

## Request for quotes for 3 pedestrian bridge lighting plans

Red and green lights are prohibited across the bridge in the Railroad Right of Way.

Lights are not allowed to direct out from the bridge down either length of the tracks. Permanently affixed, dim lighting directed downward onto the walkway of the bridge is recommended. Enclosed are the guidelines provide by the railway to consider permanent power and a lighting plan across the pedestrian bridge.

The goal is to collaborate on this plan as best possible to draft a plan to submit to the railway for approval.

### 7.7. Lighting “Guidelines for RR Grade Separation Projects, May 2016”. Union Pacific RR and BNSF Railway, Bridge Standards

Adequate lighting shall be provided **per AASHTO Roadway Lighting Design Guide requirements**. Dark, confined, and isolated Trail crossings hidden from public view may attract illegal activities. Line of sight is extremely important when visibility is a matter of safety and security. The lighting design shall account for the impact on train operations. Lighting shall provide visibility for the Trail without directing light toward the train traffic.

Possible lighting plan: Revised 8-22-2022; revised 9-8-2022; APL consideration 2-2023; Palmer Lake Parks & Trails recommendation 2-14-23

Run electrical line in conduit from the nearest electrical source, the new 400 amp power service to be installed by CORE March 2023 which is approximately 100-125 feet from the SW corner of the west end of the pedestrian bridge sidewalk to the NW corner of the Pedestrian bridge, buried appropriate coded depth along the north edge of the bridge path.

The following 3 lighting plans are in rank order of recommended preference by the Parks and Trails Commission:

1. Run downward facing can lights from the “ceiling” of the bridge structure.
2. Run hardwired rope lights that don’t project outwards from the bridge, low wattage, along the underside of the handrails on one or both sides.
3. Along the base of the bridge structure above the cement “floor” connecting low wattage, exterior lights facing sideways across the floor that mount on the base of each, or every other, vertical beam, or on top of the beam that

runs the length of the bridge and doesn't present a tripping hazard by doing so.

4. At the base of the NW most vertical beam run the conduit up to a height that meets code and install a 4 gang outlet, most likely GFI, for Town approved groups to be able to string low wattage LED holiday lights over the bridge entrance which is on Town property.
5. Depending on which plan of the 3 above is chosen extend the conduit to service the lights across the bridge and install a 4 gang outlet on the east pedestrian bridge exit. The hardwired conduit would service the plan chosen as well.
6. Additionally the line would connect, hardwiring, the line in conduit to a timer that would be set to light at sunset and turn off at sunrise, or for a specific number of hours after sunset.
7. All lights on the bridge and inside the RR ROW would only be low wattage white.
8. The actual boundary lines between the RR Right of Way and Palmer Lake property's has been checked against the GOCO Grant, Rockin The Rails, Pedestrian Bridge design approved by the railroad, and the Railroad Right of Way and Town of Palmer Lake property has been verified by survey in 2022. Colored lights can be mounted at the bridges' East and West entrances as they are in Palmer Lake property, well away from the RR ROW.
9. All the conduit, depth of conduit, electrical wires, connections/GFI, and bulbs within the RR ROW would follow the guidelines provided by the RR and /or specified in 7.7 above, and by local electrical codes.
10. Submit applications online by going to <https://bnsf.railpermitting.com> and complete the application process and pay the application fee.