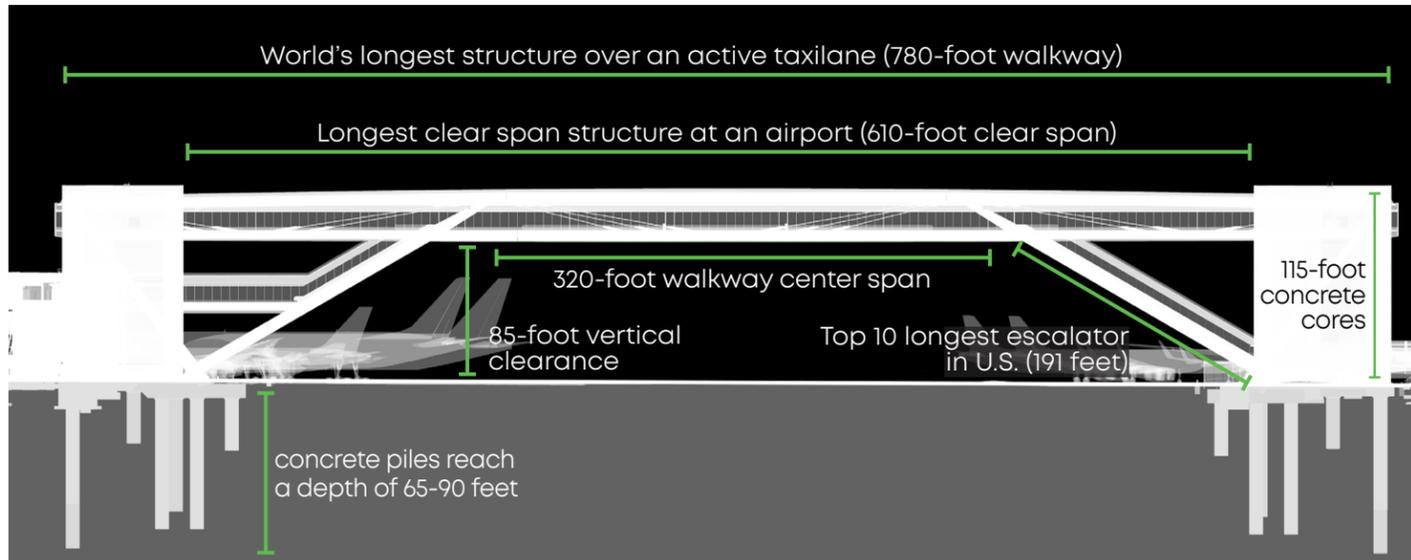


Aerial Walkway Facts and Stats



Structure Stats

- Tons of steel (cores only): 160 tons
- Tons of rebar: 800 tons
- Concrete poured: 8,000 cubic yards
- Length of cable: 2,200 feet

Walkway Stats

- Tons of steel (walkway only): 3,000 tons
- Weight of center span: 1,565 tons (that's equivalent to 8 locomotives)
- Length of escalators: 191 feet, 79-foot rise

The IAF Pedestrian Walkway would not be possible without the hard work and dedication of the project team led by Design-Builder Clark Construction Group.

- **Clark Construction Group** – Design-Builder
- **SOM** – Designer
- **KPFF** – Structural Engineer/Engineer of Record
- **SBP** – Structural Consultant
- **The Erection Company** - Walkway Steel Assembly
- **Supreme Steel** - Steel Fabricator
- **Thompson Metal Fab** - Steel Fabricator
- **Jesse Engineering** - Steel Fabricator
- **Transco Industries** - Steel Fabricator
- **Greenberry Industrial** - Steel Fabricator
- **Murray Latta Progressive Machine** - Steel Fabricator
- **Conco** – Concrete cores and slab on metal deck
- **Crown Corr** – Curtain wall and metal panel erection
- **Mammoet** – Pedestrian walkway move from Cargo 2 to final installation
- **Allyn Kilsheimer (KCE Structural Engineers)** – Third-party reviewer of erection plan
- **Condon-Johnson** – Deep foundations
- **American Fireproofing** – Fireproofing
- **Mayes Testing** – Third-Party Testing

Learn more about the International Arrivals Facility Program at our website and follow our social media for more on the walkway move and lift.

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International Arrivals Facility Aerial Walkway Move and Installation

The International Arrivals Facility (IAF) is the most complex capital development program undertaken in the history of Seattle-Tacoma International Airport (SEA) and will serve as a monument to our region, offering a modern welcome to the world.

The most iconic element of the IAF program is the 780-foot-long aerial walkway, the world's longest structure over an active taxilane. When complete, the pedestrian walkway will provide efficient and direct passage for international travelers arriving at the South Satellite to the new IAF, which houses customs processing.

A first-of-its-kind structure, the IAF aerial walkway has required innovative design and construction methods as well as careful planning for the complex movement and installation of the center span walkway.



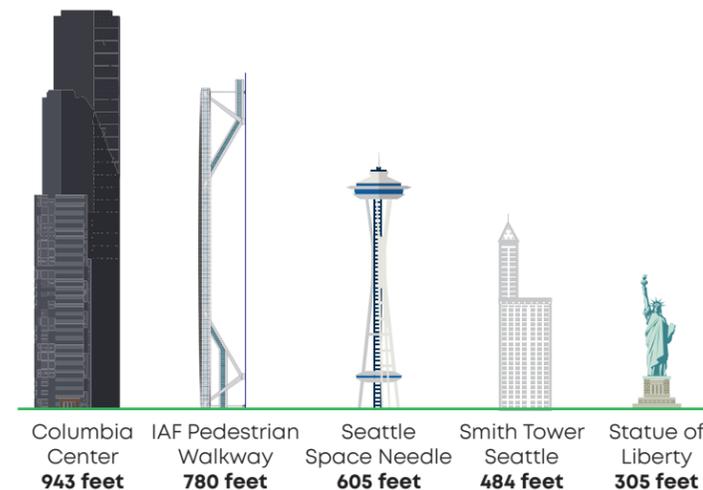


Reaching New Heights at SEA

Building a bridge across a busy airport taxiway has only been done at three airports in the world. Creative approaches and solutions have been applied in design and construction of the IAF pedestrian walkway to keep travelers on their way and maintain a safe work environment for trade contractors building this superstructure.

Longest Clear Span Structure

The aerial walkway is designed to transport international travelers 85 feet above moving aircrafts taxiing to their gates and offer picturesque views of Mount Rainer - a grand welcome to the Puget Sound region.



Stood on its end, the IAF aerial walkway would be one of the tallest structures in Seattle. It is more than 150 feet taller than the Space Needle.

At 610 feet between footings, the IAF pedestrian walkway is the longest structural clear span at an airport. This width and the walkway's vertical clearance allow for an aircraft's wingspan and tailfin to safely pass underneath it the structure.

Structural Backbone

To support the aerial walkway, two 115-foot-tall concrete cores stand at each end of the walkway, bracing it laterally and providing vertical circulation services (elevators, stairs, and mechanical/electrical/plumbing).

Serving as the structural backbone, the V-piers extend out from the concrete cores to support the clear span. The V-piers are integrated with vertical tie-down cables at both ends to provide structural stability and adjustability when the center span is erected into place.

Accessibility Features

Travelers will access the IAF aerial walkway aboard escalators that measure 191 feet long, placing it among the top 10 longest in the U.S. A 240-foot moving walkway will stretch across the elevated structure.

As demand for international travel in the Seattle area grows, the IAF will significantly enhance the international passenger experience and advance the Puget Sound region as a leading tourism and business gateway.

Planning a Monumental Move



The movement and installation of the center span walkway marks a major milestone for the IAF.

Constructing the Center Span at Cargo 2

The pedestrian walkway was built off-site at Cargo 2 in 17 major pre-fabricated components, including the center span (pictured below). The Accelerated Bridge Construction method was applied for this cable-stayed bridge structure to minimize impacts on airport operations, increase work-zone safety, and allow for simultaneous construction of various components of the walkway structure.



Seven steel fabricators located across the region contributed pre-fabricated components to the pedestrian walkway.

Moving a 320-foot-long Walkway

Using four remote-controlled transporters (Self-Propelled Modular Transporters) traveling at walking speed, world-renowned heavy lifting contractor Mammoet will move the 1,565-ton center span down the closed center runway. This highly sensitive and choreographed operation will take place in the early morning hours to avoid interference with airport operations.



Erecting the Center Span into Place

Before the center span can be lifted into place, several hours of site checks are needed to ensure fabricated pieces line up with the existing V-piers. Four strand jacks will lift the center span into place at a rate of 20 feet per hour. The lift motion is similar to a bucket being hauled up a well. Strain gauge sensors will monitor the stress on welds during movement and installation of the center span.