

Sai Van Bridge

A Bridge built for change

In order to improve the quality of life for the residents in Macao and in the Islands, the first feasibility studies for the construction of a 3rd bridge linking Macao and the Island of Taipa took place in 2001. To solve the significant increment of traffic circulation and also for typhoon season, a proposal for a 3rd bridge with double decks comes into conclusion.

In fact, there's a tendency of further increase in the intensity of traffic. Due to the construction of all the new infrastructures for the tourism and gambling industry, which are undergoing in the islands, especially in COTAI zone.

The Sai Van Bridge will solve the existing problem of the traffic jam in both bridges and will allow a better distribution of the present and future traffic circulation between Macao and Taipa combined with Nobre de Carvalho Bridge and Amizade Bridge. It will allow in the lower deck the future installation of the LRT system and also the vehicles circulation during typhoon season.

The Sai Van Bridge has a total length of 2,200 meters, with three lanes at each direction on the upper deck, and two lanes at each direction in the lower deck, which one of them will be reserved as roadway traffic and the other one reserved for rail traffic (LRT).

The Sai Van Bridge is one of the unique bridges in the world using pre-stressed steel reinforced concrete cable stayed structure with double deck. It is undoubtedly a great work of high technology. The double decks of the bridge are made of prefabricated clapboards which make this infrastructure eligible for construction within very short time (28 months).

The access of this bridge was designed in ramps in Macao's side but also ramps and tunnels in Taipa and will not only improve and increase the capacity of the roadways for these areas but also provide a nice effect of the landscape arrangement.