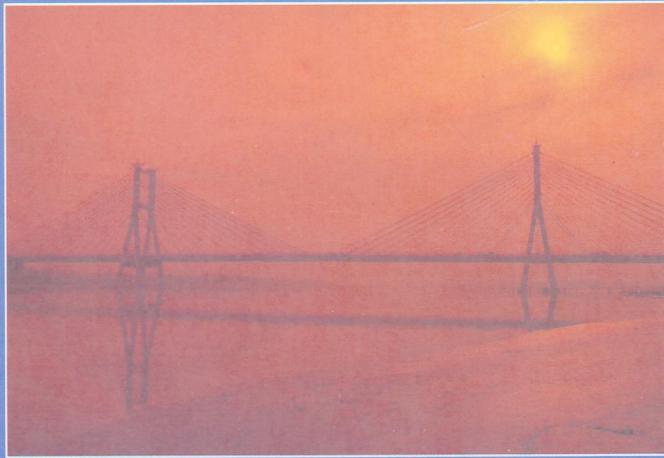
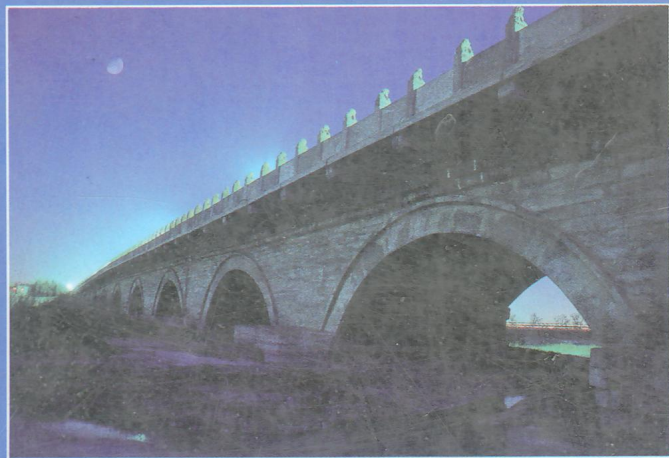
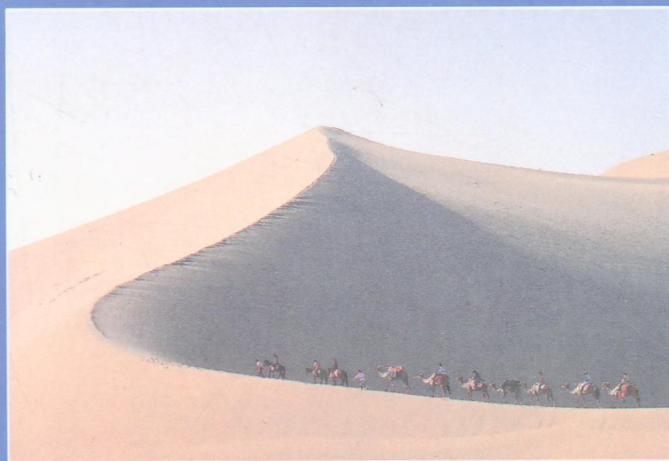


# 中國公路

## HIGHWAYS IN CHINA

1949 — 1990



中 華 人 民 共 和 國 交 通 部  
MINISTRY OF COMMUNICATIONS, PEOPLE'S REPUBLIC OF CHINA



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1949 — 1990

中華人民共和國交通部

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PEOPLE'S REPUBLIC OF CHINA



中國公路

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# 前 言

## PREFACE

公路交通是现代化交通的组成部分,也是衡量国民经济发展水平的重要标志。世界各国经济发展的进程,无不与公路交通密切联系。公路是国家经济建设和国防建设的基础设施,随着社会经济和科学技术的发展,公路的地位和作用更加显著。

中华人民共和国的成立,开创了当代中国发展进步的广阔前景。经过四十年的艰苦奋斗,在完成了七个五年经济建设计划之后,中国的社会主义现

代化建设取得了举世瞩目的成就,公路交通的面貌也发生了巨大变化。四十多年来,我们建设了102万多公里公路、505万多米公路桥梁和其他公路设施,逐步改变了旧中国十分落后的公路状况,谱写了中国公路建设史上的光辉篇章。目前,一个以首都北京为中心、沟通全国城乡的公路网已基本形成。公路在促进国民经济发展,提高人民的物质和文化生活水平,增进国际交往和巩固国防等方面都起着重要作用。

中国的社会主义现代化建设正在改革开放中迅速前进,公路建设的任务日益繁重。尽管中国公路的现状还不能适应国民经济发展的需求,还落后于世界发达国家;但是,在积四十多年建设经验的基础上,经过我们不懈努力,一定能够缩小差距。一个适应中国经济建设需要,具有现代化水平的公路网一定在不久的将来呈现在中国大地上。

回顾和总结历史,将激励我们去开拓未来。《中国公路》画册选编了全国30个省、自治区、直辖市(台湾省资料暂缺)境内有代表性的公路工程包括公路桥梁和其他公路设施的图片340余幅,按修建年代和技术分类编纂,将技术性、历史性和艺术性融于一体,生动翔实地反映出新中国成立以来公路建设取得的成就和发展进程,展现了中国公路部门广大职工艰苦创业的不朽功绩。我们能够从中获得教益,以鼓舞我们去创造更美好的明天;一切关心我们事业的国内外同行和朋友们,亦能够从中系统地了解中国公路建设的概况和前景。



Highway traffic and transport constitute a key component of the sophisticated communications system and a crucial indicator for evaluating the development level of national economy. The process of economic growth in all countries throughout the world is, without exception, closely related to the transportation on roads. Being an infrastructure for the construction of national economy and defence of a country, highways are becoming more prominent in position and functions alongside the socio-economic, scientific and technological advancement.

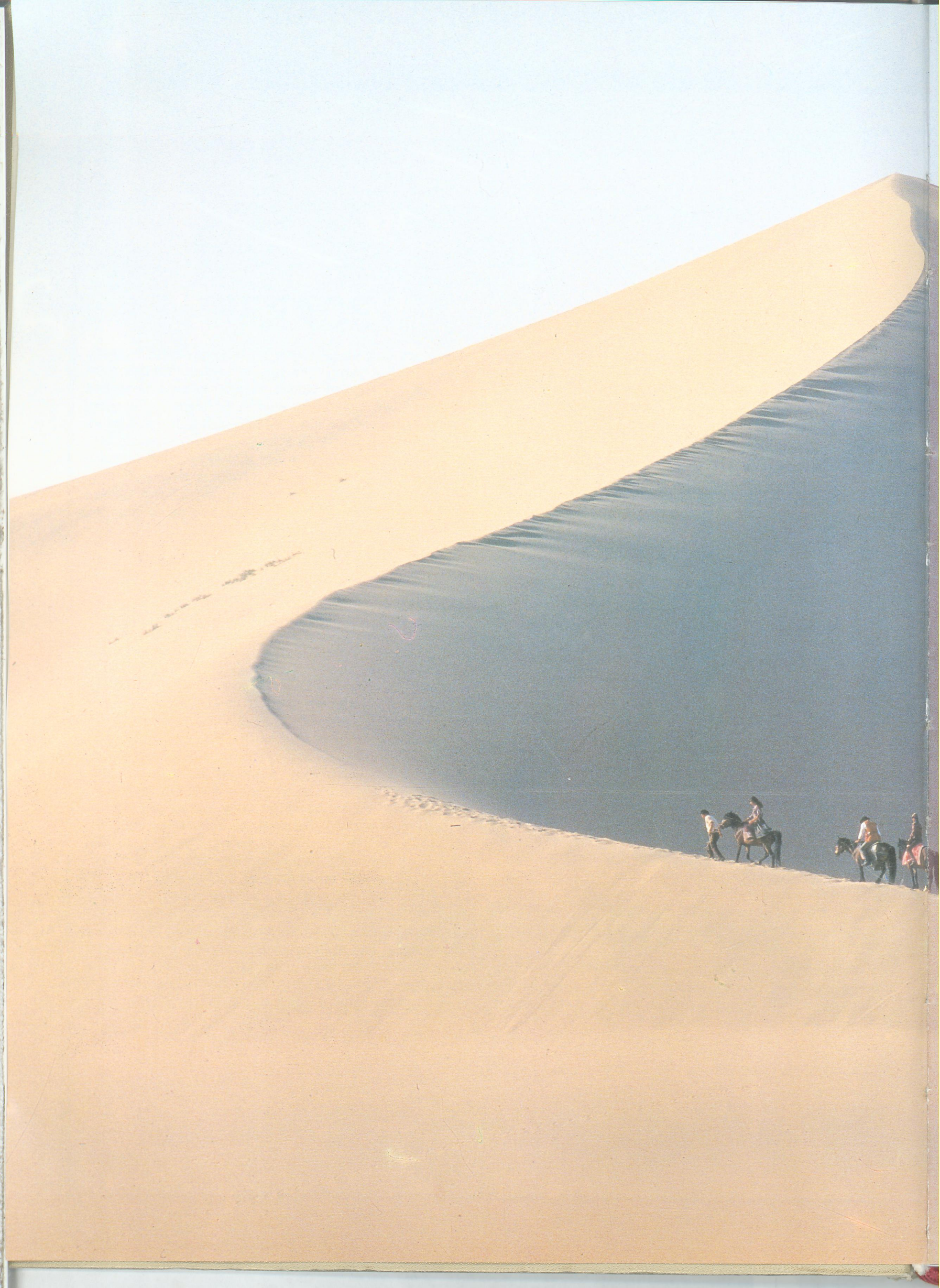
The founding of the People's Republic of China has opened vast vistas for the country's development and progress in the contemporary era. Through arduous struggles for the last 41 years and, especially, after successful implementation of economic construction programmes during the seven consecutive Five-Year Plans, China has become the focus of world attention for the dramatic achievements in her socialist modernization and construction in general and for the tremendous changes in her highway traffic and transport features in particular. The past 40-odd years witnessed the completion of over 1.02 million kilometers of highways as well as more than 5.05 million linear meters of road bridges and other roadside facilities, hence gradually changing the extremely backward conditions of highway communications in old China, and adding an illustrious chapter to the country's road-building annals. At present, an extensive highway network with Beijing, the country's capital, as the center and linking up urban and rural areas of the country has basically taken shape, thus playing an important role in fostering the growth of national economy, enhancing the level of material and cultural life for the Chinese people, promoting international contacts and exchanges, as well as strengthening the national defence.

Meanwhile, China's socialist construction is forging ahead by leaps and bounds under the guidance of the policy of reform and opening to the outside world, and the

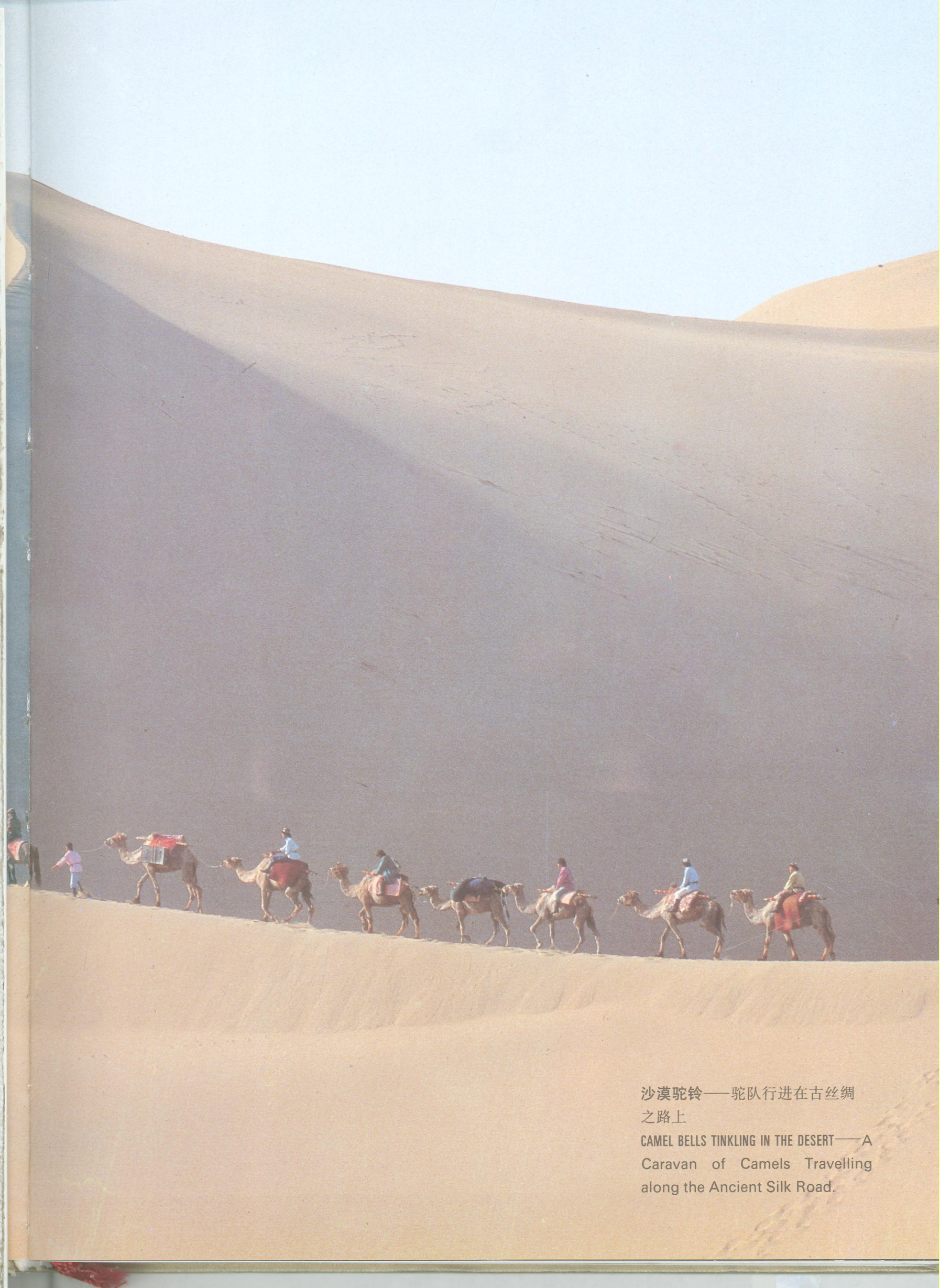
country is facing an ever more challenging task in highway development. Although the current highway conditions in China are still lagging behind those in world's developed countries and unable to meet the needs of national economic growth, we are bound to succeed in narrowing the gaps by learning from the experience amassed during 40-odd years' construction and through making unremitting efforts. A modern highway system, state-of-the-art in character and capable of suiting the demands of China's economic development will, no doubt, emerge soon on the vast territory of the country.

Summing-up of experience by looking back of the history will always impel us onward in the course of ushering in a bright future. For this purpose, we have selected over 340 photos of typical highway projects including highways, bridges and other roadside facilities from the 30 provinces, autonomous regions and municipalities directly under the Central Government across the mainland (information from Taiwan Province is not yet available), and compiled this picture album "HIGHWAYS IN CHINA" in line with the year of completion and technical classification of the works, trying our best, in the process of compilation, to highlight their technical characteristics, historical significance and artistic features in one condensed volume, so as to give a vivid, comprehensive and accurate account of the progress and achievements in highway construction, obtained especially since the founding of new China, and to commend the Chinese road builders of all generations upon their immortal contributions to the great cause of upgrading the country's highway transport infrastructure. It is our sincere hope that, through this book, our fellowcountrymen could draw enlightenment and inspiration for creating a more glorious future, and that all colleagues and friends, overseas or local, who share the same interest in our work would be able to get some initial but systematic understanding of the status quo and future prospect of the highway construction in China.





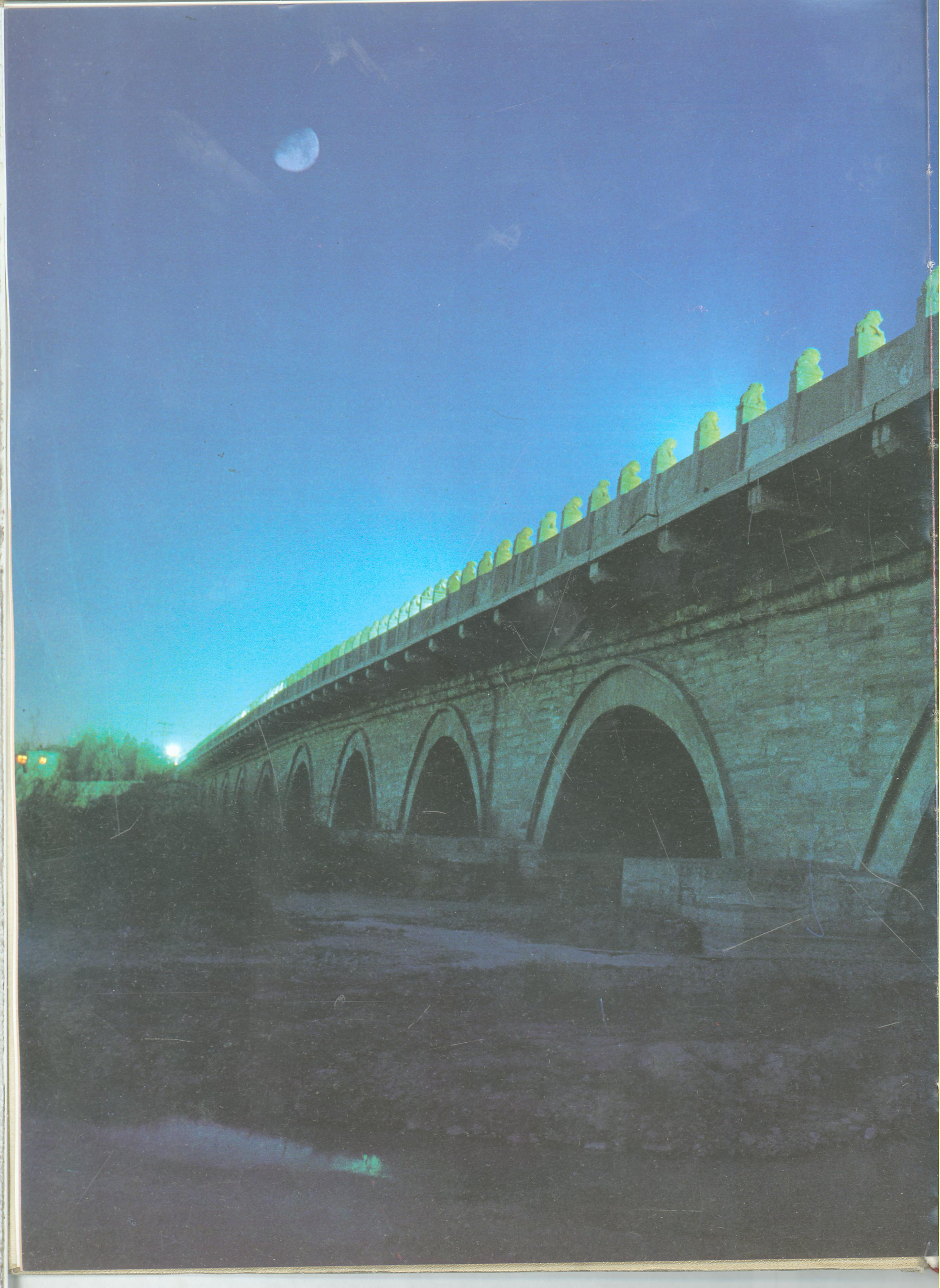




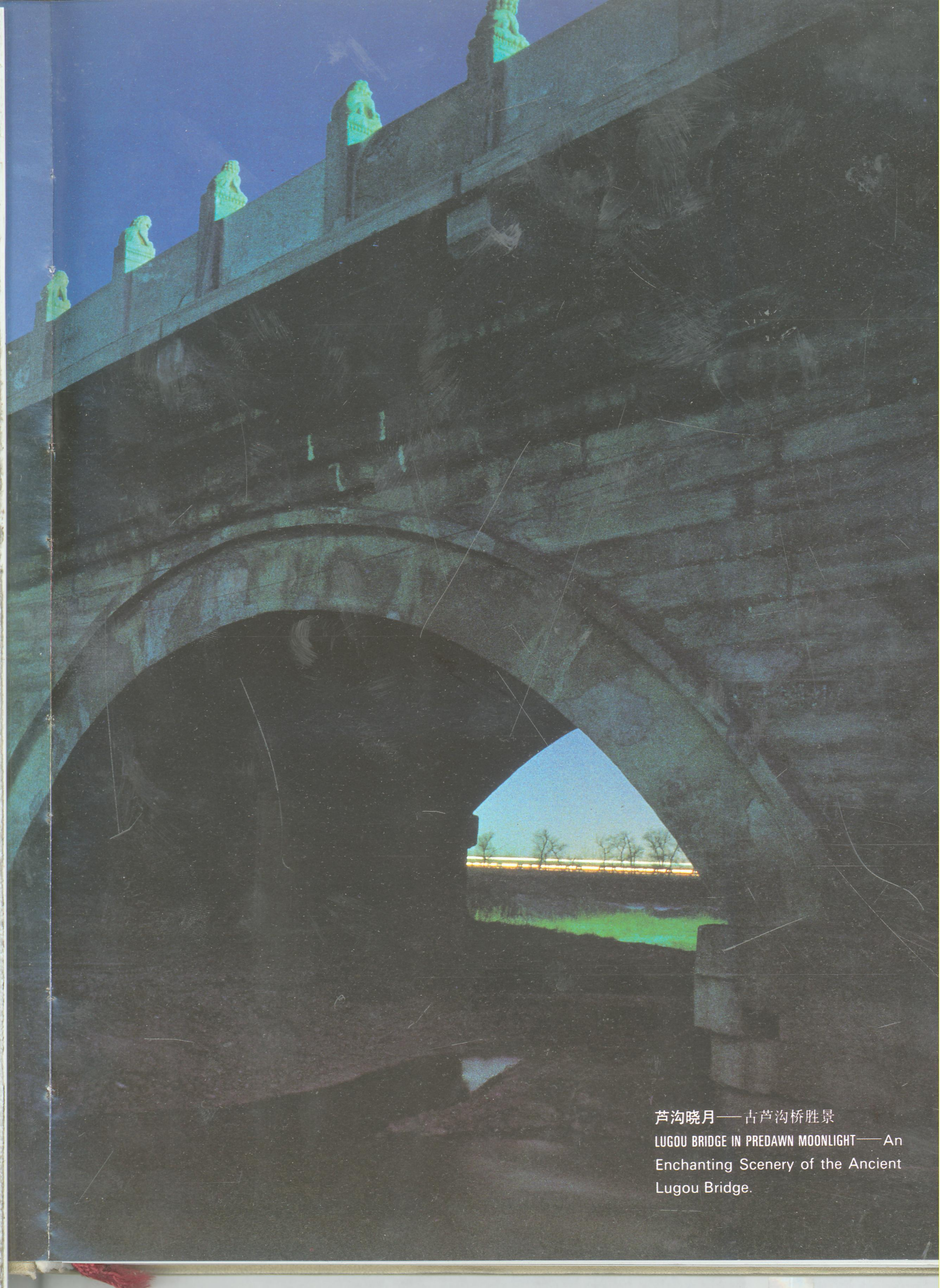
沙漠驼铃——驼队行进在古丝绸之路  
之路上

CAMEL BELLS TINKLING IN THE DESERT——A  
Caravan of Camels Travelling  
along the Ancient Silk Road.



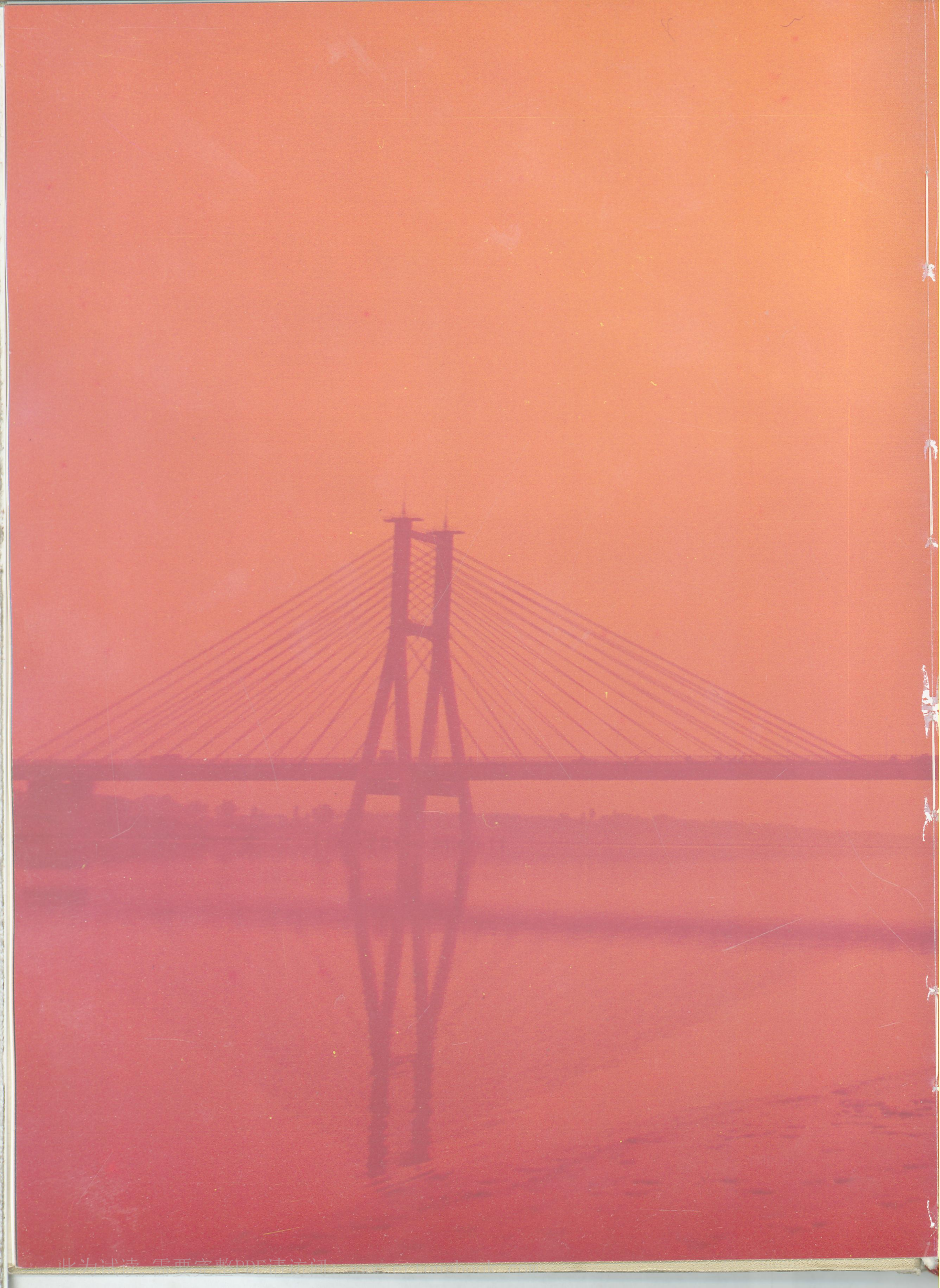




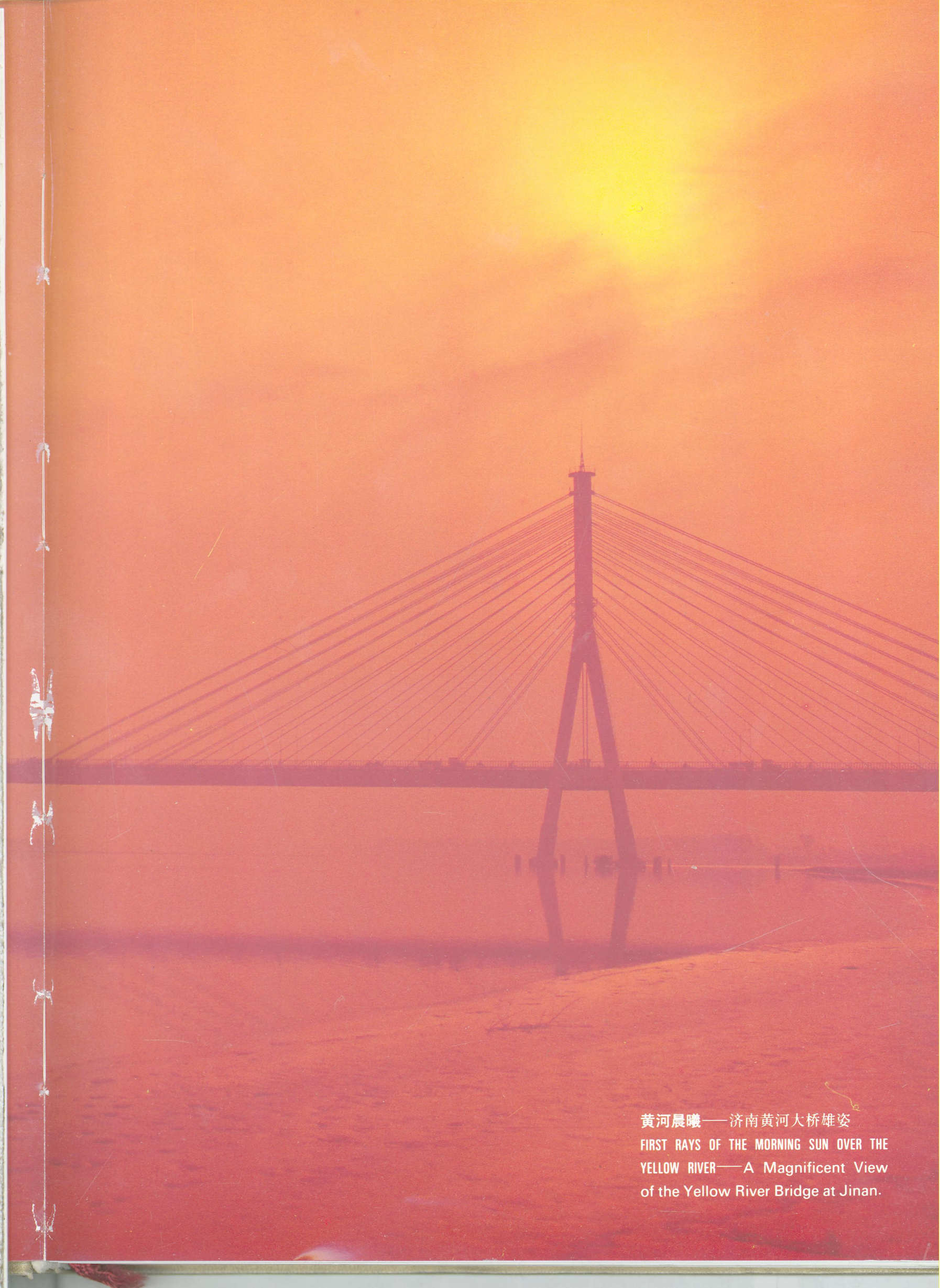


芦沟晓月——古芦沟桥胜景  
LUGOU BRIDGE IN PREDAWN MOONLIGHT—An  
Enchanting Scenery of the Ancient  
Lugou Bridge.









黄河晨曦——济南黄河大桥雄姿  
FIRST RAYS OF THE MORNING SUN OVER THE  
YELLOW RIVER——A Magnificent View  
of the Yellow River Bridge at Jinan.





锦绣前程——沈大高速公路一瞥  
A THOROUGHFARE LEADING TO THE GLORIOUS  
FUTURE——A glimpse of the Shen-  
yang—Dalian Expressway.







# 目 录 CONTENTS

## 中国公路发展的历史回顾

古代道路与桥梁建筑的光辉成就  
近代公路的兴起

## HISTORY OF HIGHWAY DEVELOPMENT IN CHINA

*Brilliant Achievements in Road and Bridge Construction in Ancient China*

*Emergence and Evolution of Modern Highways in China*

(14—27)

## 中国公路概况

公路建设发展历程

公路分类和技术状况

公路分类

公路技术标准和技术状况

公路工程建设标准规范

## GENERAL ASPECTS OF HIGHWAY CONSTRUCTION IN CHINA

*The Course of Development*

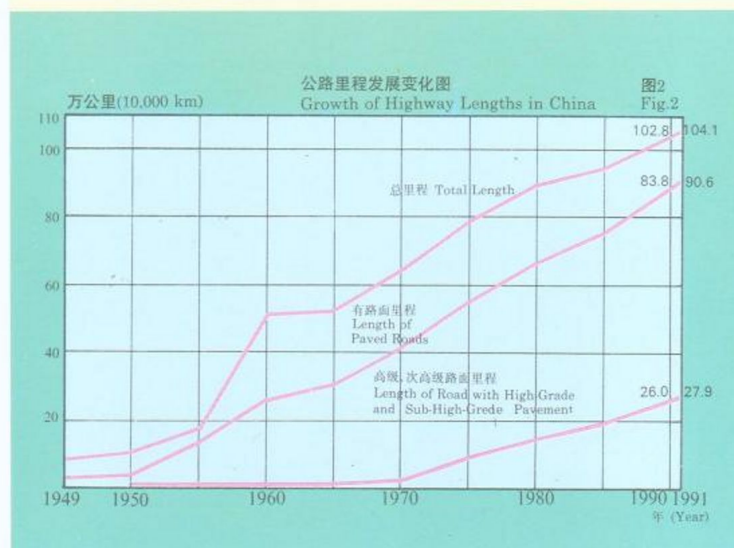
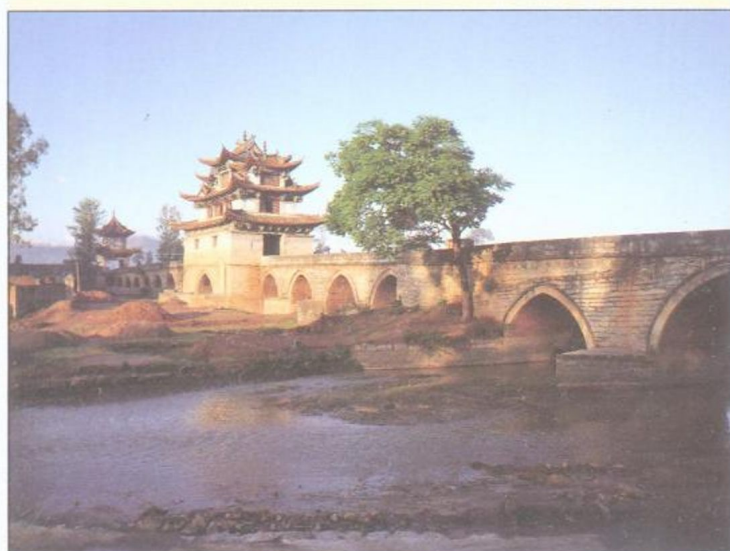
*Highway Classification and Technical Status*

Highway Classification

Technical Status of Highways

Engineering Standards, Specifications and Codes for Highway Projects

(28—37)





## 中国公路建设主要成就

公路

国、省干线公路 县、乡公路

厂矿专用公路和其它公路

公路桥梁

拱桥 梁桥 刚构桥 斜拉桥 悬索桥

公路隧道和其它设施

## MAJOR ACHIEVEMENTS IN HIGHWAY CONSTRUCTION IN CHINA

### *Achievements in Highways*

National and Provincial Trunk Roads

County and Township Roads

Special-Purpose Roads and Other Roads

### *Achievements in Highway Bridges*

Arch Bridges

Girder Bridges

Rigid-Frame Bridges

Cable-Stayed Bridges

Suspension Bridges

### *Road Tunnels and Miscellaneous Structures*

(38—186)

## 中国公路建设展望

## PROSPECTS FOR HIGHWAY CONSTRUCTION IN CHINA

(187—189)





# 中国公路发展的历史回顾

## HISTORY OF HIGHWAY DEVELOPMENT IN CHINA

### 古代道路与桥梁建筑的光辉成就

中国是一个有5000多年文明史的国家。在这历史的长河中,我国勤劳、智慧的各族人民,在道路、桥梁的修建和车辆制造以及交通管理等方面,都取得过辉煌的成就,是我国古代灿烂文化的一部分。道路交通对于繁荣经济和交流文化,对于维护民族团结和国家统一,都做出了巨大贡献。中国古代道路和桥梁建筑,在世界上曾处于过领先地位,在世界道路交通史上留下了光辉篇章。

根据《史记》记载,早在4000多年以前,中国已有了车和行车的道路。商代(约公元前16世纪——约公元前1066年)开始有了驿道传送。西周(公元前1066—公元前771年)开创了以都城为中心的道路体系,还建立了比较完善的道路管理制度。秦代(公元前221—公元前206年)修驰道、直道,建立

了规模宏大的道路交通网,总里程约有1万2千多公里。西汉时期(公元前206—公元23年)设驿亭近3万处,道路交通呈现出更加繁荣的景象。特别是连接欧亚大陆的“丝绸之路”的开通,为东西方经济文化交流作出了贡献。唐代(公元618—907年)是中国古代经济和文化的昌盛时期,建成了以长安城(今西安)为中心约2万2千多公里的驿道网;到了宋、元、明、清各代(公元960—1911年),道路交通又有发展。

古代桥梁是随着道路交通的发展而兴起和发展的。至清代末粗略计算,仅石桥就有400多万座,其中不乏技术高超、建筑精湛的杰作。1300多年前隋代修建的赵州桥,是世界上建造最早、跨径最大的空腹式石拱桥,是科学和艺术的结晶;唐代在云南省怒江上修建的藤桥,被认为是“原始的斜拉桥”;宋代建造的万安桥和安平桥,是规模宏大的石梁桥;金代的芦沟桥,堪称古代桥梁建筑的杰作,蜚声中外;清代康熙年间修建的著名大渡河铁索桥,地处偏远的四川泸定,两岸峭壁悬崖,水深急流,架桥之难可想而知。它充分显示了建桥者的勇敢和聪明才智。总之,桥梁及其建筑技术,已成为中国古代灿烂文化的象征之一,在世界桥梁史上占有重要的位置。有的桥梁至今还能通行现代车辆;有的则作为我国科学技术和文化艺术遗产中的瑰宝而被加以保护并成为著名古迹。

### 近代公路的兴起

尽管中国曾经创造了领先于世的古代道路文化。但是,由于长期的封建制度和近百年帝国主义列强的侵略和掠夺,束缚了生产力的发展,中国公路的兴建迟至本世纪初才开始,并且在旧中国发展十分缓慢。

清末,在原有驿道上修建了一些很简陋的公路。1912—1949年中华民国时期,公路有了初步发展。全国先后共修建了13万多公里公路,但到1949年能够维持通车的仅有8万公里。这些公路大多标准很低,缺桥少涵,设施简陋,路况也差。至1949年全国有1/3的县不通公路,西藏地区没有一条公路。在近40年中修建了桥梁约30万米,其中大多数是中小桥和木结构桥。当时,比较主要的包括修建在城市道路上的一些桥梁,有130余座,总长度2万2千多米。其中较有规模的是钱塘江公路铁路两用桥和宝鸡渭河桥等几座。汽车运输是从1901年由国外输入第一辆汽车开始的。到1949年汽车保有量约5万辆,且大多数已破旧不堪,汽车和零配件、燃油料均需从外国进口。全国大部分地区主要还是依靠人力和畜力运输。