Crossing the Continents:
The New World Record Breaking Bridge-1915Çanakkale

The 1915Çanakkale Bridge is a high-tech colossal project. It is the first time Çanakkale Strait is crossed via a bridge which is the world's longest suspension bridge with a midspan of 2023 meters adds extra significance to the Project.

The Çanakkale Strait also known as Dardanelles is a narrow, natural strait and internationally significant waterway in northwestern Turkey that forms part of the continental boundary between Europe and Asia. One of the world's narrowest straits used for international navigation, the Dardanelles connects the Sea of Marmara with the Aegean and Mediterranean seas, while also allowing passage to the Black Sea by extension via the Bosphorus.

The 1915 Çanakkale Bridge across the Çanakkale Strait-Dardanelles in Turkey carries a new highway connecting Europe and Asia. 1915Çanakkale Bridge project comprises motorway including the the Bridge and access roads stretching between residential areas. The Project constitutes a segment of the 324-km-long Motorway Project. Besides the 1915Çanakkale Bridge, the project also includes the construction of 2 approach viaducts, 4 viaducts, 55 bridges and overpasses (including 1 ecological overpass), 40 underpasses, 238 culverts of various sizes, 12 junctions (including those on the state road), 4 motorway service areas, 2 operation and 7 toll plazas.

The suspension bridge-1915 Çanakkale Bridge has a 2023 m long main span and 770 m long side spans. The bridge girder is structurally continuous for the full length of the suspension bridge and has a total length of 3563 m. The bridge girder is of twin stiffened steel box girder construction, with stiffened steel plate decks with asphalt surfacing. The twin box girders are connected by transverse steel box girders. The main cables are formed from pre-fabricated parallel wire strands (PPWS). The towers are of stiffened steel plate construction. The anchorages are of the gravity type, constructed of concrete and supported on spread foundations. The tower foundations are concrete caissons placed on improved soil. The ends of the suspension bridge side spans are supported on the European and Asian side span piers, which have piled foundations. The European approach bridge is 365 m long and the Asian approach bridge is 680 m long. The approach bridges are each formed by two post-tensioned concrete box girders.

The 1915Çanakkale Bridge is extremely environmentally-conscious project. In order to minimize the possible negative impacts on wildlife and the environment, construction activities are being carried out with respect to environmental sensitivities included in the Environmental and Social Impact Assessment (ESIA) Report prepared in line with international standards.

In addition, the increasing demand for passenger and cargo freight will be able to respond to a faster and more cost-effective manner by this bridge. 1915Çanakkale Bridge will become an alternative to the Istanbul Bosphorus crossing for freight and passenger transportation. Istanbul will be relieved of its heavy transit traffic load which will be balanced out on the west-south axis of the Marmara Sea.

More importantly, it will be introducing speed, safety, and comfort to the traffic flow between the European Union countries and our Aegean, Western Anatolia, and Western Mediterranean regions. A direct connection will be established between the western and southern regions of Turkey and the Balkans and Europe. Full integration of all transportation systems in the Marmara and Aegean regions -including seaways, railways, and airways- with highway transportation will be achieved with this Project.

On the international platform, the 1915Canakkale Bridge is an integral part of the "Middle Corridor" as part of the "One Belt One Road" project which will be reviving the historical Silk Road. This significant Project contributes directly to the goal of creating an uninterrupted trade route reaching from Beijing to London.