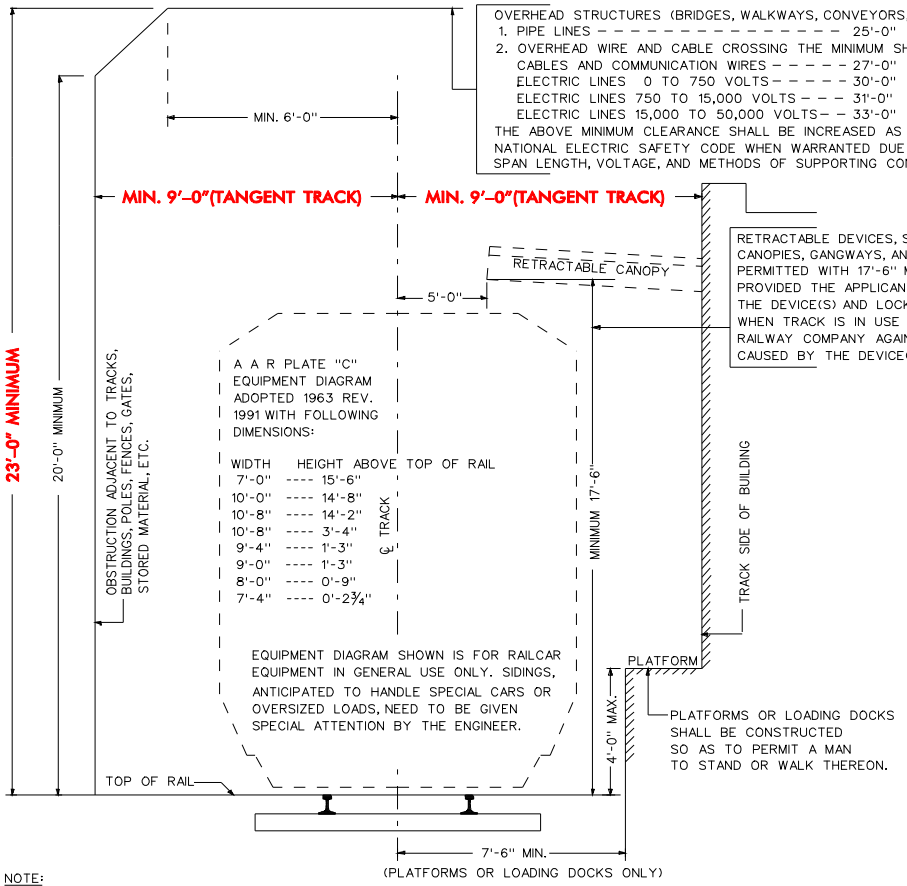

OVERHEAD STRUCTURES (BRIDGES, WALKWAYS, CONVEYORS, ETC.) - EXCEPT:
1. PIPE LINES - - - - - - - - - - - - - - - - - 25'-0"
2. OVERHEAD WIRE AND CABLE CROSSING THE MINIMUM SHALL BE AS FOLLOWS:
   CABLES AND COMMUNICATION WIRES - - - - - 27'-0"
   ELECTRIC LINES 0 TO 750 VOLTS - - - - - 30'-0"
   ELECTRIC LINES 750 TO 15,000 VOLTS - - - 31'-0"
   ELECTRIC LINES 15,000 TO 50,000 VOLTS - - 33'-0"

THE ABOVE MINIMUM CLEARANCE SHALL BE INCREASED AS OUTLINED IN THE NATIONAL ELECTRIC SAFETY CODE WHEN WARRANTED DUE TO CONDITIONS OF SPAN LENGTH, VOLTAGE, AND METHODS OF SUPPORTING CONDUCTORS.

RETRACTABLE DEVICES, SUCH AS CHUTES, CANOPIES, GANGWAYS, AND SPOUTS WILL BE PERMITTED WITH 17'-6" MIN. OVERHEAD CLEARANCE PROVIDED THE APPLICANT AGREES TO RETRACT THE DEVICE(S) AND LOCK THEM IN PLACE WHEN TRACK IS IN USE AND FULLY INDEMNIFY RAILWAY COMPANY AGAINST ALL DAMAGES CAUSED BY THE DEVICE(S).

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.	1½ INCHES
23 - 45 FT.	1 INCH
46 - 68 FT.	½ INCH
69 - 90 FT.	¼ INCH

TABLE OF CURRENT STATE LEGAL CLEARANCE REQUIREMENTS

	TRACK CENTERS		CLEARANCE							
			VERTICAL		HORIZONTAL					
	BETWEEN INDUSTRIAL TRACKS	BETWEEN MAIN & INDUSTRIAL TRACK	GENERAL	BUILDING DOORS	BUILDING DOORS	℄ OF TRACK A	℄ OF TRACK B	℄ OF TRACK C	POLES	GENERAL
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	N	8'-6"	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.

NOTE:
1. CLEARANCES APPLY BOTH TO STUB END TRACK AND TRACK CONNECTED AT BOTH ENDS.
2. CLEARANCES APPLY BOTH TO OUTSIDE AND INSIDE OF BUILDING.
3. DOORWAY FOR TRACK ENTERING BUILDING MUST HAVE 8'-0" SIDE CLEARANCE AND 22'-0" OVERHEAD CLEARANCE.
4. SIGN MUST BE PLACED ON EACH SIDE OF DOORWAY TO WARN OF CLOSE SIDE CLEARANCE.
5. 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".
6. ALL SIDE CLEARANCES MUST BE INCREASED 1½ INCHES FOR EACH DEGREE OF CURVATURE.
7. WHERE THE TRACK IS CURVED WITHIN 90 FEET OF AN ADJACENT OBSTRUCTION, THE SIDE CLEARANCES SHALL BE INCREASED AS PER TABLE IN UPPER RIGHT HAND CORNER.
8. 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

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

NORFOLK SOUTHERN RAILWAY COMPANY

CLEARANCES FOR TRACKS LOCATED ON INDUSTRY PROPERTY

MARCH 1994
Atlanta, Georgia