



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Nation Passenger Railroad Corporation,
dba Amtrak

Petitioner,

DOCKET NO. TR-

PETITION FOR EXEMPTION FROM
COMMISSION RULES RELATED TO
RAILROAD CLEARANCES

The Petitioner asks the Washington Utilities and Transportation Commission to grant exemption from rules related to (check one or more):

- Railroad overhead clearance requirements found in WAC 480-62-040
- Railroad track clearance requirements found in WAC 480-62-050
- Railroad side clearance requirements found in WAC 480-62-060

References/Attachments:

- WAC 480-30-020 Exemptions
- WAC 480-30-030 Definitions
- WAC 480-30-040 Overhead clearances
- WAC 480-30-050 Side clearances
- WAC 480-30-060 Track clearances
- WAC 480-30-990 Illustration – Typical clearance of structures from railroad tracks
- WAC 480-30-99001 Illustration – Typical track spacing

Section I – Petitioner’s Information

Note: If the close clearance is located at a customer facility, the customer is the petitioner. If the close clearance is located at a railroad-owned facility, the railroad is the petitioner.

Petitioner: National Railroad Passenger Corporation, dba Amtrak

Business Address: 187 South Holgate Street

City, State, and Zip Code: Seattle, WA 98134

Mailing Address, if Different:

Representative Name and Title: Daniel Radeke, Manager Capital Construction - PNW

Representative Phone Number and Email Address: 206 396 4089, radeked@amtrak.com

Representative Signature: *Daniel D Radeke*

Section 2 – Respondent’s Information

Note: When a railroad customer is the petitioner in a request for clearance exemption, the railroad becomes the respondent and must sign the Respondent’s Waiver of Hearing in Section 8. When a railroad requests a clearance exemption for its own facility or location, the railroad is the petitioner and there is no respondent, and it is not necessary to complete Sections 2 or 8.

Respondent: _____

Business Address: _____

City, State, and Zip: _____

Mailing Address, if Different: _____

Respondent Contact Name and Title: _____

Contact Phone Number and Email Address: _____

Section 3 – Close Clearance Location

Name of Facility or Location: Amtrak Second Ave Yard Facility

Physical Address: 187 South Holgate St. Seattle, WA 98134

City and County: Seattle, King County

Railroad Subdivision and Milepost: BNSF Seattle Subdivision, MP 0.80X

GPS Location: 47.585877, -121.332988

Section 4 – Close Clearance Description

Describe in detail each structure or track which is, or will be, located at less than standard clearance from an adjacent track. Where more than one track is involved, identify the track by number or name. The description should include the length of the structure along the track, its distance from the center line of track, and its maximum elevation. For overhead impairments, the description should include the minimum elevation of the structure as measured from the top of the rail. (Attach additional pages if necessary.)

Eleven light poles and foundations adjacent to new Second Avenue yard tracks 202, 203, 204, 205, and 206. See items labeled A through K on attached Sheet C-105 titled “Amtrak Pacific Northwest 2nd Ave Yard Upgrades. Light pole foundations are three feet or less above the top of the adjacent rail.

Why is it necessary to operate with clearances less than standard?

Light poles are necessary to provide security and adequate lighting levels for employees working at night. Yard is designed to maximize number of tracks available - 6 tracks with given space. Necessary to provide storage capacity.

Explain why the facility should not be constructed or altered to conform to clearance standards.

Using preexisting track centers and track layout. All available track required for needed yard storage capacity. No additional property available in downtown Seattle area.

Describe what modifications would be necessary to meet clearance standards.

Removal of pole foundations, remove of at least one set of tracks, reconfiguration of existing yard layout

What is the approximate cost to meet clearance standards?

In excess of \$2 million to obtain additional property and to reconfigure yard tracks to the west

Section 5 – Drawings

Attach drawings to show the following:

- The area within a 100-foot radius of each impaired clearance.
- The track layout of the industry or railroad facility involved, including any connecting tracks and switches (provide identifying name or number for each impaired track and each major structure adjacent thereto).
- A profile view of each impairing structure and its relationship with the adjacent trackage, including measurements from the centerline of track (between rails) to all adjacent impairments.

Please see attached drawings C-105 Site plan and T-160 track sections

Note: chart on C-105 shows concrete pole base measurements - base is 3’ or less from top of rail

Section 6 – Trackage

Describe the trackage involved, including the overall length of each track and the length of track prior to and beyond each impairing structure.

See Attached drawing C-105 Site plan

Who owns the trackage involved? BNSF owns the track, leased to Amtrak

Who operates on this trackage? Amtrak.

From which direction(s) can train movements be originated on each impaired track?

North or South

What is the average number of train movements per day?

Two or fewer movements per day on all tracks, except for tracks 207 and 207 are expected to remain vacant for the foreseeable future.

What is the speed of train movements? 5 MPH

What time of day do train movements occur? Day or Night

Describe typical railroad activities in the area involved in this request:

Trains to layover and be stored when not in use.

Section 7 – Warning Devices

Note: Retroreflective warning signs should be placed not more than 50 feet in advance of the nearest impairment when entering the impaired track. If operations occur during hours of darkness, warning signs should be illuminated. If such placement and illumination is not feasible, please explain why and specify where each placement will be made.)

What form of warning is proposed for railroad employees at each impairment and where will it be installed?

Two highly reflective “NO CLEARANCE” signage meeting Amtrak standard design to be installed on the north and south face of each light pole. Light poles will illuminate each sign. See Amtrak standard design attached to this Petition.

In addition, Amtrak will provide notice of the restricted clearance points to its employees in its general operating instructions or bulletin.

Who will bear the costs of installation, maintenance, and illumination of the impaired clearance signs? Amtrak will maintain lighting and signage.

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