

700 Multi-Modal Considerations

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701 Railroads

701.1 Background

Ohio is interlaced with a network of railroad systems controlled by a multiplicity of local and state laws and regulations. The complexity of railroad operations and regulations requires that special consideration be given to the location of highways with respect to railroad tracks, whether it be the intersection of a highway with a railroad, or the location of a highway adjacent to a railroad facility.

701.2 Crossing At-Grade

701.2.1 General

Highways that cross railroad tracks on a common grade should be located to provide for a minimum of interference to highway traffic and the least amount of adjustment of railroad facilities.

Crossings at-grade will not be permitted on freeways. The creation of new grade crossings where none now exist should be avoided and will require railroad and **Court of Common Pleas** approval. (**Sec. 957.29 et. seq. ORC**).

701.2.2 Railroad Parallel to Highway

When locating a highway parallel to a railroad track, consideration shall be given to the need for space adjacent to railroad tracks for future industrial development. It is desirable to locate the highway a sufficient distance from the railroad to permit rail service to industrial areas without crossing the highway.

Sufficient distance from a railroad to a parallel highway should be provided along crossroads on which traffic must stop before entering the highway, to permit vehicles to stop clear of the railroad track.

701.3 Lateral Clearances

The standard gage of railroad tracks is 4 feet 8½ inches [1.435 meters]. Where two or more tracks are parallel, the normal centerline spacing is 14 feet [4.27 meters].

701.3.1 New Construction

Although minimum lateral clearances vary with railroad ownership, clearance from the centerline of the outside track should normally be at least 18 feet [5.5 meters]. An additional 8 feet [2.5 meters] of lateral clearance should be provided when a railroad off-track equipment road is located parallel to the tracks.

701.3.2 Reconstruction

The above clearances should be provided when replacing an existing structure when such additional work can be accomplished at a reasonable cost. A horizontal clearance less than the existing clearance will not be permitted.

701.4 Vertical Clearance

701.4.1 New Construction

A minimum of 23 feet [7.0 meters] between the top of rail and the bottom of an overpassing structure should be provided. This vertical clearance should extend 6 feet [1.8 meters] on each side of the centerline of the outside tracks. Actual clearance requirements will be determined after the location plan has been submitted.

701.4.2 Reconstruction

Every attempt should be made to increase the minimum vertical clearance to 23 feet [7.0 meters] when such additional work can be accomplished at a reasonable cost. A vertical clearance less than the existing clearance will not be permitted.

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701.4.3 Construction Clearances

Construction clearances should also be considered in the design stages since they could be a factor in the location of certain items such as catch basins, headwalls, etc. A minimum of 9 feet [2.75 meters] of lateral clearance should be maintained at all times from the centerline of the track during construction unless this is not possible because of existing conditions.