



ADDED SIDE CLEARANCES, REQUIRED FOR STRAIGHT TRACK AT END OF CURVE

DISTANCE FROM ADJACENT OBSTRUCTION TO NEAR END OF CURVED TRACK	INCREASE IN SIDE CLEARANCE PER DEGREE OF CURVATURE
0 - 22 FT.	1 1/2 INCHES
23 - 45 FT.	1 INCH
46 - 68 FT.	1/2 INCH
69 - 90 FT.	1/4 INCH

TABLE OF CURRENT STATE LEGAL CLEARANCE REQUIREMENTS

TRACK CENTERS	CLEARANCE									
	BETWEEN INDUSTRIAL TRACKS	INDUSTRIAL TRACKS BETWEEN MAIN & INDUSTRIAL TRACK	GENERAL	BUILDING DOORS	BUILDING DOORS	HORIZONTAL			POLES	GENERAL
						C	A	B		
VIRGINIA +										
ALABAMA +	N	N	N	N	N	N	N	N	N	N
FLORIDA	13'-6"	13'-6"	22'	17'	8'	5'-9"	CFH	8'	10'	8'
GEORGIA +										
ILLINOIS	13'-6"	15'	23'-0"	H	7'	6'-2"	CFH	8'	9'	8'
INDIANA	N	N	22'	22'	8'	*	N	8'	8'	8'
KENTUCKY	N	N	N	N	N	N	N	N	N	N
LOUISIANA +										
MISSISSIPPI +										
N. CAROLINA +										
OHIO	14'	15'	21'	21'	8'	*	N	8'	8'	8'
S. CAROLINA	N	N	N	N	N	N	N	N	N	N
TENNESSEE	13'	14'	22'	17'	8'	7'-6"	4'	8'	8'	8'
IOWA +										
MARYLAND	13'-6"	15'	22'	18'	8'	5'-7"	4'	8'-6"	8'-6"	8'-6"
MICHIGAN	14'	14'	22'-6"	22'-6"	8'-6"	N	N	8'-6"	9'-0"	9'-0"
MISSOURI	14'	14'	22'	22'	8'-6"	5'-9"	CFH	8'-6"	8'-6"	8'-6"
NEW YORK	13'-6"	15'	22'	18'	8'	8'-6"	4'	8'-6"	8'-6"	8'-6"
PENNSYLVANIA	13'-6"	15'	22'	18'	8'	8'-6"	4'	12'	12'	12'
W. VIRGINIA	14'	15'	22'	22'	8'	6'-4"	4'	8'	10'	8'
DELAWARE**										
NEW JERSEY	N	N	N	N	N	N	N	N	N	N

NOTE: ABOVE EXCERPTED FROM AREMA CHART SHOWING LEGAL CLEARANCE REQUIREMENTS LAST REVISED 2004

+ NO CURRENT REGULATIONS  
 CFH - CAR FLOOR HEIGHT  
 H - HEIGHT OF CAR GOVERNS  
 N - NO REGULATION GIVEN  
 \* - MUST APPLY TO STATE PUBLIC SERVICE COMMISSION FOR LESS THAN 8'-0" LATERAL CLEARANCE TO PLATFORMS.  
 \*\* - AREMA STANDARDS APPLY

WHERE PUBLIC LAW OR REGULATION REQUIRES CLEARANCE GREATER THAN RAILWAY COMPANY STANDARD, SUCH LAWS AND REGULATIONS WILL GOVERN. SEE ABOVE TABLE.

WHERE NORFOLK SOUTHERN STANDARDS SPECIFY CLEARANCES GREATER THAN STATE STANDARDS, NORFOLK SOUTHERN CLEARANCE SHALL APPLY.

**NORFOLK SOUTHERN RAILWAY COMPANY**  
**CLEARANCES FOR TRACKS LOCATED ON INDUSTRY PROPERTY**

**MARCH 1994**  
 Atlanta, Georgia

DATE	REVISION
3-5-98	ADDED DELAWARE & NEW JERSEY
1-12-06	UPDATED REFERENCES
12-6-06	REVISE NOTES
1-26-09	REVISE NOTES

- NOTE:
- CLEARANCES APPLY BOTH TO STUB END TRACK AND TRACK CONNECTED AT BOTH ENDS.
  - CLEARANCES APPLY BOTH TO OUTSIDE AND INSIDE OF BUILDING.
  - DOORWAY FOR TRACK ENTERING BUILDING MUST HAVE 8'-0" SIDE CLEARANCE AND 22'-0" OVERHEAD CLEARANCE.
  - SIGN MUST BE PLACED ON EACH SIDE OF DOORWAY TO WARN OF CLOSE SIDE CLEARANCE.
  - INDUSTRY TRACK MUST BE NOT LESS THAN 15'-0" CENTER TO CENTER WITH MAIN AND RUNNING TRACK OF RAILWAY COMPANY. MINIMUM DISTANCE, CENTER TO CENTER, FOR ALL OTHER TRACKS TO BE 14'-0".
  - WHERE THE TRACK IS CURVED ALL SIDE CLEARANCES TO AN ADJACENT OBSTRUCTION MUST BE INCREASED 1/2 INCHES FOR EACH DEGREE OF TRACK CURVATURE.
  - WHERE THE TRACK IS CURVED WITHIN 90 FEET OF AN ADJACENT OBSTRUCTION, THE SIDE CLEARANCES MUST BE INCREASED AS PER THE TABLE IN THE UPPER RIGHT HAND CORNER.
  - FOR ANY STRUCTURE CROSSING OR PROJECTING OVER TRACK, INDUSTRY MUST SUBMIT PLANS BEARING THE SEAL OF A REGISTERED PROFESSIONAL ENGINEER TO THE DIVISION SUPERINTENDENT FOR FORWARDING TO THE CHIEF ENGINEER BRIDGES AND STRUCTURES FOR APPROVAL.