

Checking of Bridges for the new Taiwan High Speed Railways

Uwe REINBECK
Consultant
Leonhardt, Andrä und Partner
Stuttgart, Germany
reinbeck@s.lap-consult.com



Uwe Reinbeck, born 1941, received his structural engineering degree from the University of Stuttgart in 1966. Since 1967 with Leonhardt, Andrä und Partner involved in bridge design and management, mainly for prestressed bridges. From 2000 to 2005 Manager of LAP Taiwan Branch.

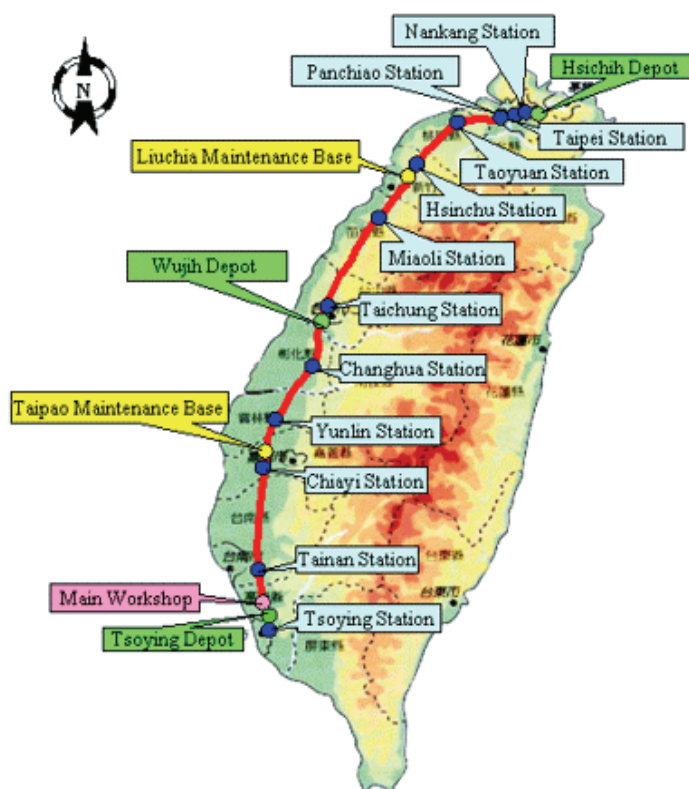
Summary

This paper deals with the independent checking of the design of bridges for the civil contracts C210 and C215 of the Taiwan High Speed Rail project. Both contracts covered a length of 51.4 km including a total length of 31.6 km of bridges (61.5%).

Keywords: Independent checking, bridges, high speed rail, design and build

1. Introduction

The new Taiwan High Speed Rail is connecting the capital Taipei in the north of the country to Kaohsiung, the second largest city, in the south. The new line is 345 km long and has started scheduled operation in January 2007.



329 km of length is handled by Taiwan High Speed Rail Corporation (THSRC) as owner of the BOT project and divided into 12 civil contracts C210 through C296. 16 km within Taipei were handled by TRUPO. All 12 THSRC civil contracts were design and build and were commissioned between January and June 2000. Civil works have substantially been completed by end of 2004.

THSRC requested all contractors to have their designs checked by an independent checking engineer to be engaged by the contractor, called the Contractor's Independent Checking Engineer (CICE). The owner further had his own independent checking engineer (ICE). The following concentrates on our experience as the CICE for contracts C210 and C215.

Fig. 1 Taiwan High Speed Rail Line