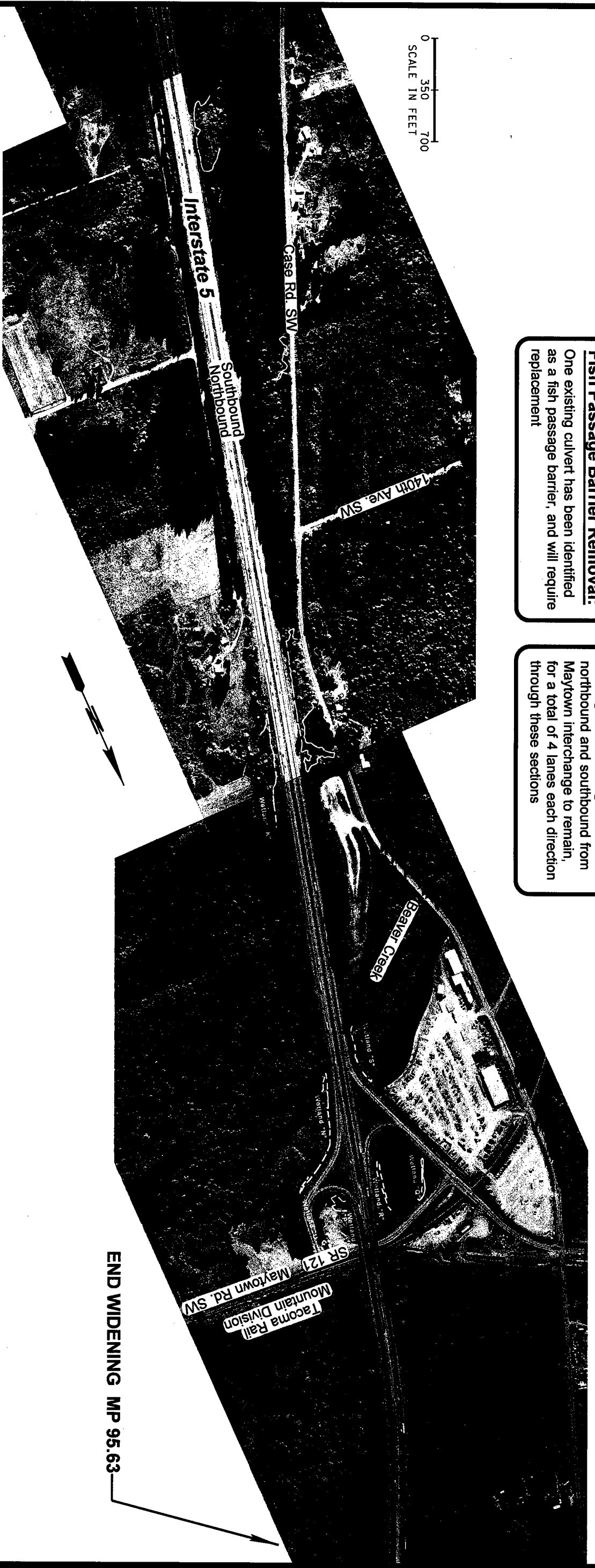
Maytown Rest Area:
- Off-connection: Eliminate sub-standard taper
- On-connection: Increase acceleration length



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Fish Passage Barrier Removal:
 One existing culvert has been identified as a fish passage barrier, and will require replacement

Existing truck climbing lanes northbound and southbound from Maytown interchange to remain, for a total of 4 lanes each direction through these sections



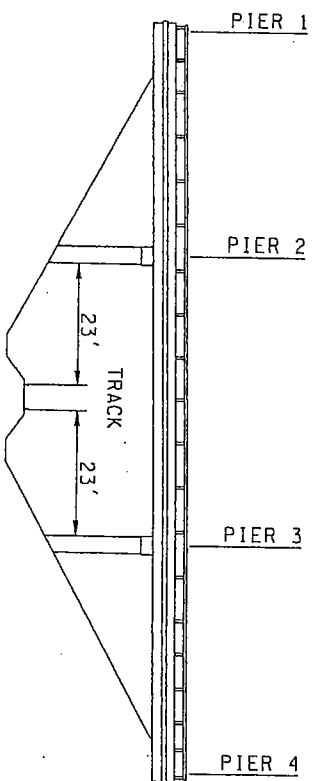
END WIDENING MP 95.63

Maytown Interchange:

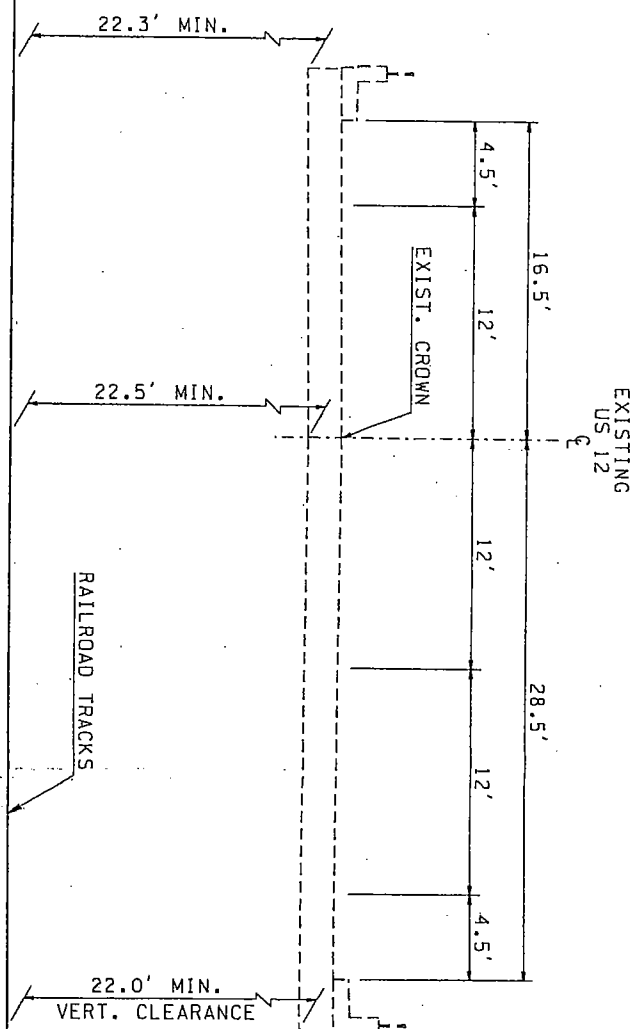
- Southbound off-ramp: Change to parallel-type connection to allow increased deceleration length and eliminate substandard ramp taper
- Northbound off-ramp: Change to parallel-type connection to allow increased deceleration length and eliminate substandard ramp taper

Maytown I/C Bridges:

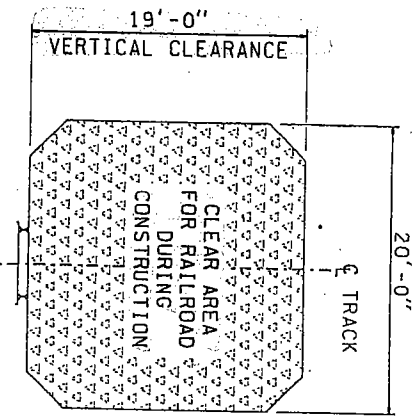
Replace with wider structures, providing additional lanes and wider shoulders
 No. 5/308E & 5/308W MP 95.21



EXISTING BRIDGE 12/1117
US 12 OVERCROSSING RAILROAD
(LOOKING NORTH)

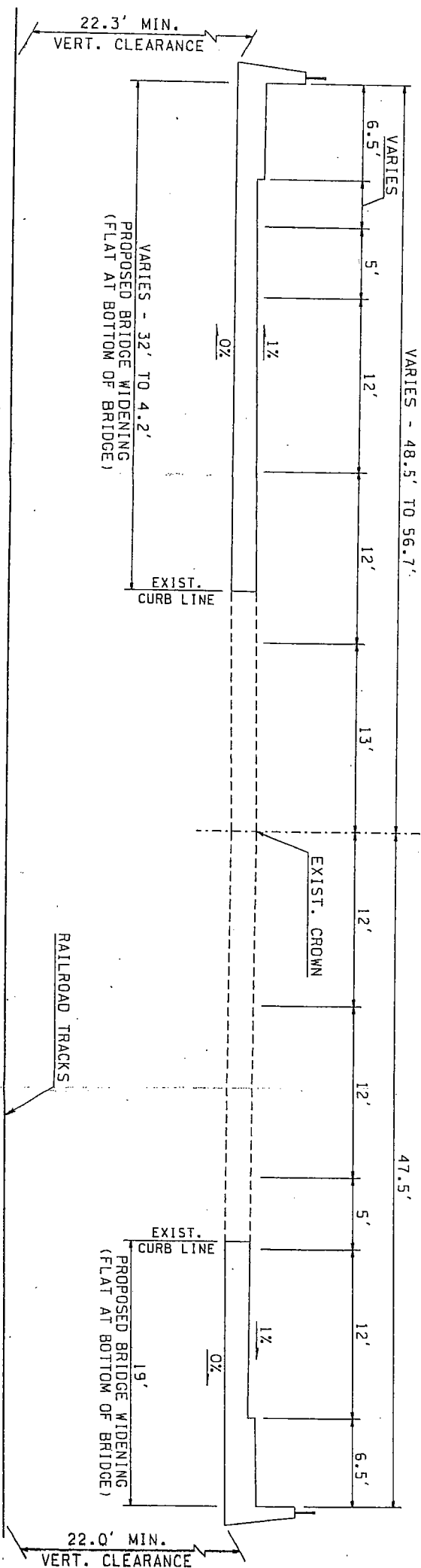


EXISTING BRIDGE 12/1117
US 12 OVERCROSSING RAILROAD
(LOOKING EAST)



RAILROAD
CONSTRUCTION CLEARANCES

These temporary restrictions due to falsework requirements during bridge widening would have to be in place an estimated 3 months.



WIDENING BRIDGE 12/1117
US 12 OVERCROSSING RAILROAD
(LOOKING EAST)

GRAND MOUND

FILE NAME	G:\SR5 013451\Grand Mound\CADD\Plots & Tasks\Railroad\plot1.dgn
TIME	01:30:35 PM
DATE	10/28/2004
DESIGNED BY	B. SCHLECHTEN
ENTERED BY	S. WILLIAMS
CHECKED BY	J. PETERSON
PROJ. ENGR.	S. FUCH
REGIONAL ADM.	R. HAIN

REGION NO.	10	STATE	WASH	FED. AID PROJ. NO.
JOB NUMBER		CONTRACT NO.		LOCATION NO.
DATE		BY		

P.E. STAMP BOX	DATE	P.E. STAMP BOX	DATE
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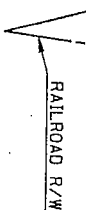
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GRAND MOUND TO MAYTOWN
1-5
WIDENING
TYPICAL SECTIONS

PLOT 11	SHEET OF SHEETS
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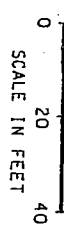
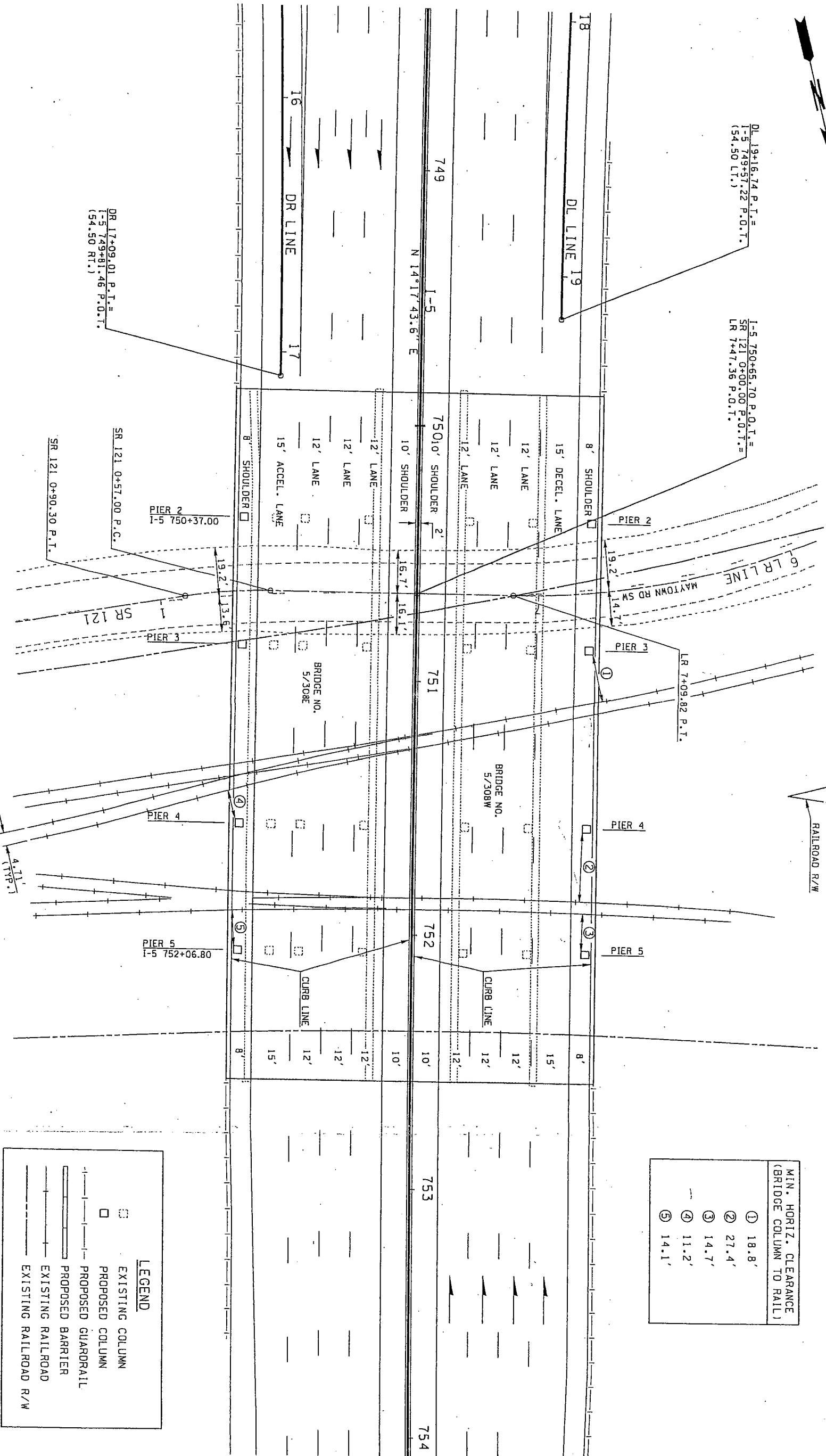
I-5 Bridge at Tacoma Rail

SEC. 5, T. 16N. R. 2W. W.M.



MIN. HORIZ. CLEARANCE
(BRIDGE COLUMN TO RAIL)

- ① 18.8'
- ② 27.4'
- ③ 14.7'
- ④ 11.2'
- ⑤ 14.1'



LEGEND	
	EXISTING COLUMN
	PROPOSED COLUMN
	PROPOSED GUARDRAIL
	PROPOSED BARRIER
	EXISTING RAILROAD
	EXISTING RAILROAD R/W

FILE NAME: O:\SRS 013451\Grand Mound\CADD\Plots & Tasks\Railroad\plots3.dgn
 TIME: 09:10:13 AM
 DATE: 10/28/2004
 PLOTTED BY: Peter J
 DESIGNED BY: D. NELSON
 ENTERED BY: S. WILLIAMS
 CHECKED BY: J. PETERSON
 PROJ. ENGR.: S. FUCHS
 REGIONAL ADM.: R. HAIN

REGION: 10 WASH
 STATE: WASH
 JOB NUMBER: 10
 CONTRACT NO.:
 LOCATION NO.:

FED. AID PROJ. NO.
 P.E. STAMP BOX: DATE:

P.E. STAMP BOX: DATE:

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GRAND MOUND TO MAYTOWN
 I-5
 WIDENING
 PROPOSED WIDENING

PLOT 12
 SHEET OF SHEETS

