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北京立交桥

北京建筑工程学院

ROAD INTERCHANGES OF BEIJING

北京立交桥

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北京立交桥

主编 李海泉

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北京立交桥

ROAD INTERCHANGES OF BEIJING

李海泉 主编

北京出版社



玉蜓桥
YUTING QIAO

前言

道路在不同高程上的立体交叉简称“立交”，俗称“立交桥”。它源于跨越河流（沟壑、山涧等）的桥梁，但是已明显区别于跨河桥，并且有了自己特殊的定义。立交是现代交通线路（铁路、道路等）互成立体交叉所建构构筑物及配套设施的总称。立交分为铁路立交和道路立交等。道路立交主要由桥梁、匝道及配套工程设施等组成。跨线桥梁是道路立交的主要组成部分，不同方向的车辆分别在桥上或桥下行驶。匝道是指立交上下各层道路之间供转弯车辆行驶的连接道，有些道路立交为行车需要将匝道向空中架起，称为匝道桥。道路立交根据功能分为分离式和互通式两大类。相交道路通过桥梁立体交叉，只保证直行车辆在桥上或桥下行驶，没有转弯匝道相互连接，称为分离式立交。相交道路立体交叉，并设有转弯匝道相互连接，称为互通式立交。互通式立交根据形式又可分为苜蓿叶形、菱形、环形、喇叭形、定向型、组合型等。

道路立体交叉是快速交通网络节点上最有效的交通组织方式。作为通畅的重要交通设施，道路立交近几十年来在世界各国有了很大发展。1925年法国兴建了世界上第一座苜蓿叶形互通式立交，美国于1928年在新泽西州建造了每昼夜通过6万辆汽车的同类型立交。中国第一座城市道路立交是广州市于1964年建成的北环立交。70年代以来，京、津、沪、穗、以及哈尔滨、石家庄、南京、武汉等地先后建成一批道路立交，大大改善了城市交通状况。

北京市兴建最早的道路立交是位于昌平路上的白浮桥、蓝靛厂路上的八里庄桥和车道沟桥三座跨路、跨河立交，均建成于1966年。1974年在城区建成第一座苜蓿叶形互通式立交——复兴门桥。改革开放以来，北京市对道路和交通设施进行了全面改造和建设，相继建成二环、三环快速路、京石高速公路、京开公路、京津塘高速公路、京张公路、首都

机场高速公路和京通快速路等，逐渐形成二环、三环、四环等快速环路和若干主要放射干线组成的新型道路系统，使北京市的道路交通开始向现代化的大都市迈进。近年来，北京建道路立交的速度突飞猛进，设计水平、施工速度、建筑质量逐年提高。目前，北京已经建成道路立交一百六十多座，大部分分布在二、三、四环和几条放射性干线上。现在北京的道路立交无论在数量、规模、种类上已经成为全国之冠，它不仅反映了近二十年来惊人的建设速度，使昔日车辆阻塞的路口变通途，也使北京市总体建设、绿化、通信、地下管线建设、城市建筑艺术等方面发生巨大改观。

立交功能的增加，也使其结构越来越复杂。北京的道路立交大部分都是因地制宜，既考虑到周围的建筑及名胜古迹，又考虑到快速路的要求，有的甚至有十几座匝道桥，经常遇到汽车司机经过不熟悉立交时不知所措。因此熟悉道路立交的总体布局和车辆行驶路线，对汽车司机是非常有益的。这本画册为北京市每一座道路立交绘制了机动车行车示意图，用白色箭头表示机动车行驶路线。因交通情况路口临时改变行车方向，请司机注意以当地交通标志为准。

也许你还没有机会来过北京，不曾看到这一座座造型优美的道路立交，也许你每天乘车从这些立交桥上或桥下经过，但是你是否有机会登高鸟瞰，观赏每一座立交的全貌？希望这本画册能满足你的愿望，使你如同飞临首都上空，一览北京市道路立交流畅的线条、磅礴的气势、精湛的艺术造型，以及城市绿化、建筑规模、首都风光等。每座立交均配有文字，介绍其坐落位置、建成时间、立交形式、建筑特点和有关参数等。

本画册共收集北京市已建成的道路立交161座。

FOREWORD

An intersection where roads cross each other at different elevation is technically termed ROAD GRADE-SEPERATED JUNCTION, popular name is interchange. Derived from bridge spanning over a river, ravine or mountain stream and so on, it differentiates obviously from traditional crossing-river bridge and has got its own distinguish definition. Road grade-seperated junction is general name of modern traffic lines (railways and roads) which mutually grade-seperated interwinning with auxiliary installations. Road grade-seperated junctions are divided into railway interchanges and road interchanges and so on. Road interchange is mainly composed of bridge, ramp and subsidiary conveyance. Flyover is main part of road interchange, which permits vehicles to run through overpass or underpass. Ramp is connecting road for turnning vehicles at different levels of interchange. There is also ramp bridge which is spanned in air to meet the need of traffic. In terms of function, road interchangds are divided into interchanges with special bicycle track and interchanges. The former provides overpass or underpass for staight traffic, without ramps attached. The latter is grade-seperated junction of intersected roads with ramp connecting each other. Based on different styles interchanges can be divided into clover-leaf, diamond, rotary, trumpet, directional and combination type.

Interchange is the most efficient traffic composition at a highway intersection. Thus, it has developed very rapidly in recent tens of years in the world. In 1925, the first clover-leaf interchange of the world was built in France. In 1928, a same style interchange was built in New Jercey, USA, traffic capacity reached 60, 000 vehicles daily. The first urban interchange of China, Dabei Rotary, was set up in Guangzhou in 1964. Since the 70s, large numbers of interchanges have been built in the most cities of China and traffic state of affairs has been improved greatly. In 1966, the first 3 interchanges of Beijing appeared in suburbs, Baifu Interchange over Changping Road, Balizhuang Interchange over Landianchang Road and Chedaogou Interchange. In 1974, the first clover-leaf interchange, Fuxingmen Interchange was set up in the urban area. Since then, the roads and intersections in Beijing have been reformed completely. 2nd & 3rd Annular Expresses, Beijing-Shijiazhuang Freeway, Beijing-Kaifeng Freeway,

Beijing-Zhangjiakou Highway, Beijing-Tianjin-Tanggu, Capital Airport Freeways and Beijing-Tongxian Express have been constructed one after another. A new cobwebby road system has been gradually shaped with 2nd and 3rd Annular interwinning with the radical arteries of Tiananmen Square. Interchanges have been built in a quickening pase, more perfect architectural design, and more efficient engineering. So far, more than 160 road interchanges have been completed in Beijing, ranking first in China in terms of total number, individual disemensions and various styles of road interchanges. The amazing achivement of transportation improvement not only presents remarkable construction rate in the last twenty years and eases the ever growing traffic jams, but also brings great changes in the city's general layout, green planting, telecommunication, pipe line installation and architectural aesthetics.

As function multiplizing, the structure of interchanges is going to be more complicated. To harmonize with the surround buildings, scenic spots and historical sites, to meet the needs of high speed traffic flow, some interchanges even have dozens of ramp bridges. Drivers are often confused to face an unknown interchange. It is helpful for them to learn the overall plan and routes of interchanges. In this album we give you a route sketch for every interchange, with white arrows as signs of running direction. If there is any temporary alternation, please follow the route marking on-the-spot as the criterion.

Maybe you have not been to Beijing, and have not seen so many beautifully shaped interchanges. Maybe you pass certain interchanges every day, but hardly to get a bird's-eye view of them. We hope to have your wishes fulfilled by publishing this album. Go over this album, you will feel like going sightseeing of the interchanges of Beijing and appreciate their easy and grace lines, grand and imposing manners, ingenuity shows, as well as colourful plantings, modern buildings and majestic landscapes of the capital. For each interchange or overpass, we provide an introduction illustrating its situation, completion time, characteristic style and other necessary data.

161 interchanges and overpasses are collected in this album.

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前言

城区立交桥分布图

郊区立交桥分布图

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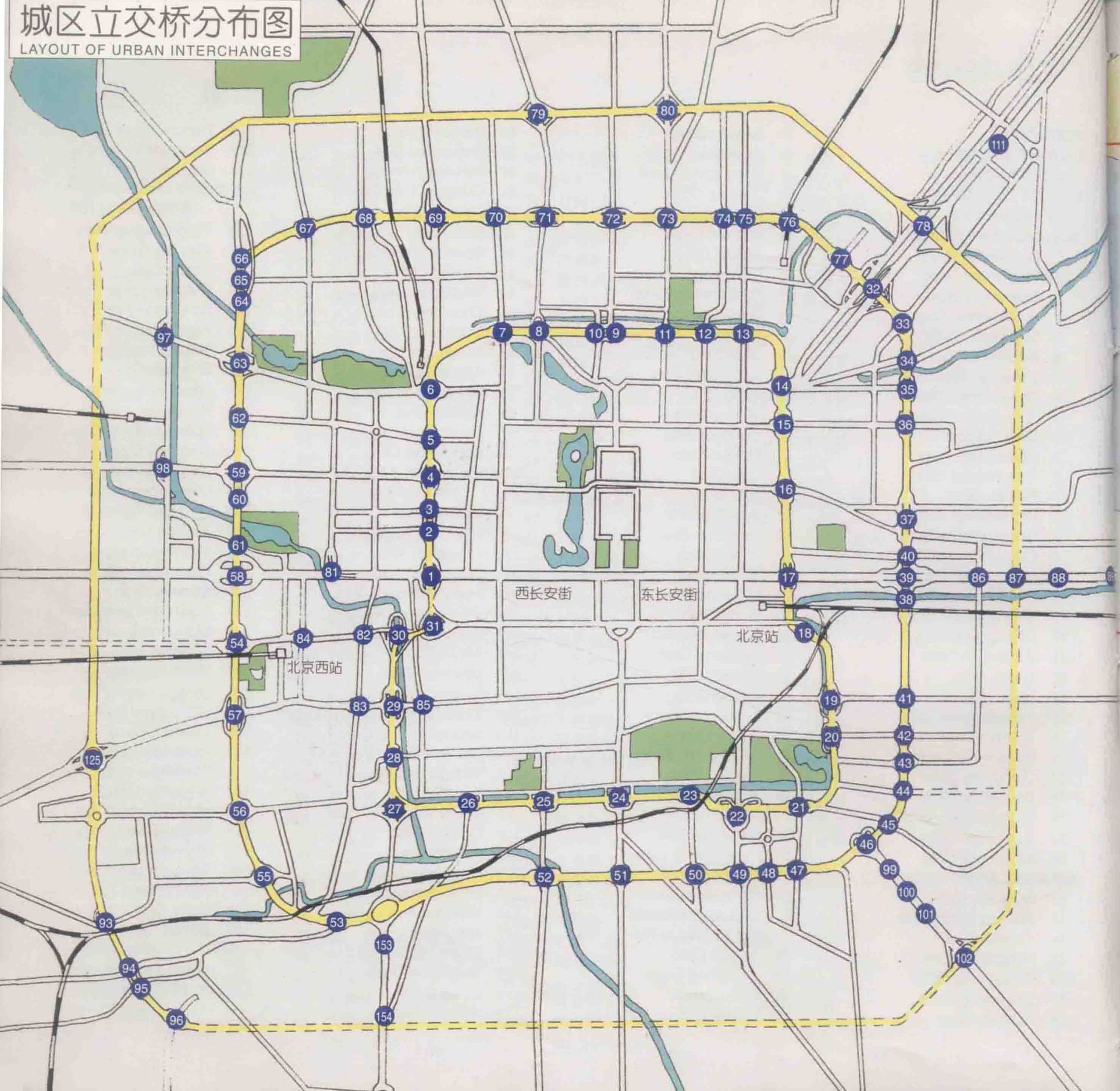
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城区立交桥分布图

LAYOUT OF URBAN INTERCHANGES



LAYOUT OF SUBURB INTERCHANGES



行车示意图
Route sketch



复兴门桥夜景
Night view of Fuxingmen Qiao

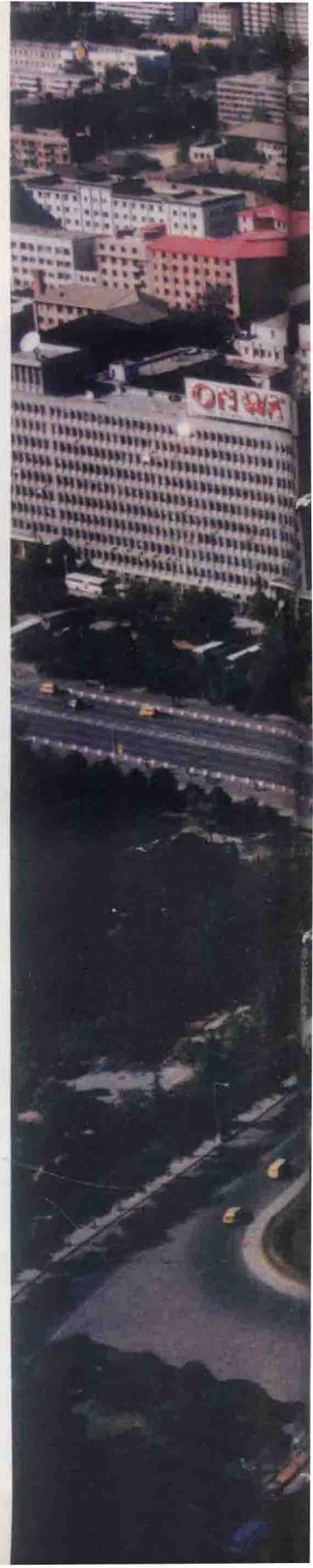


复兴门桥坐落在西二环路、复兴门内、外大街相交处，建成于1974年，是北京城区最早建成的苜蓿叶形互通式立交。其结构为三跨预应力钢筋混凝土变截面连续T梁，花岗岩蘑菇石砌块挡土墙，大理石栏杆扶手，设置有二十四座梅花形照明灯。整座立交造型庄重、秀丽，与四周建筑物和环境协调流畅，混为一体，桥梁及匝道周围的绿地、花坛、雕塑形成了美丽的街心花园。复兴门桥是北京市东西长安街与西二环路两条交通动脉的交点，立交功能较完善，通行能力大，具有良好的环境效益和社会效益。

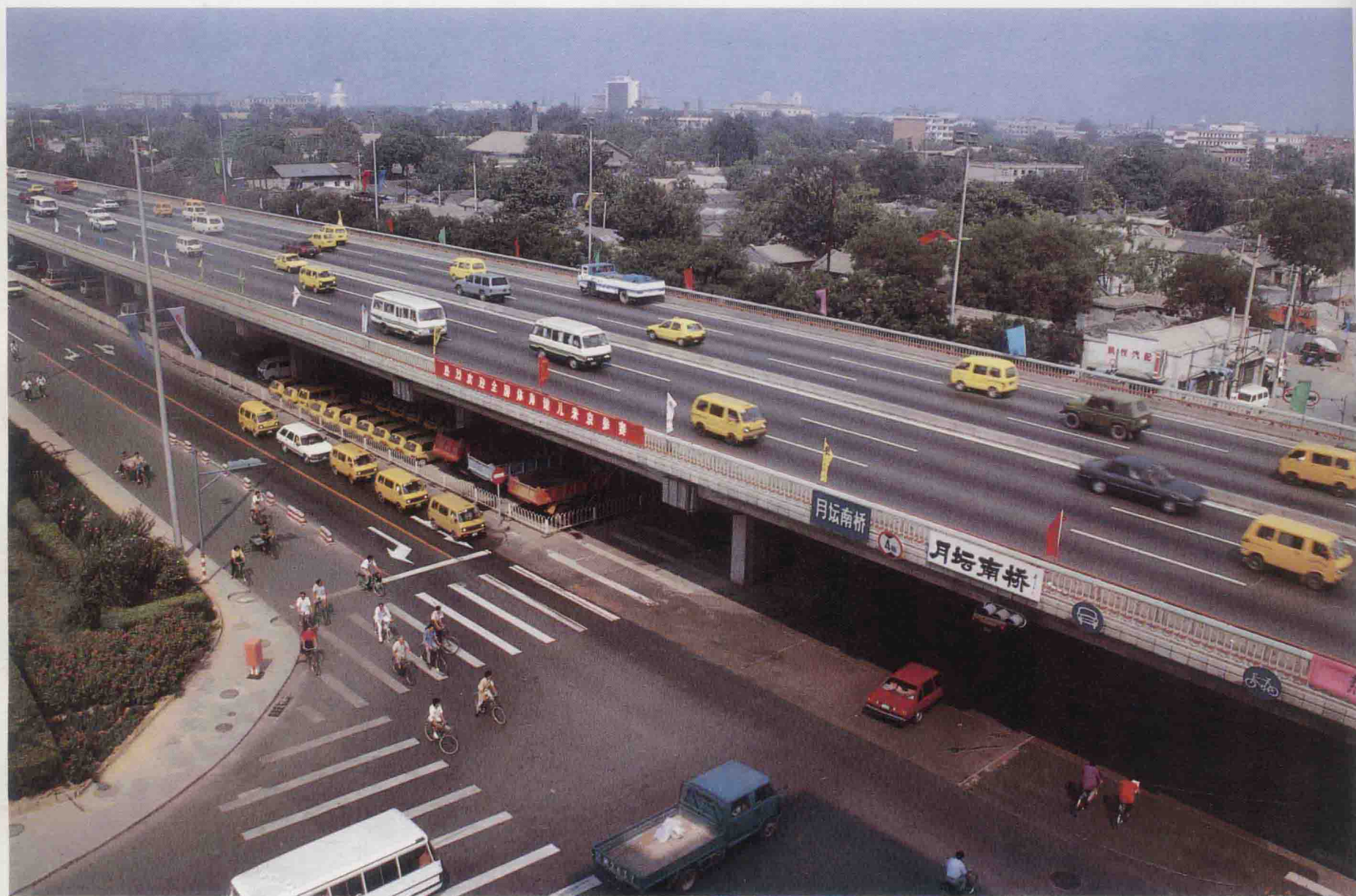
苜蓿叶形立交主路直行车辆可在桥上或桥下快速通过，右转弯车辆沿右侧匝道行驶，左转弯车辆须过桥后沿匝道连续右转弯，达到左转弯目的。

FUXINGMEN QIAO the 1st clover-leaf interchange in Beijing, located at the intersection of two arteries, West 2nd Annular and Fuxingmen Street, completed in 1974. It is designed 3 span prestressed reinforced concrete continuous T-beams in variable cross sections, and decorated with mushroom-like granite retaining walls, marble railings, 24 plum flower shaped highpole lamps. The whole interchange is gravely and beautifully shaped, fitted in the nearby highrises and environment properly and harmoniously. Surrounding lawns, evergreen hedges, flowerbeds and sculptures are composed of a street centre park. Fuxingmen interchange is the point of intersection of two arteries, East/West Changan Street and West 2nd Annular. With a perfect interchange function and enormous traffic capacity, it has produced good environmental and social benefit.

East-west running vehicles drive straight along the top level, north-south drive through the underpass. To make a right turn simply drive along the ramp on the right side, while making a left turn drive past the bridge first, then drive along the ramp.







月坛南桥和月坛北桥坐落在西二环路上，是一座跨月坛南街和月坛北街的菱形互通式立交。建成于1992年，桥全长744米，由南向北共33孔，上部结构为预应力简支梁。月坛南桥和月坛北桥是全国城市第一条快速环路——二环路的组成部分。桥上为西二环主路，双向六车道，车辆通行速度快，效率高。东西方向及转弯车辆从桥下平交路口受灯控管制行驶。

YUETANNAN QIAO & YUETANBEI QIAO a diamond interchange spanning over Yuetan South Street and Yuetan North Street, completed in 1992. The overall length is 744m, with 33 spans. The superstructure is composed of prestressed simple-supported beams. It is a part of 2nd Annular, the first urban circular express in China. The upper level is the two-way main road of West 2nd Annular with 6 lanes. Controlled by traffic lights, vehicles running east-west or making turn go via the bottom level crossings.