

# Dulles Metro is Coming

August 2012



## Construction of Pedestrian Bridges at Stations Begins

### McLean Station Bridge to be “Walked” Up Route 123 During Overnight Installation

How will I get into the future rail stations in Tysons Corner and in Reston?

That is one of the most frequent questions asked about the project as all five stations in Phase 1 of the project are clearly visible.

The answer is fairly simple. Pedestrian access bridges will connect stations with pedestrian access pavilions now being built near the stations along Routes 123 and 7 in Tysons Corner and on both sides of the Dulles Airport Access Highway/Dulles Toll Road median near the Wiehle-Reston East Station.

But the process of putting the bridges into place is complex.

Large pieces of equipment that will be used to install those bridges are now moving to Tysons Corner. This equipment will literally lift the bridges into the air and march them into place.

Pre-fabricated components have arrived at a staging area behind the site of the McLean Station’s pedestrian pavilion and Kiss-and-Ride lot on the south side of Route 123 at Colshire Drive.

“While still on the ground, crews will assemble the bridge



SELF-PROPELLED: Equipment, similar to what is pictured above, will transport and lift the pedestrian bridges into place. Photo courtesy of Mammoet

components in a special cradle, install the utility lines, and place the roof and floor decking,” said Bechtel’s Paul Goguen, Station Task Manager for Dulles Transit Partners (DTP), the design-build contractor on the project. “Then, when everything is

ready, the assembled bridge will be lifted and secured onto jacks mounted on a special piece of equipment called a Self Propelled Modular Trailer [SPMT] system,” Goguen said.

The SPMT is a grouping of four or six-axle modular vehicles that can be quickly connected on-site to form huge transporters of the required size and capacity for each bridge unit.

Each axle on each module can turn 360 degrees, allowing a wide variety of unconventional movements to suit the particular requirements of pedestrian bridge installation at any location.



GETTING READY: Components for the pedestrian bridge at McLean Station are already on-site along Colshire Drive. Photo by Dulles Transit Partners

An engineer uses a hand-held central computer to control the movement and literally walks the SPMT into position.

Although the date for the installation of the bridge that will serve the McLean Station (also known as Tysons East) is still to be finalized, it is expected to take place mid-September.

This first placement will be done at night in order to further minimize the time that Route 123 and Colshire Drive will be closed.

Here’s how this will work:

The pedestrian bridge will be jacked to the height at which it will be installed, before it moves into Route 123 and “walked” to its final location. When in motion, the full height of the transporter and bridge combined will be 43 feet, the length 144 feet, the width 24 to 34 feet, and it will weigh 182,000 pounds (not including the transporter). All dimensions and weights are approximate.

During installation, stop lights at the intersection of Colshire and Old Chain Bridge Road will be removed and then re-installed after the bridge has passed by.

The public will be advised of exact times, dates, and detours when the installation plans are finalized.

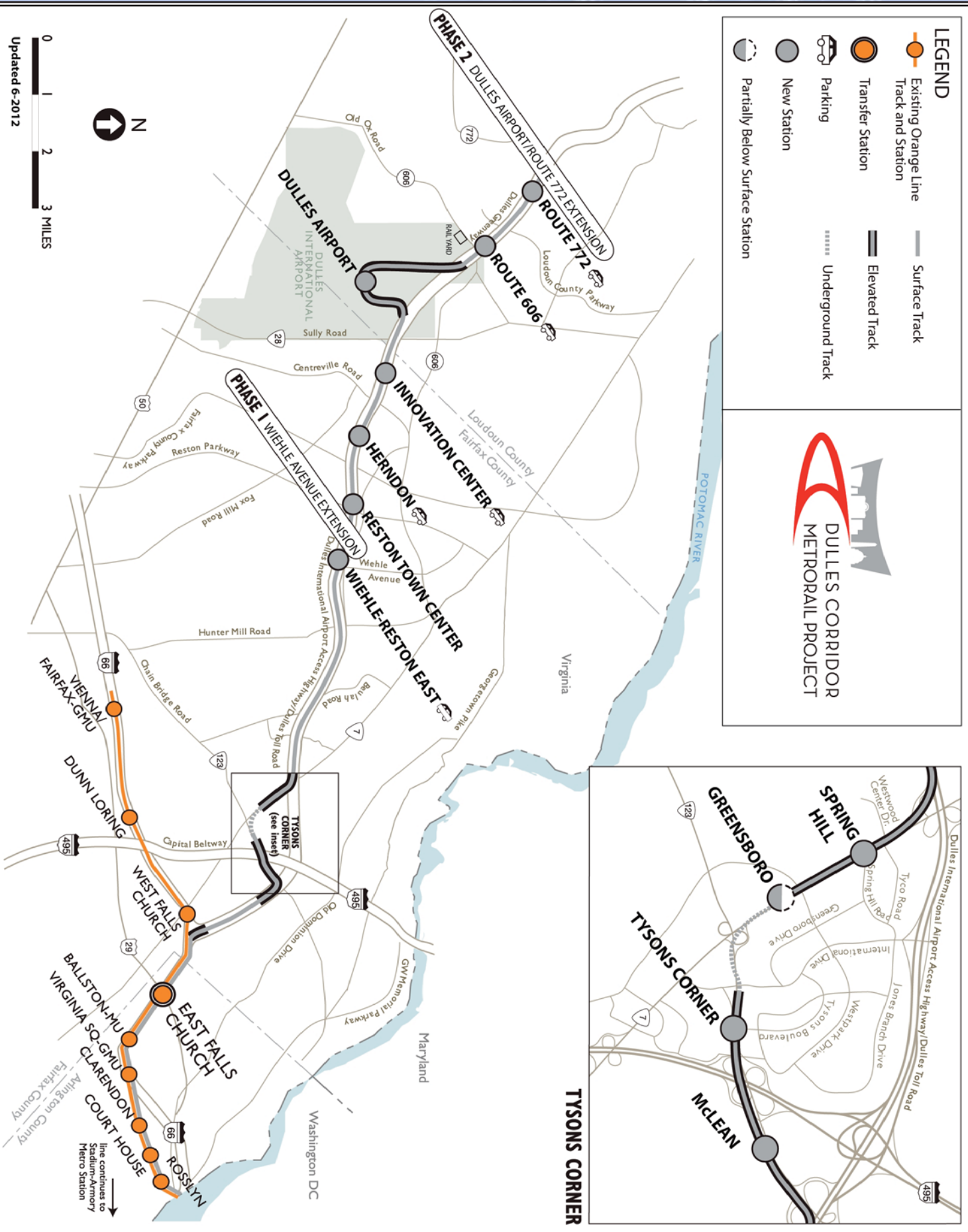
When this bridge placement is complete, the SPMT will be remobilized at another location.

Phase 1 of the Dulles Corridor Metrorail Project began in 2009 and is managed by the Metropolitan Washington Airports Authority. The project is currently on schedule for construction completion in late 2013.

For general information on the Dulles Corridor Metrorail Project, please visit our website at [www.dullesmetro.com](http://www.dullesmetro.com) or call (703) 572-0506.

**LEGEND**

- Existing Orange Line Track and Station
- Transfer Station
- Parking
- New Station
- Partially Below Surface Station
- Surface Track
- Elevated Track
- Underground Track



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