

PUENTE DE TRIANA



Night view of the Triana bridge over the Santa Ana Vela. In the mid-nineteenth century, thanks to the development of techniques of iron, the interest was recovered by the ongoing construction of a viaduct in the River. The project was approved by the

Advisory Board Caminos, Canales y Puertos in April 1845, the design chosen was similar to the Carrousel Bridge, now disappeared, to be lifted in Paris on the Seine river, which was executed in 1834 by the French engineer Polonceau. The proposed new bridge across the Guadalquivir are instructed to French engineers and Gustavo Steinacher Bernadete Fernando, who worked in Puerto de Santa María in the construction of another. The materials used were stone pillars and iron, without the use of wood. On the shore of Triana was a great ramp up containment St. George Street. Was imposed that the castings were built in Spain, especially in Seville, in the workshops of the brothers Bonaplata. The construction began in 1845 and was completed in 1852. The inauguration was held on February 23, 1852 with the holding of a military parade.

The bridge was declared a National Historic Monument on April 13, 1976. A year later, in 1977, was restored by engineer John onubense Batanero for this reform, a new board was installed and the arches have stopped structural function, as being purely decorative. Was reopened on June 13, 1977.

In this area we can find the local Marquès of Paradás