

Various ways and process to
construct the carriageway and
viaduct

Forming the base-segment for onward installation of the precast segments of the viaduct.



The base-segment being placed on top of the portal beam on the pier head

The carriageway in the form of viaduct constructed using balance-cantilever method



Carriageway constructed using
precast segments placed on props

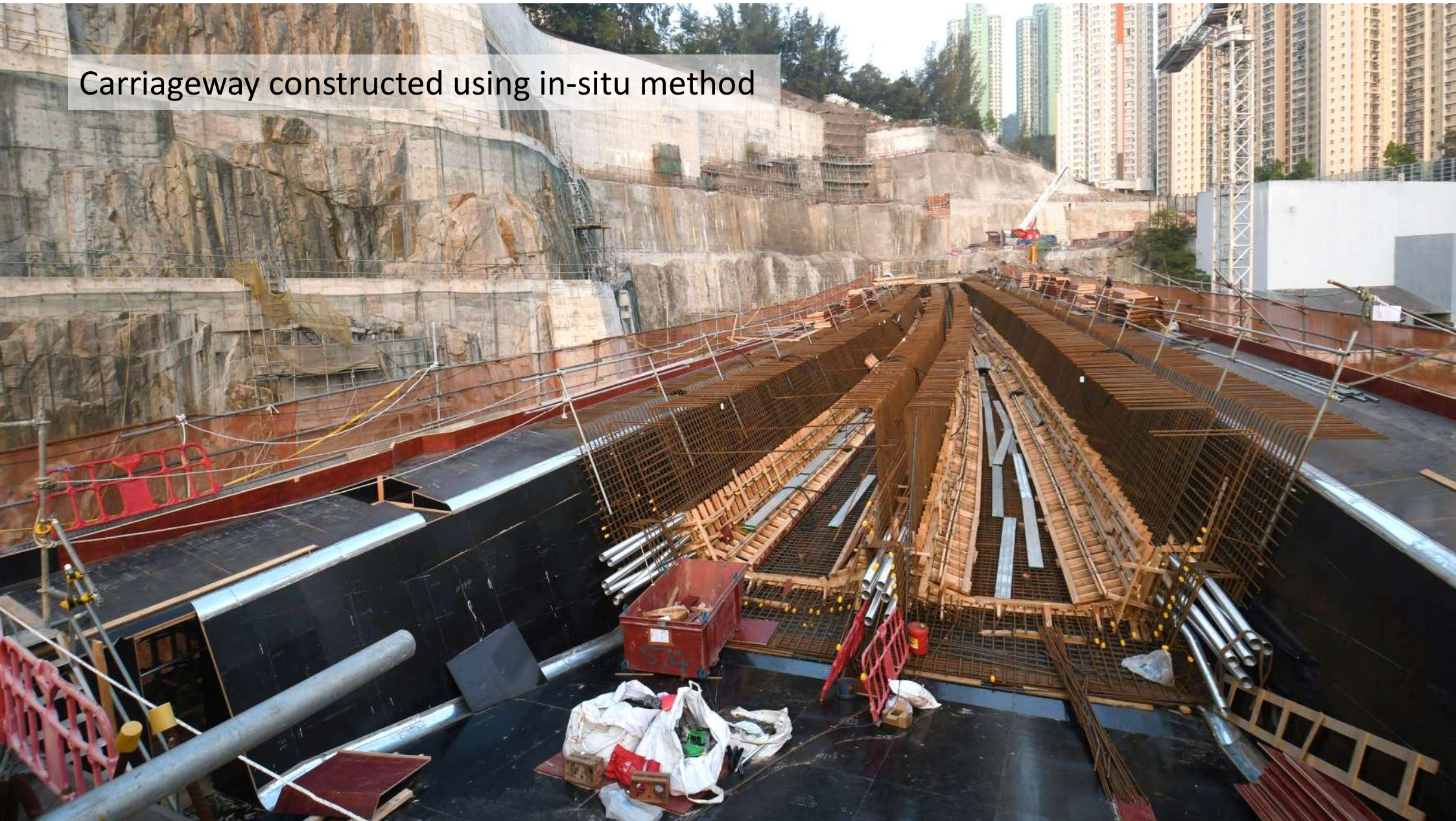




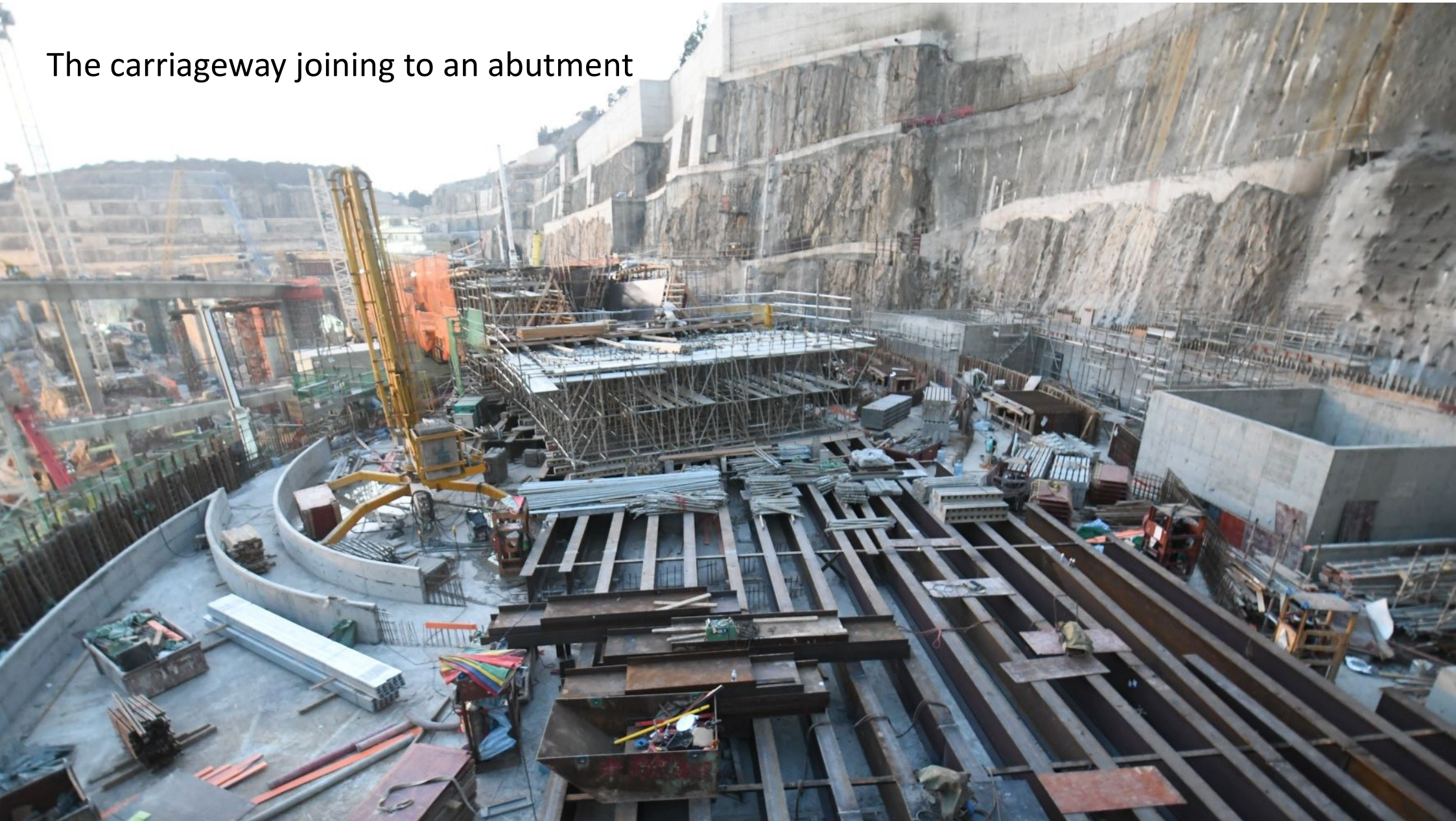
Carriageway constructed using precast segments placed on props



Carriageway constructed using in-situ method



The carriageway joining to an abutment





General views seeing the construction of the carriageway in various locations and stages







Suggested: 航拍港樓



Info



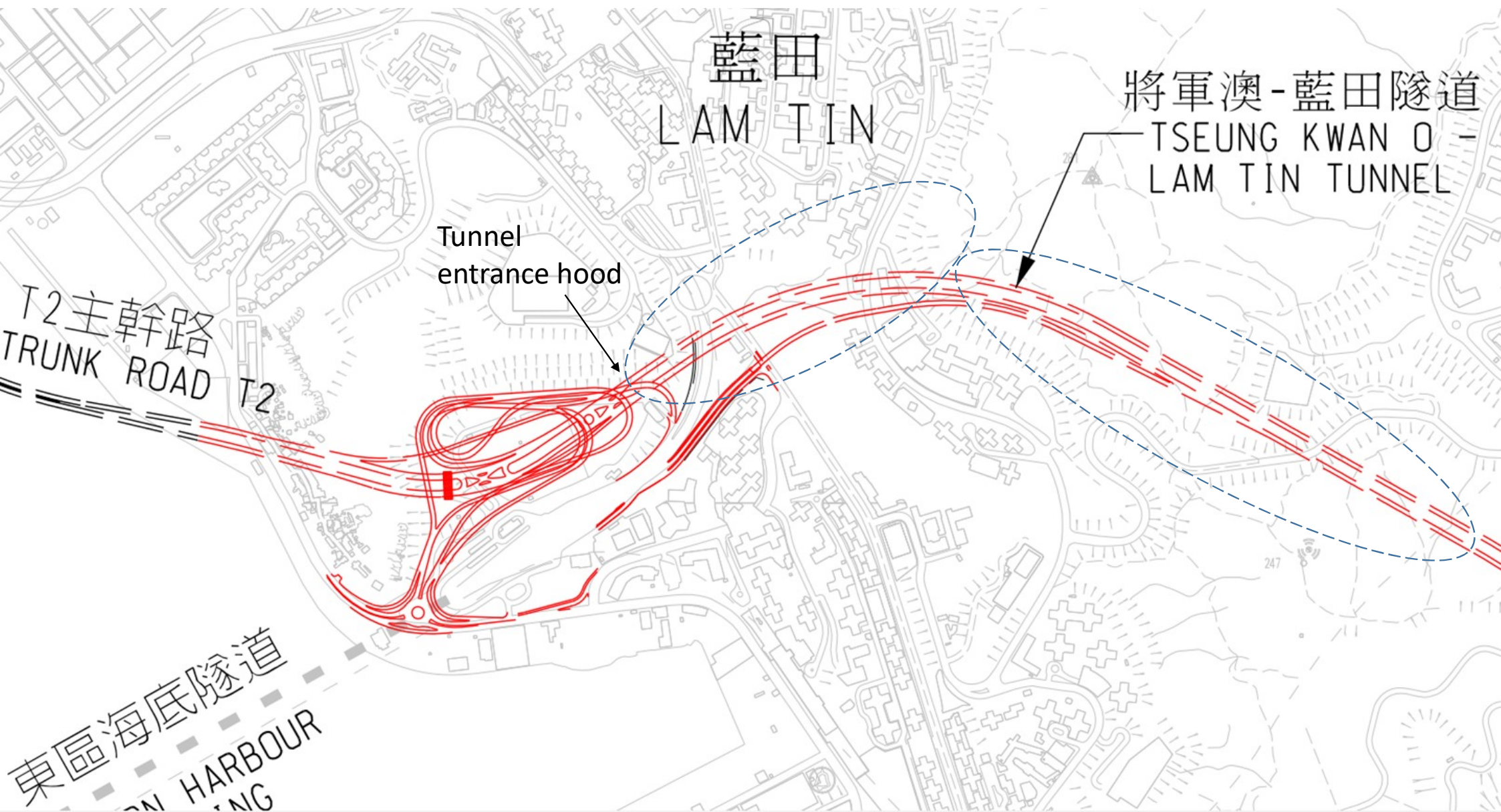
Forming the Tseung Kwan O-Lam Tin Tunnel

The new TKO Tunnel is an overall name for the entire project. Just talking about the tunnel construction, in fact it consists a number of tunnels forming a transportation complex. It involves:

1. The main TKO-Lam Tin Tunnel (total about 2.2 km) linking the portal on the West (Lam Tin) and East (TKO) side.
2. Provisional tunnel portal for receiving the T2 tunnel
3. A tunnel (about 400m) leading to the entrance of EHC for vehicles coming from TKO side.
4. A series of minor tunnels forming part of the slip-road network.

The main TKO-Lam Tin Tunnel linking the portal
on the West (Lam Tin) and East (TKO) side.

Tunnel is constructed using tradition drill-&-blast method





Tunnel entrance

Previous MTR tunnel track from Lam Tin Station towards EHC (re-aligned & abandoned after the operation of the TKO line in 2004)





Work entrance to the main tunnel
as seen in mid 2017



Previous MTR tunnel track from Lam Tin Station towards EHC (re-aligned and abandoned after the operation of the TKO line) ←



Tunnel portal/entrance at the Lam Tin Interchange as seen in November 2020



Typical views as seen during
various stages of tunnelling process





Formwork gantry to construct the tunnel lining



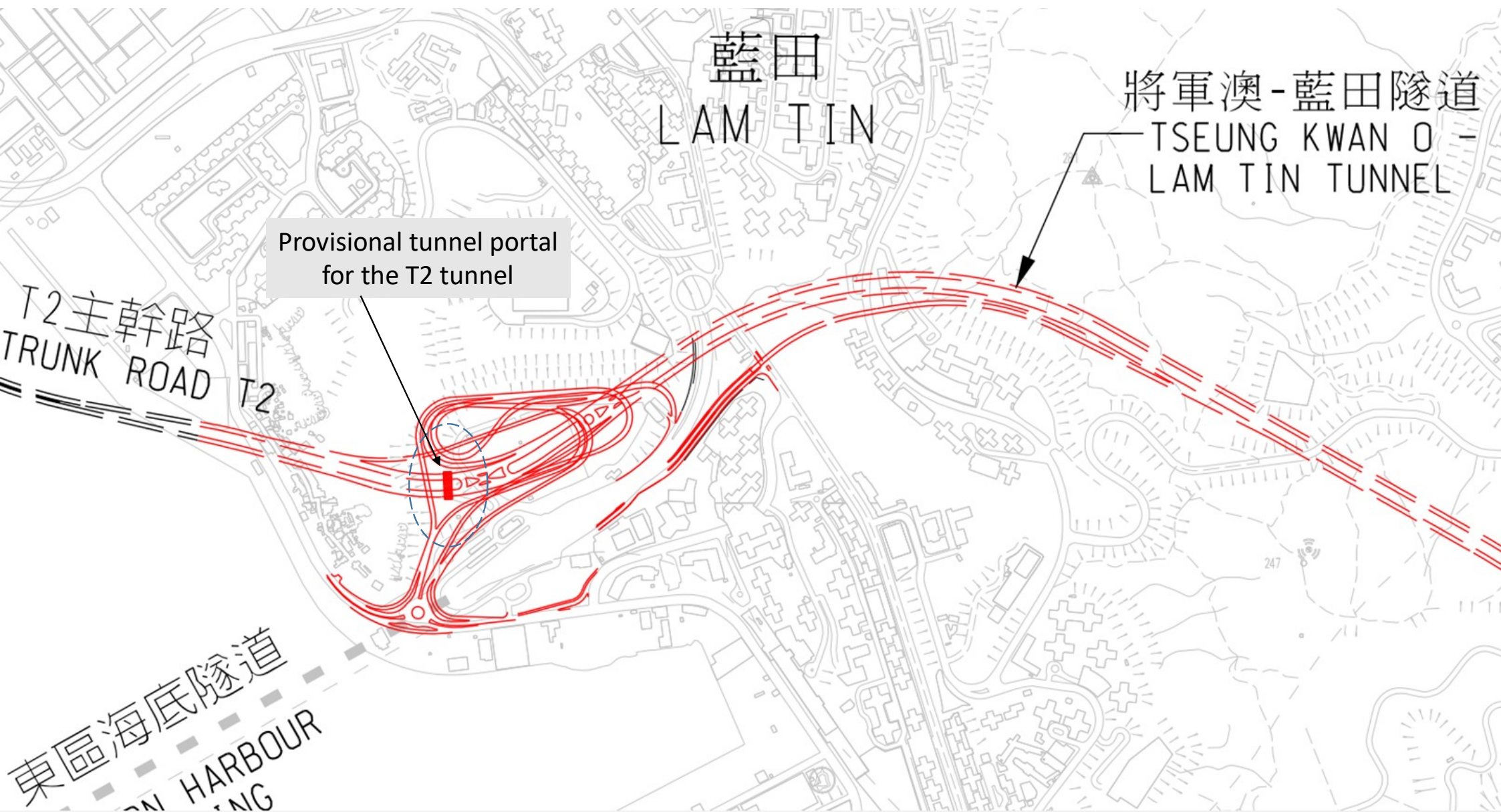
Tunnel lining constructed
in 1.2m thick RC



Work gantry used as falsework
to form the tunnel ceiling



Provisional tunnel portal for the T2 tunnel





T2 Bay Crossing Tunnel
(constructed using TBM)



Cha Kwu Ling
Village

Tunnel coming from T2

大S航拍



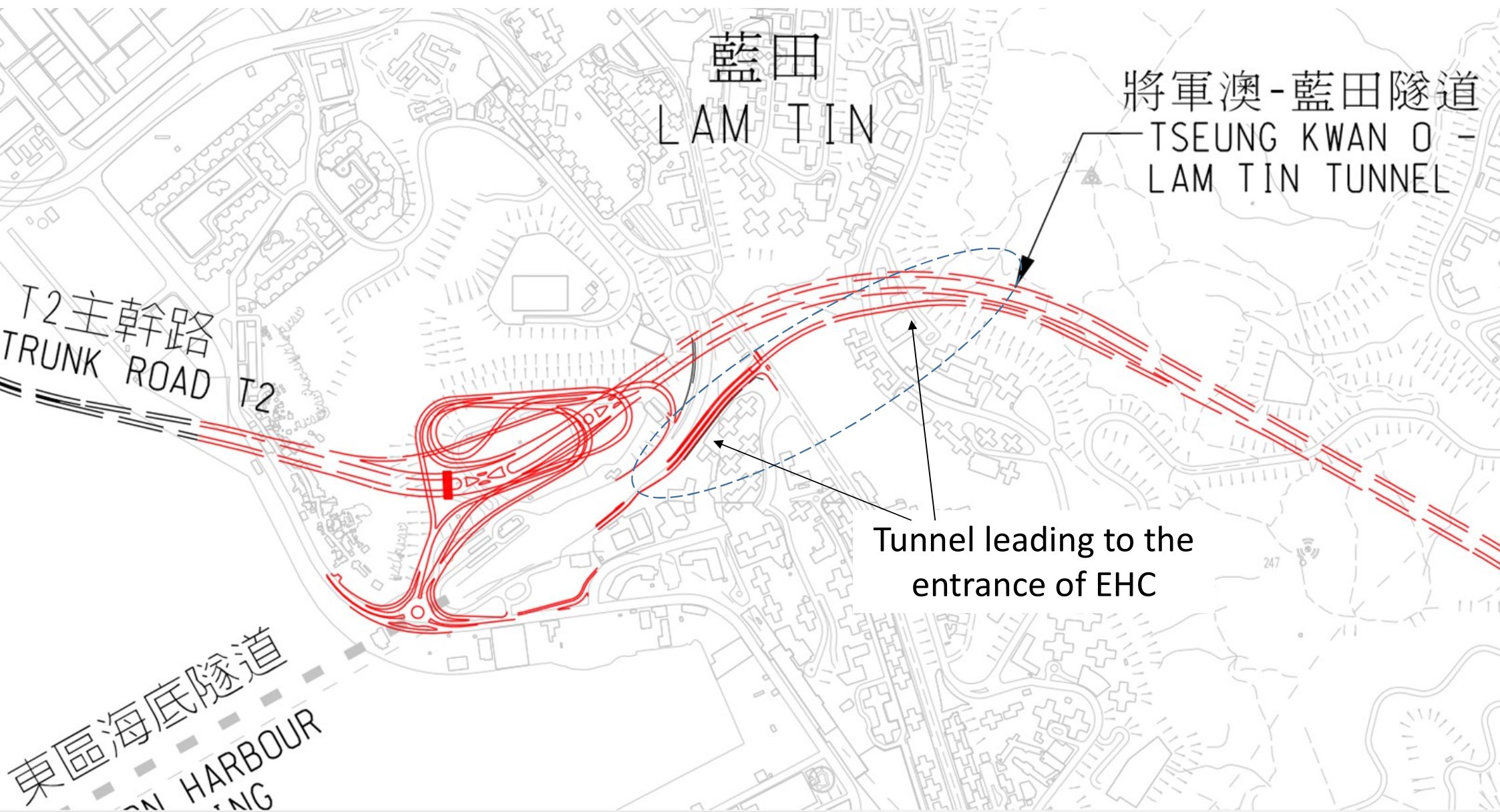
Cha Kwu Ling Village
on the back side of hill



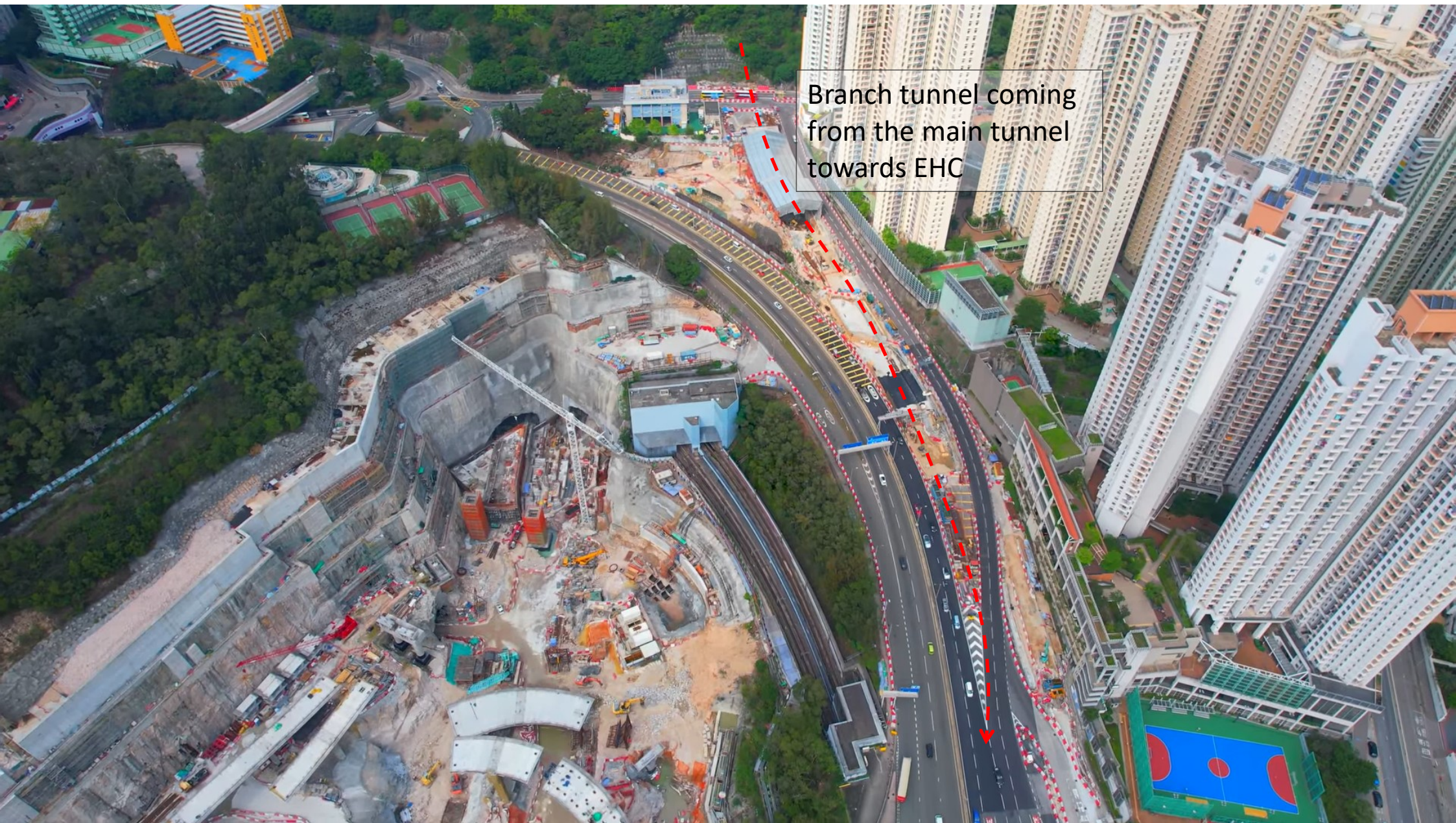




Tunnel linking to the entrance of EHC







Branch tunnel coming
from the main tunnel
towards EHC

Roadway coming up/down
from the EHC

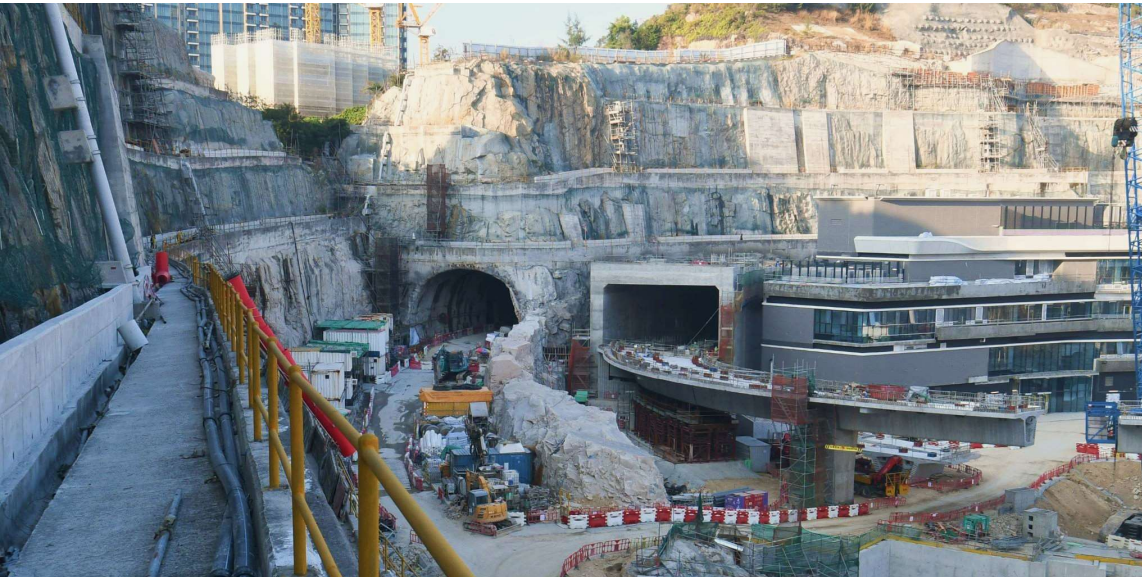






Series of minor tunnels forming
part of the slip-road network.





End of Part 1 Presentation