Tianjin Grand Bridge

IMPRESSIVE

Brief	Information	Guiding
Completed in 2010 and opened in 2011, the Tianjin Grand Bridge is another bridge that forms part of the Beijing–Shanghai High-Speed Railway. The viaduct carries high-speed trains over heavily populated areas and includes 32 individual sections, each built and installed separately. See more: https://en.wikipedia.org/wiki/Tianjin_Grand_Bridge	- Country : CHINA - Height : 29m - Length : 113m - Year Built : 2011 - Number of visit per year : 150.000	Nearest Airport: - 广州白云国际机场 - 北京大兴国际机场 Nearest Bus station: - Shanghai North Railway Station Station - West Kowloon Station Station

Just a few kilometers from Tianjin's lighthouses, European-style houses, and the upscale residential area of Wudadao (City's Five Avenues), a 113-kilometer (70-mile) city overpass). This city of 15 million people is known for its harbor vitality – in fact, Tianjin means “paradise river” in Chinese – and is internationally renowned for hosting the summer session. of the World Forum in Davos. It is also home to incredible infrastructure. The Tianjin Grand Bridge is one of the longest bridges in the world and along its span is the high-speed railway between Beijing and Shanghai, one of the busiest and most durable travel routes in the world. country.

History of Tianjin Grand Bridge

Construction of the Tianjin Great Bridge is a very complex project. The majority of requests run through densely populated urban areas around the city. The idea of running a high-speed train along an elevated viaduct is a smart solution: every kilometer of railway built above ground will require 28.4 hectares (70 acres) of earthworks, and that will have an impact. break a field for urban. acreage. On the other hand, the choice of an elevated solution helps to minimize the physical impact of infrastructure in urban areas without forcing project designers to change the train's route.

Of course, the construction of a viaduct of such a long bridge in an urban area requires special precautions, such as the removal of the planks. Therefore, the drinking bridge is designed into 32 sections, each weighing 860 tons. They are installed in different ways and at different times.

Despite these difficulties, construction was carried out during the continental period. Work on the project began in 2006 and was completed in 2010, with the inauguration ceremony on June 30, 2011. At the time of completion, the bridge was recorded in the Guinness Book of Records as the second bridge in the world.

Sitting by the window of one of the high-speed trains that run from Beijing to Shanghai is like taking a trip through China's facial goods. Traversing 113 km of the Tianjin viaduct means traveling through a constantly changing landscape, from the most densely populated areas to the vast waters of the Pearl River Delta to the underground. including the entrance to a tunnel over 6 km (3.7) long connecting two artificial islands. To achieve all of this, the government has invested a huge amount of about 20 billion USD, thanks to China's development policies. When the Tianjin Bridge was built, China made the construction of high-speed railways a top priority.

The high-speed rail program began in 2003 with a 404 km (251 mi) line project between Qinhuangdao and Shenyang. Between then and 2013, two years after the completion of the races, the active races in the country spanned 10,000 kilometers (6,213 routes). Railroad escape routes were some of the most intricate constructions in this grand endeavor. In addition to the Tianjin Grand Bridge, the 164 km (101 mi) Danyang-Kunshan Great Bridge and the 48 km (30 mi) Beijing Grand Bridge were built during those years. To understand the importance of these viaducts in the design phase, consider the remark that 69% of the tracks built for the Shi-Zheng line run on viaducts.

Tianjin Grand Bridge and China's high-speed network

The high-speed racing from Beijing to Shanghai is free of obstacles. This is why the chosen solution for the Langfang to Qingxian route is a bridge designed to support high-speed travel, which has become China's preferred smart interface model. According to an official report from China Railway Corporation (the public company that manages the construction of the network), the country has 30,000 km (18,641) of high-speed transmission lines and aims to reach 38,000 km. (23,612) high-speed rail)) by 2025. The race to build more tracks continues, and people continue to flock to these bullet trains to switch between

the country's megacities. In 2017, the sixth anniversary of the opening of the Shanghai and Chengdu lines, the Chinese authorities reported that 630 million people took the train that year alone.

The numbers are repeated almost unchanged for all major routes connecting the east of the country to the west and south to the north — distances to be shortened by bullet trains, arrows Supersonic dating will soon reach speeds of 600 kilometers per hour (372 mph).

Map Location