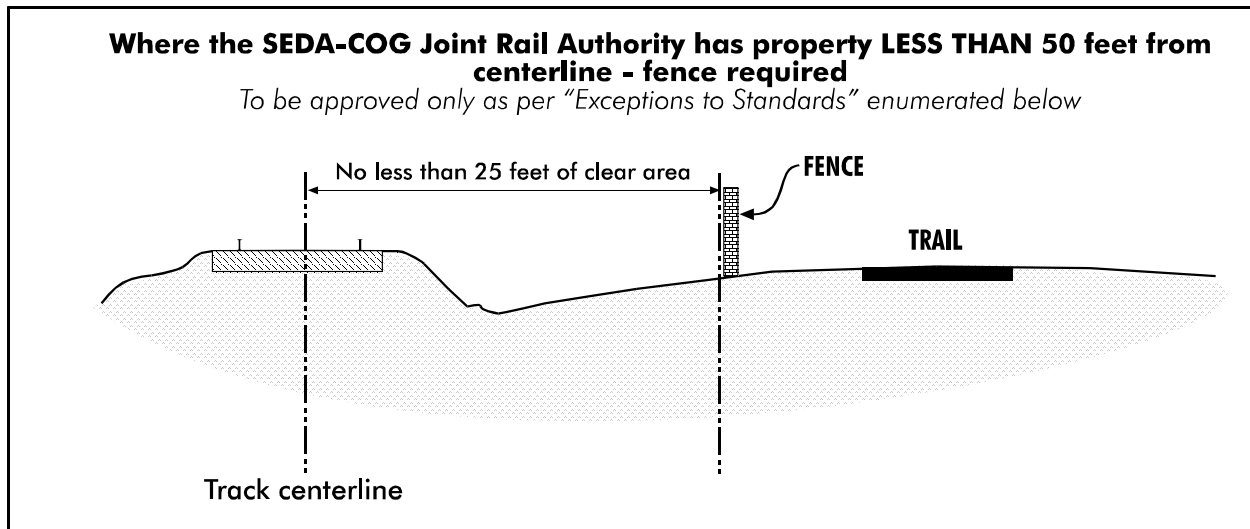
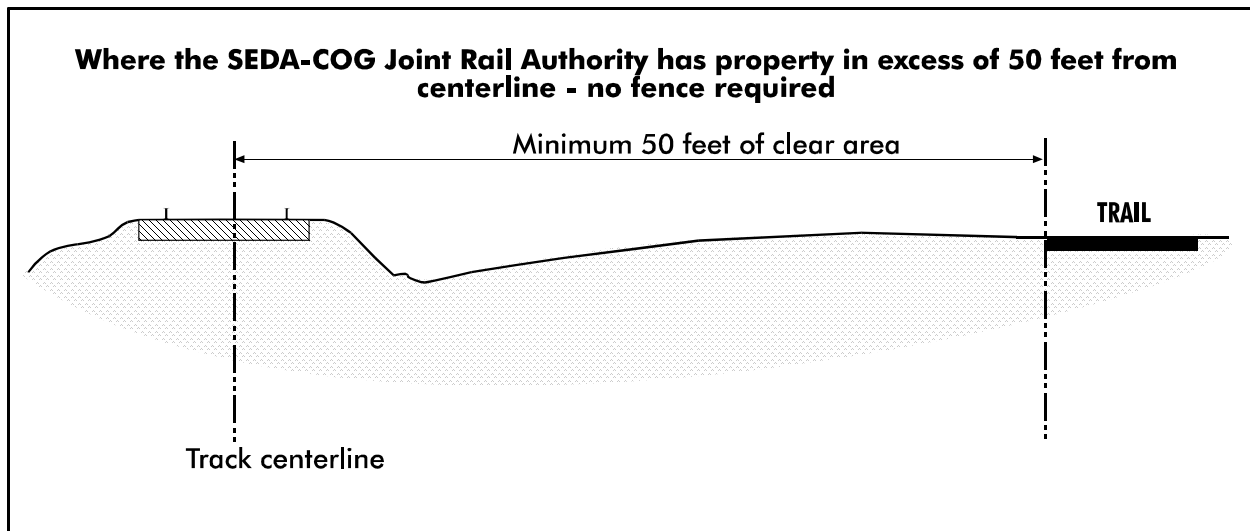


The SEDA-COG Joint Rail Authority is opposed, in principle, to pedestrian/bike trails on its property. The Authority may consent to working with a trail sponsor if its proposal meets the following criteria:

TYPICAL CROSS-SECTIONS:



Standard R/W is 30-33 feet from track centerline. Where the Authority R/W extends beyond 30-33 feet and there is no other parallel track, a trail may be considered. If accepted by the Authority, separation by a chain link fence (minimum 60 inches high) installed no less than 25 feet from track center shall be required.

Exceptions to Standards:

If a trail does not meet the above standards, and there is a constriction with no other reasonable option, then the standards may be relaxed for an extremely limited distance. The exemption will be of a longitudinal distance no greater than 400 yards, and in no case less than 25 feet separation distance with a fence or vegetative barrier required.

Exceptions to these standards will be considered only if:

- The trail sponsor demonstrates sincere and exhaustive analysis of non-rail locations.
- The sponsor prepares an operating and maintenance plan. Operation and maintenance are at the expense of the trail operator.
- The sponsor agrees to pay for services of a risk assessment specialist, secured by the Authority, in determining the real risk of the proposal for the railroad owner, operator and all other operation entities, such as Norfolk Southern and Bellefonte Historical Railroad Society. Included in the assessment shall be a review and recommendation by the Authority legal counsel.
- The sponsor provides information addressing insurance and indemnification for the railroad owner and operator. A governmental body shall fund the insurance and indemnification for the railroad and its operator on behalf of the sponsor.
- Long-term indemnification is assured by the sponsor.
- The Rail Authority and its operator need sufficient time to review designs.
- Trail sponsors understand that trails may require modifications or total relocation at their own expense in the event of expansion or modification of rail facilities or utilities licensed by the Authority.
- Trail projects will not impose additional costs on the operator in terms of his staffing, maintenance or insurance costs.

Grade Crossings:

Except in exceptional circumstances, no new at-grade bike/pedestrian crossings shall be allowed.

An exceptional circumstance would occur when there are no viable options on a slow speed line with limited train traffic. All pedestrian grade crossings must be made "public" through the process established, and sanctioned by, the Pennsylvania Public Utility Commission. Pedestrian grade crossings shall be made at existing grade crossings and sanctioned by the PUC.