Jewell Pedestrian Bridge Install

Project Complete

Wednesday, July 15, 2026

Overview:

Over this past weekend, the **Regional Transportation District (RTD)**, in close partnership with the **City and County of Denver (CCD)**, supported the installation of a **new pedestrian and bicycle bridge** over the RTD light rail tracks, two blocks north of **Evans Station**. Once complete, the new bridge will create **safer, more direct access** to **RTD's Evans Station** for people walking and biking.

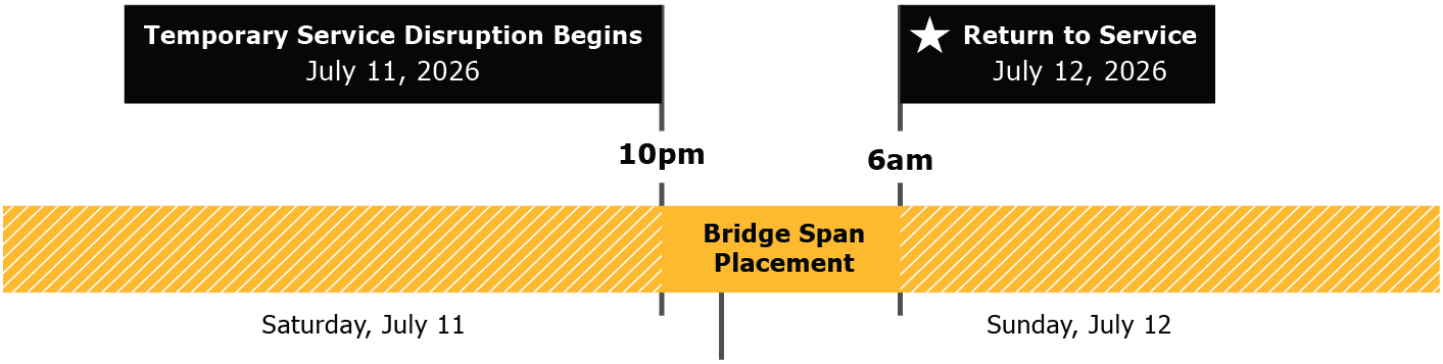
RTD crews temporarily suspended rail service and provided bus shuttle service in place of **C Line** trains between **Englewood** and **I-25•Broadway** stations to allow for bridge installation over RTD's light rail tracks. Regular service for the C Line **resumed on schedule**, at 6 a.m. Sunday, July 12.

Staging the Bridge Before the Lift
Santa Fe Drive | July 11, 10:44 PM

Safety Moment: *Bike safety on shared pedestrian bridges requires managing speed, yielding to walkers, and navigating tight spaces. To prevent collisions, keep your speed under 15 mph, slow to 5 mph around blind corners or towers, and use a bell to signal passes. Dismount if the path is too crowded to pass safely.*

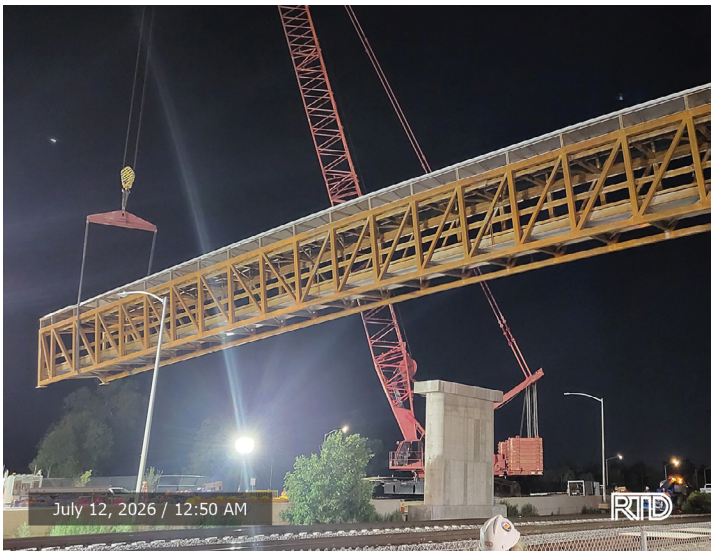
Prepared by
RTD Infrastructure Team

Timeline

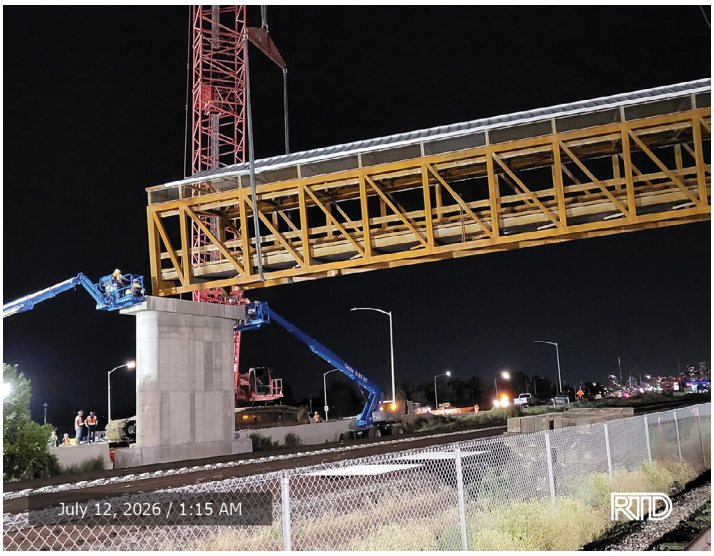


The timeline above provides a breakdown of project milestones. Over the eight-hour service disruption, City and County of Denver (CCD) crews will install the bridge above the RTD light rail tracks. After light rail service is restored, crews will continue bridge installation work over Santa Fe Drive. This timeline reflects extensive joint planning between RTD and CCD to minimize service disruptions while completing a major infrastructure improvement.

Week in Review



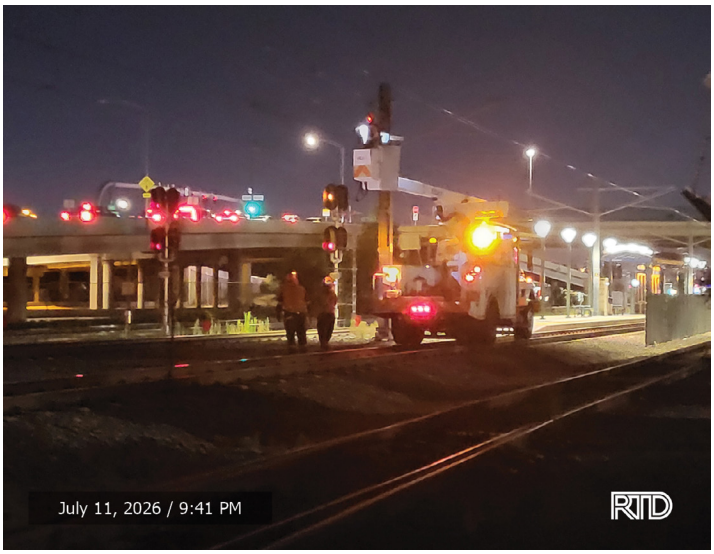
1 | Cranes Rigged First Lift
Santa Fe Drive | July 12, 12:50 AM



2 | Bridge Set on Piers
Santa Fe Drive | July 12, 1:15 AM

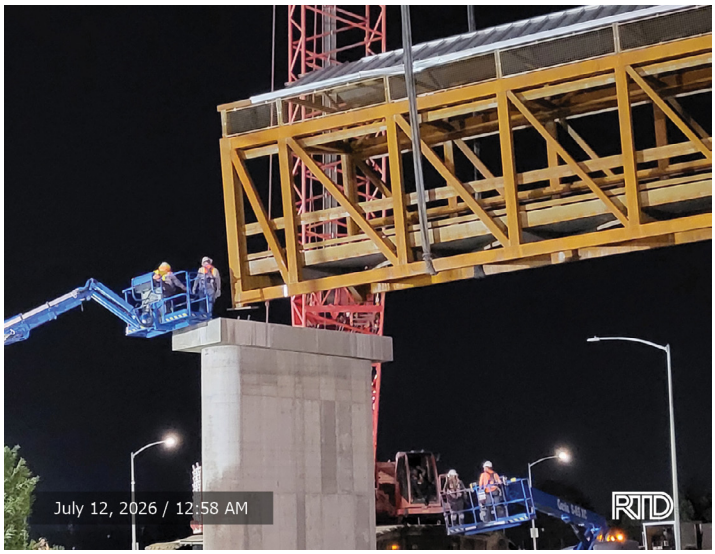
The Jewell pedestrian bridge is a **370-foot-long**, 30-foot-high, 12-foot-wide structure spanning Santa Fe Drive, RTD's light rail tracks, and adjacent freight rail lines. The bridge uses a **steel truss fram**e designed to span long distances while remaining both **lightweight** and **structurally rigid**. Truss components were fabricated off-site, transported to the project area, and bolted together prior to installation. Seven cranes were utilized to position, lift, and set the structure. **Two primary cranes** were placed on the east side near the freight rail tracks and on the northbound side of Santa Fe Drive. Once positioned, the cranes were rigged at each end of the truss and performed a **coordinated simultaneous lift**. The bridge was then swung clear of rail and overhead catenary infrastructure and set onto the **piers**. The full operation was completed in approximately **six hours**.

Safety Observations



MOW Crews Testing Wire
Santa Fe Drive | July 11, 9:41 PM

Quality Observations

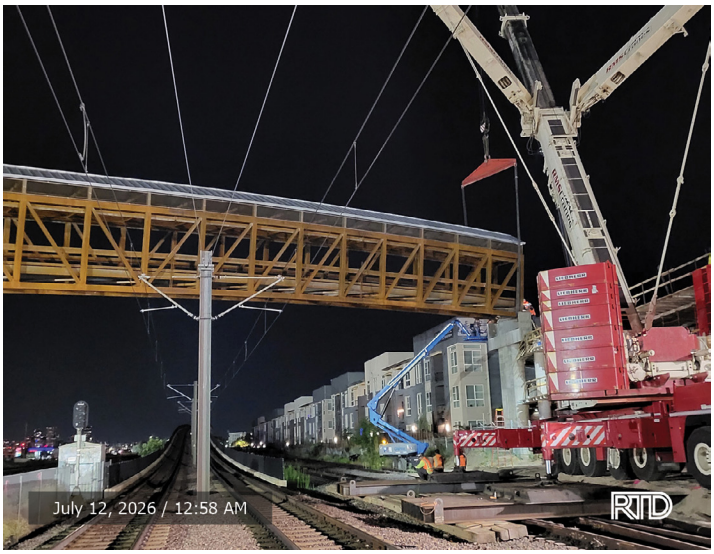


Crews Checking the Placement
Santa Fe Drive | July 12, 12:58 AM

After all train traffic was cleared and the **overhead contact system** (OCS) was powered down, RTD **Maintenance of Way** (MOW) crews used **bucket trucks** equipped with retractable steel high-rail wheels to travel on the tracks and verify that power was off while protecting the overhead wires. Crews followed the industry-standard **lockout-tagout procedure**, and RTD held **safety briefings** prior to construction. No equipment, materials or vehicles were staged within RTD property. All cranes were positioned outside RTD limits, and their swing areas were evaluated in advance. Access routes and work zones were clearly marked and maintained throughout the operation.

As part of the **quality process**, RTD MOW and **Infrastructure and Planning Services** (IPS) crews observed the placement of the bridge from a safe distance to confirm **final alignment** on the piers. Bridge contractors worked directly on the piers to ensure that the structure was set correctly.

Did You Know...



Bridge Above RTD Tracks
RTD Tracks | July 12, 12:58 AM

The West Jewell Avenue Pedestrian and Bicycle Bridge uses a truss design. Truss bridges use **interconnected steel members** arranged in **triangular** patterns, which distribute loads efficiently while keeping the structure **lightweight**. This makes truss structures particularly well-suited for pedestrian bridges because they provide **strength**, **stability**, and **durability** with minimal material, allowing the bridge to safely span over busy roadways, and shared rail corridors safely.

The Jewell Pedestrian Bridge Install over the RTD light rail tracks is complete. Service on the C Line was suspended beginning at 10 p.m. on Saturday, July 11, and **regular service** resumed at **6 a.m. Sunday, July 12**. Next steps for the contractor include installing **lighting**, **windows**, and the **concrete deck and curbs** within the truss structure. Project completion is scheduled for **early 2027**. For ongoing updates, photos and information about the work, visit Denver's project page.

Angel Peña and the Engineering Team
Deputy Chief Executive Officer