



Jiaozhou Bay Bridge (or Qingdao Haiwan Bridge) is a 26.7 km (16.6 mi) long roadway bridge in eastern China's Shandong province, which is part of the 41.58 km (25.84 mi) Jiaozhou Bay Connection Project. The longest continuous segment of the bridge is 25.9 km (16.1 mi). Making it one of the longest bridges in the world.

History

The bridge was the idea of a local official in the Chinese Communist Party who was subsequently dismissed for corruption. It was designed by the Shandong Gaosu Group. It took four years to build, and employed at least 10,000 people. It opened on 30 June 2011 for traffic.

The Qingdao Jiaozhou Bay tunnel opened on the same day as the bridge. It transects Jiaozhou Bay, also connecting Huangdao District and the city of Qingdao, between the narrow mouth of the bay, which is 6.17 km (3.83 mi) wide. The tunnel travels underground for 5.55 km (3.45 mi).

Concerns regarding the bridge's safety were raised when Chinese media reported that the bridge was opened with faulty elements, such as incomplete crash-barriers, missing lighting, and loose nuts on guard-rails, with workers stating that it would take two months before finishing all of the projects related to the bridge. Shao Xinpeng, the bridge's chief engineer, claimed that in spite of the safety report, the bridge was safe and ready for traffic, adding that the problems highlighted in the reports were not major.

The bridge was reported by the official state-run television company CCTV to cost CN¥10 billion (US\$1.5 billion, GB£900 million). Other sources reported costs as high as CN¥55 billion (US\$8.8 billion, GB£5.5 billion).