

Walking & Biking on the West Rail Line

BICYCLES

- The West Rail Line is a pedestrian and bike friendly project and will serve as a major conduit for cyclists and walkers for decades to come.
- New bike paths have been added in many places along the Rail using a combination of new dedicated bike paths and bike lanes as well as public streets.
- New bike paths (10 feet wide) adjacent to the track will be constructed in many locations throughout the project.
- Locations where bicycles are forced to cross the light rail tracks are minimized along the corridor to the greatest extent possible to ensure safety for cyclists and pedestrians.
- Light rail bridges over Wadsworth Boulevard and Kipling Street include a separate bike/pedestrian bridge funded by Congestion and Air Quality Mitigation (CMAQ) and obtained by the City of Lakewood from the Denver Regional Council of Governments (DRCOG) and City of Lakewood funding.
- All light rail stations on West Rail Line will feature bicycle parking using bike racks and/or bike lockers.
- Bicycles are allowed on RTD buses and light rail trains. Permits are no longer necessary to travel with your bike on light rail or buses.

PEDESTRIANS

- The newly constructed Federal and Sheridan bridges (over light rail) feature widened sidewalks, increasing safety for pedestrians and bicyclists traveling on these roadways.
- A pedestrian tunnel was built under the elevated trackway just east of Kipling Street. It will open to the public along with the Rail Line in 2013.
 - The pedestrian tunnel provides a safe alternative for students going to and from Eiber Elementary north of the light rail south into the adjacent community.
 - The concrete pedestrian tunnel is 14-feet long, 8-feet wide, and 9-feet tall and includes lighting.



Wadsworth Bike
Bridge Construction



Bike Locker at
Existing Station



Wadsworth Bike
Bridge Construction



PEDESTRIAN BRIDGES

- The West Rail Line project features three new pedestrian bridges built to accommodate pedestrians and cyclists impacted by the train’s alignment through the Lakewood Gulch area of Denver.
- The pedestrian bridges were an early completion item for the West Rail Line intended to allow community members to cross the gulch safely during construction as well as during future light rail operation.
- All three pedestrian bridges were built in Greeley, Colo. and were transported in sections to the site. The caissons for the Tennyson and Hazel bridges are 84-inches in diameter.
- The Tennyson Bridge is an *arched* truss design, while the Hazel Bridge is a *straight* truss design and the Wolff Bridge is *steel through* truss design.
- The type of high-strength steel used for the steel trusses is called "weathering steel". It will naturally rust to a dark purple-brown color and form a protective oxide coating, eliminating the need and expense of painting, now or in the future.
- Lighting will be included on all the pedestrian bridges, which makes them safer for pedestrians at night.

OVERVIEW

	Total Length of Steel Bridge	Length	Width	Height	Number of Spans
Wolff St.	19,000 lbs.	65'	13'3"	20'	1 (65')
Tennyson St.	139,200 lbs.	288'	13'11''	15'	2 (144' & 144')
Hazel Ct.	82,600 lbs.	213'	13'7''	11'	2 (100' & 110')

Pedestrian bridges at Tennyson Street, Hazel Court and Wolff Street are part of the RTD FasTracks West Rail Line.

The pedestrian bridges and tunnel were designed by David Evans & Associates, and the pedestrian bridge superstructures were designed by Big R Bridge.

The pedestrian bridges were constructed by MEZA Construction, and the pedestrian tunnel was built by Garza construction, both subcontractors to Denver Transit Construction Group.



Hazel Court Bridge



Tennyson Street Bridge



Wolff Street Bridge

