

## **Line 1 – Columbus Subdivision (CSX)**

CSX Transportation Inc. owns and actively operates Line 1, the “Columbus Subdivision”. This line runs roughly parallel to, and west of, the Olentangy River. The line extends approximately 41 miles north/northwest from downtown Columbus through Franklin and Delaware Counties, continuing into Marion County where it intersects with the CSX’s Indianapolis mainline in Marion, OH. Line 1 physically connects to the Columbus CBD as it becomes Line 11, the “Northern Subdivision”, and crosses over Broad, State, Town and Rich Streets. It can also be linked with excess ROW along Line 15, the “Buckeye Line”, which runs into a proposed hub for passenger rail near the convention center.

The “Columbus Subdivision” is an interstate mainline railroad with predominantly two mainline tracks. The double-track corridor exception occurs north of Hyatts Road through the city of Delaware, but continues with double-tracked mainlines north of the city of Delaware. This corridor has a sophisticated centralized traffic control system, and a maximum operating speed of 50 mph, creating the potential for high volume operation.

While Line 1 is constrained by many bridges and sidings at its southern end, and by at-grade highway crossings in the north, the ROW width along the line is consistently favorable for the development of additional transportation systems.

### **Noteworthy Features of the Corridor**

The most noteworthy feature of this corridor is the prevalence of at-grade highway crossings in the northern part of Franklin County and throughout Delaware County. One of these is the crossing of major east-west thoroughfare SR 161, in Linworth, creating a serious conflict between rail and vehicular traffic in an already congested location. Community leaders have long discussed the expansion of SR 161 and the construction of a grade separation at this location, but no final plans have yet been laid.

A second at-grade highway crossing problem is that of Hard Road. This rail line directly abuts Worthington-Kilbourne high school property and poses safety concerns not only for vehicular traffic in the area, but also for students who may tend to loiter along the corridor.

### **Availability of Railroad for Additional Transportation Modes**

Because of the high capacity of this line it appears unlikely that portions of the ROW would become available for other purposes in the foreseeable future. In terms of excess ROW, Line 1 contains adequate room for additional transportation uses along nearly all of its length through Franklin and Delaware Counties. The development of this excess space may require the relocation of at least one mainline track from the center of the ROW to one side. Only a small segment of the line near King Avenue has less than 30 feet of excess ROW. There is at least 10 feet of excess ROW along the entire length of the line.

The development of additional transportation modes within this excess ROW is restricted by a large number of the constraints are concentrated between the Scioto River and Lane Avenue, including several railroad bridges that seriously restricting excess space. There is also a large number of railroad sidings which must be circumvented if land on the right or left sides of the ROW is to be used. In addition, there are a few commercial and industrial structures which constrain the possible use of adjacent property.

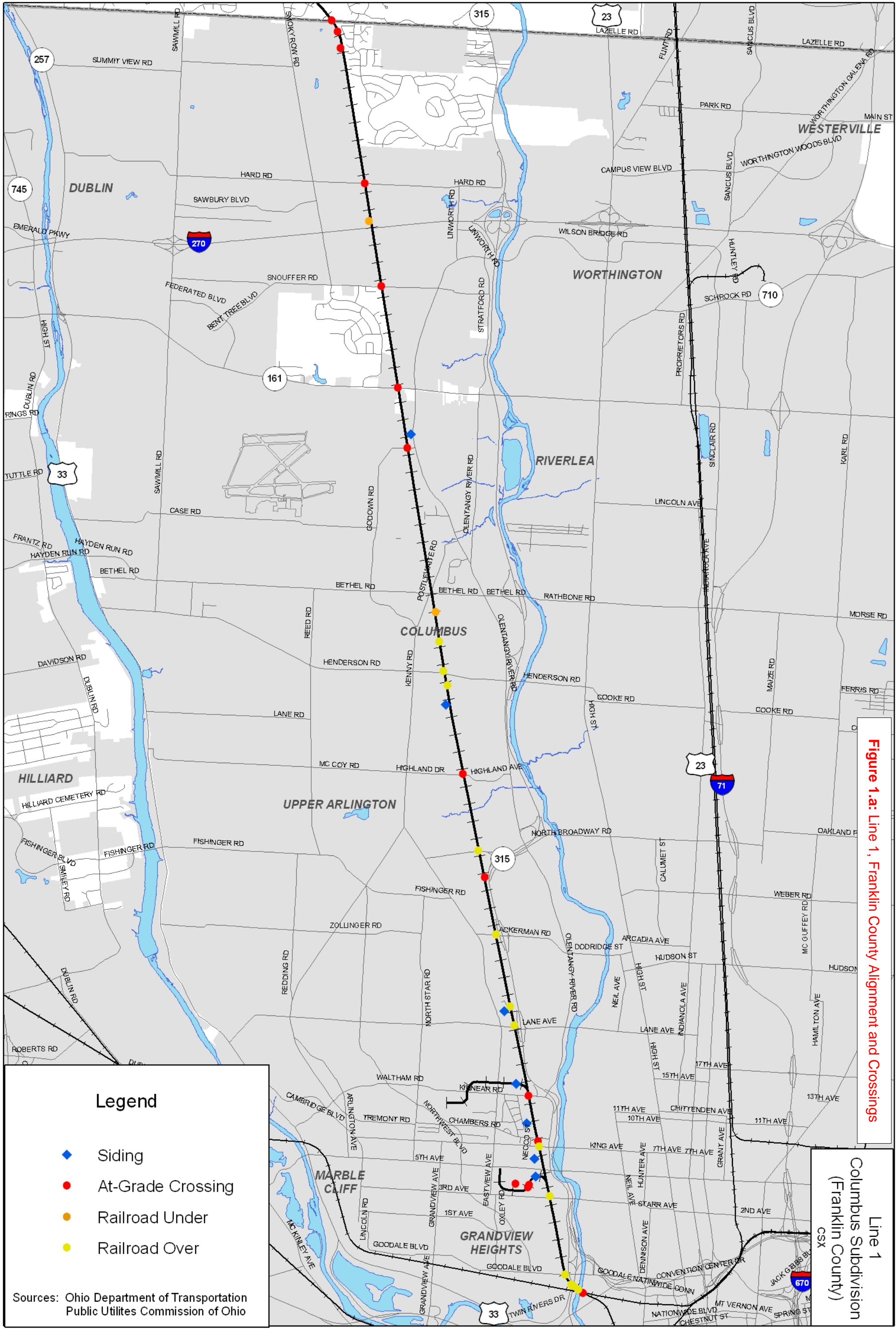


Figure 1.a: Line 1, Franklin County Alignment and Crossings

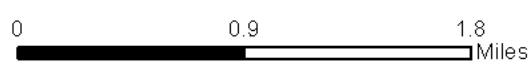
Line 1  
Columbus Subdivision  
(Franklin County)  
CSX

**Legend**

- ◆ Siding
- At-Grade Crossing
- Railroad Under
- Railroad Over

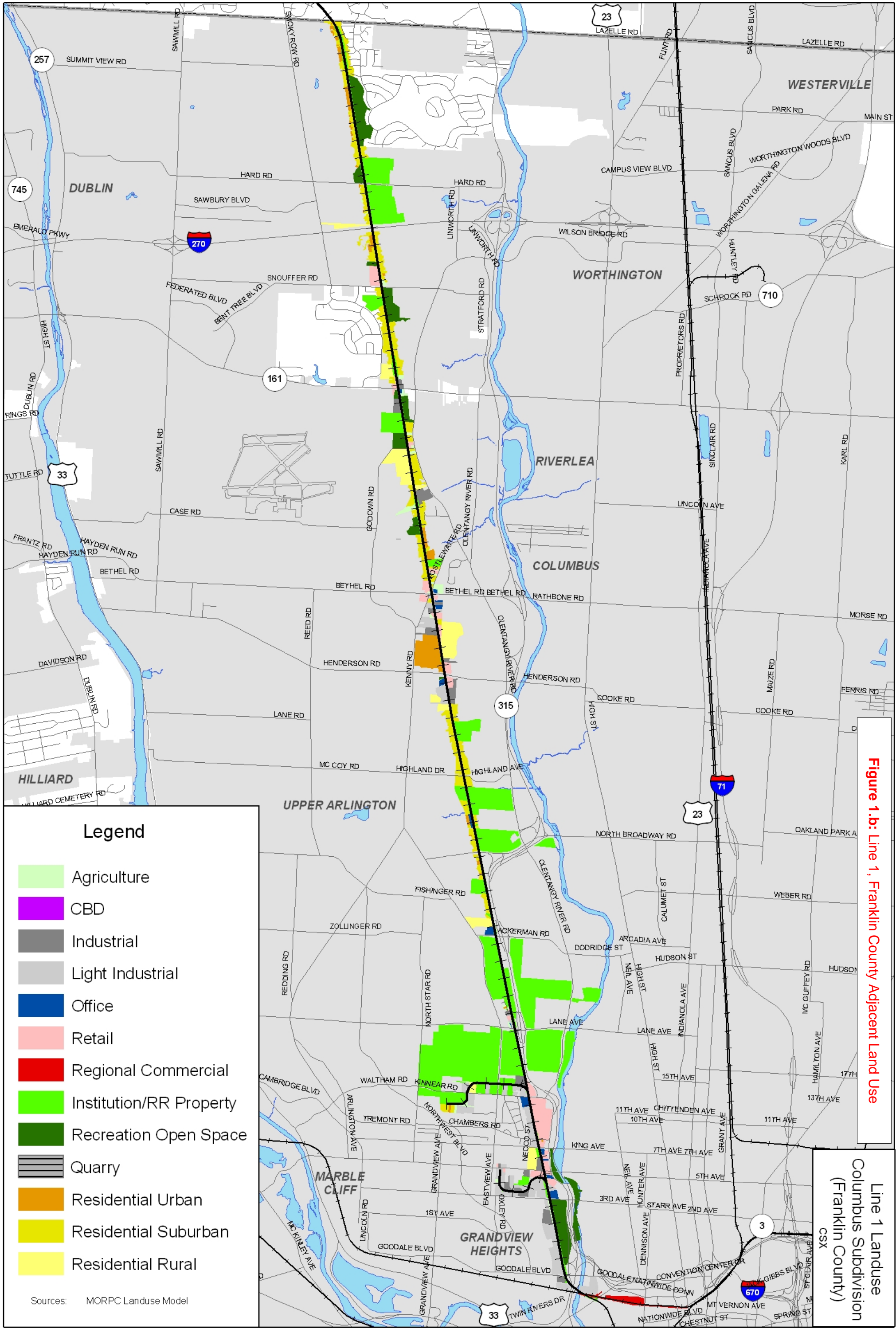
Sources: Ohio Department of Transportation  
Public Utilities Commission of Ohio

This map prepared in cooperation with the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, the Ohio Department of Transportation, and local communities.



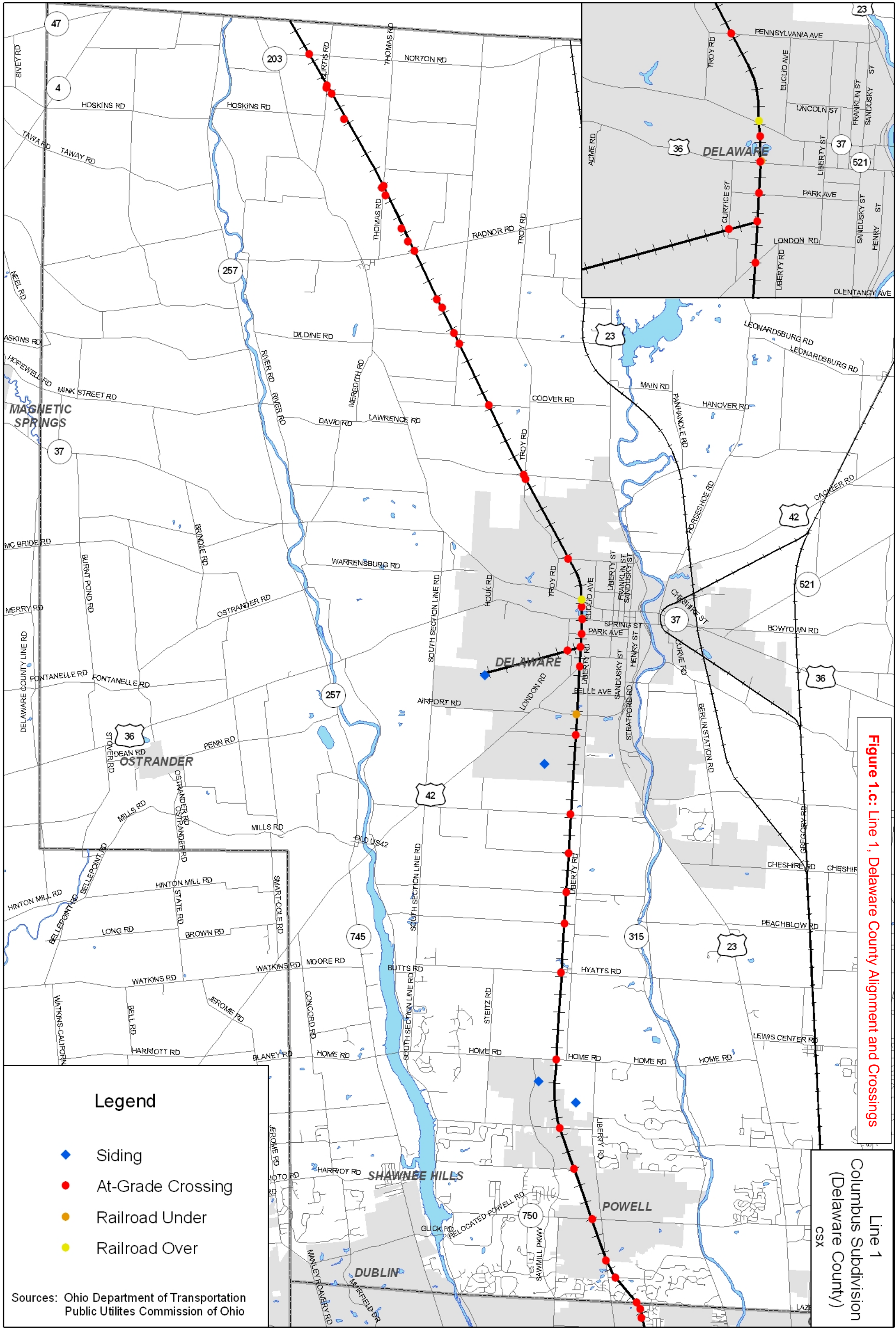
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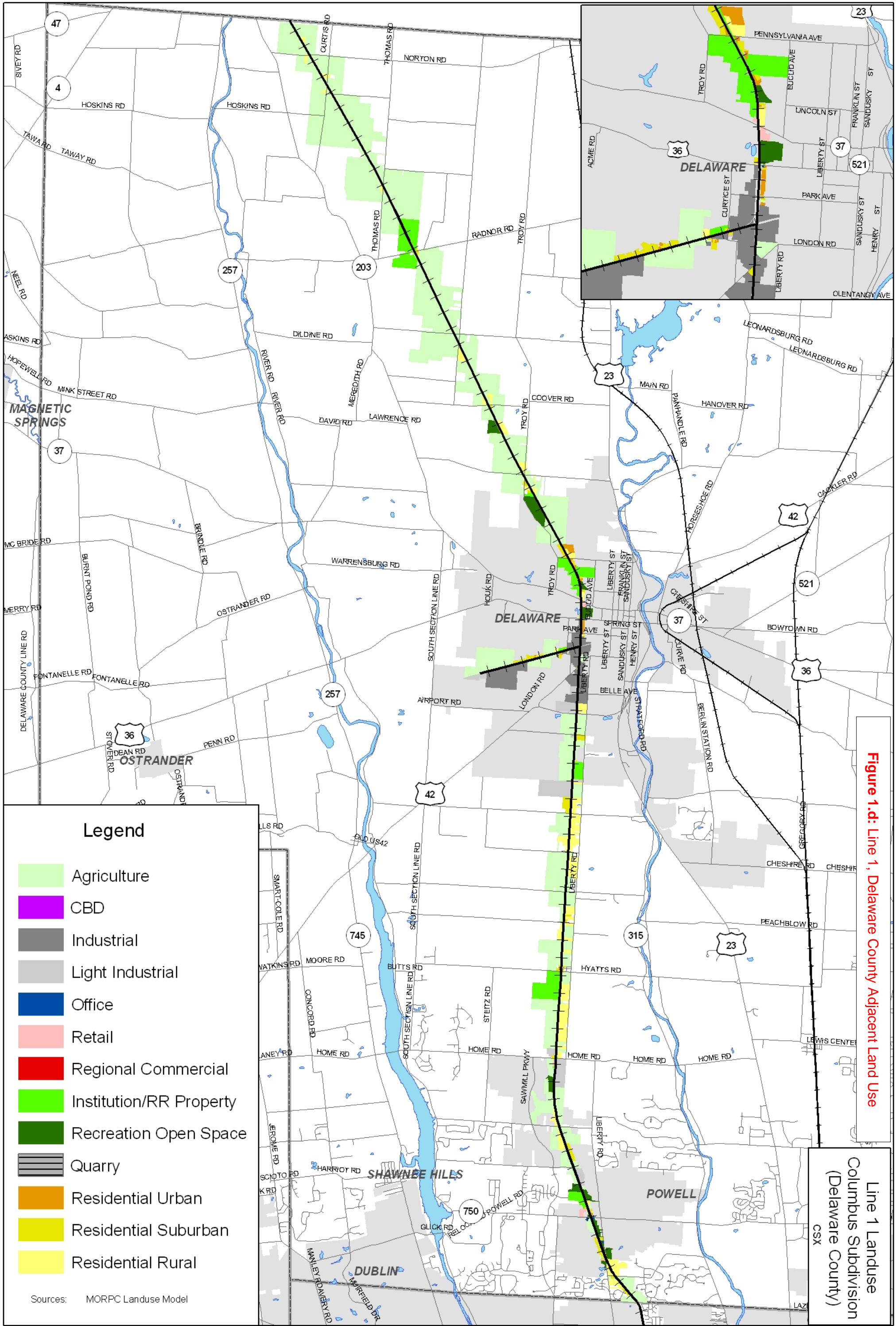


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