

Wuhan Yangtze River Bridge

HIGHEST



Brief	Information	Guiding
<p>The Wuhan Yangtze River Bridge is the first elevated Metro line in Wuhan. As a Metro viaduct, it's been operational since 2004, and was designed to ease traffic congestion on bridges over the Yangtze River.</p> <p>See more: https://en.wikipedia.org/wiki/Line_1_(Wuhan_Metro)</p>	<ul style="list-style-type: none"> - Country : CHINA - Height : 340m - Length : 37m - Year Built : 2004 - Number of visit per year : 165.544 	<p>Nearest Airport :</p> <ul style="list-style-type: none"> - Wuhan Tianhe Airport - Wuhan Hannan General Airport <p>Nearest Bus station :</p> <ul style="list-style-type: none"> - 烟波楼客运站 Bus Station - 武汉轮渡晴川客运站 Bus Station

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History of The Wuhan Yangtze River Bridge

The Wuhan Metro will have a total of eight lines. Line 1 is 29 kilometers long, includes 25 stations, and carries more than 220,000 passengers on 33 trains. The first phase of the line was opened in 2004, while phase II entered commercial operation in July 2010. The phase III expansion, extending the station northeast to Hankou North Station, went into commercial operation in May 2014.

The first phase of Wuhan Metro Line 2 is 27.73 km long with 21 stations, connecting Hankou and Wuchang districts. The dual route, fully electrified, can carry up to 800,000 passengers. The first phase of Wuhan Metro Line 3 is 30 km long with 24 stations, connecting Zhuanyang Avenue and Hong Tu. It opened to traffic in December 2015 and is expected to handle 470,000 passengers. Donghu Tunnel started operation in December 2015. The 10.6 km long tunnel extends from Hongmiao Overpass to Yujiashan North Road.

The first phase of line 4, connecting Wuchang and Wuhan, opened in December 2013. Opened in December 2014, phase II runs under the Yangtze River connecting Hanyang, which is 16.4 km long and covering consisting of 13 stations. The first phase of line 6 will be 35.95 km long, connecting the Southern Sports Center in Thr Zhuankou District with Hoanhu West Road in Dongxihu District. Construction on the route began in August 2013 and is expected to be completed by the end of 2016. CREG has been contracted to supply tunnel boring machines (TBMs) for Block 10 of line 6. The route The rest of the metro system, for which the master plan has been approved by the National Development and Reform Commission, is in the planning stage, with service scheduled to begin in 2017. Connecting Huangpulu to Zongguan Station, the first phase of Line 1 was extended in 2010 to link Dijiao Station with Huangpulu and Zongguen with Dongwudadao Station. Line 2 connects Hankou and Wuchang provinces, while line 3 connects Tunyang Avenue with Hankou district. Line 4 connects Wuchang and Wuhan counties and was built in two phases. The first phase connects Wuchang and Wuhan train stations, with the second phase starting at Wuchang railway station and ending at Hanyang Gold Mouth, passing through Zhang Zhidong Lu and Hanyang Avenue. Line 7 will run between Tianhe Bay and Hunan Stadium, while Route 8 will connect Panlong Town with Yuezhi Lake.

Construction of the tunnel for Wuhan Metro Line 2, Line 2 was partially built in a tunnel under the Yangtze River, at a depth of 48m, located between Fanhu and Hankou stations. The first two tunnels have a slope of 30%. Tunnel construction was completed in February 2012, with training work performed using drills provided by NFM Technologies. It took three months to train through the soil of the clogged device.

Wuhan Metro Corporation: Line 1 of Wuhan Metro uses 33 trains provided by Changchun Rail Car and China South Rail. Phase 1 of Line 2, in the future, can extend 8 more car trains, including 30 trains, maximum speed of 100 km/h, operating speed of 80 km/h, and average speed of 36,6 km/h. The coach has a corrosion-resistant steel and aluminum body. The Mute Metro wagons manufactured by CSR Zhouzhou Electric Locomotive are used as rolling stock on Line 4. The wagon's traction engine and system conversion yield 20% noise, while the head machine's light alloy honeycomb structure and dual floor light alloy assembly reduce noise and make the trainees light and resilient.

Signal system of Wuhan Metro Group

The signaling system for line 1 of the Wuhan metro is provided by Thales. Other metro lines have been fitted with the URBALIS 888 signaling system provided by Alstom.

Bureau Veritas together with Casco Signal has provided signal solutions and independent safety assessment (ISA) services. for lines 2 and 4. Wuhan Metro signed a contract with Thales Saic Transport (TST) to signal Line 3 in April 2014.

Map Location

