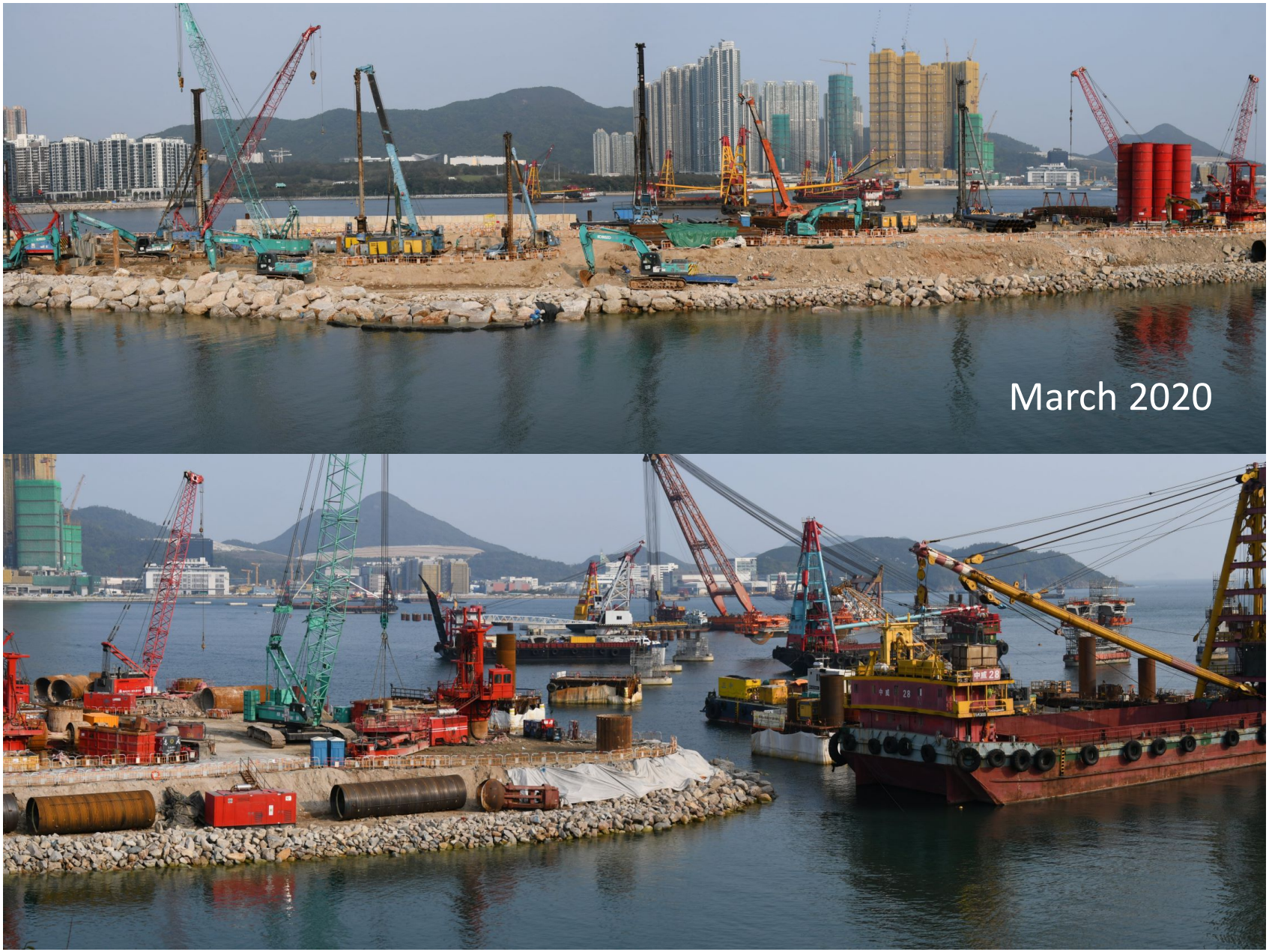
Connecting roadway to TKO new town and

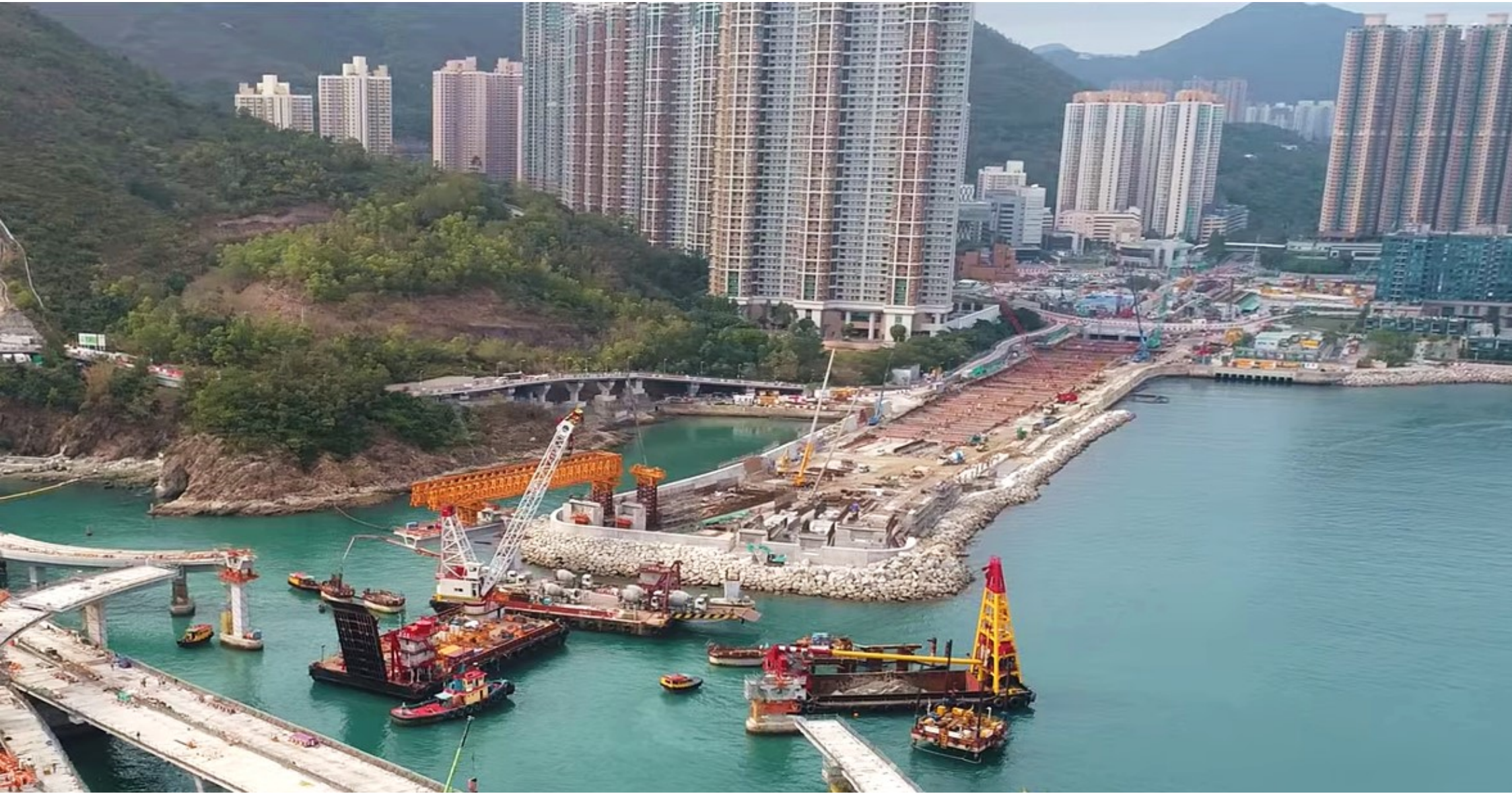

Forming the land taking the interchanging carriageway into the existing TKO roadway
Jan 2019

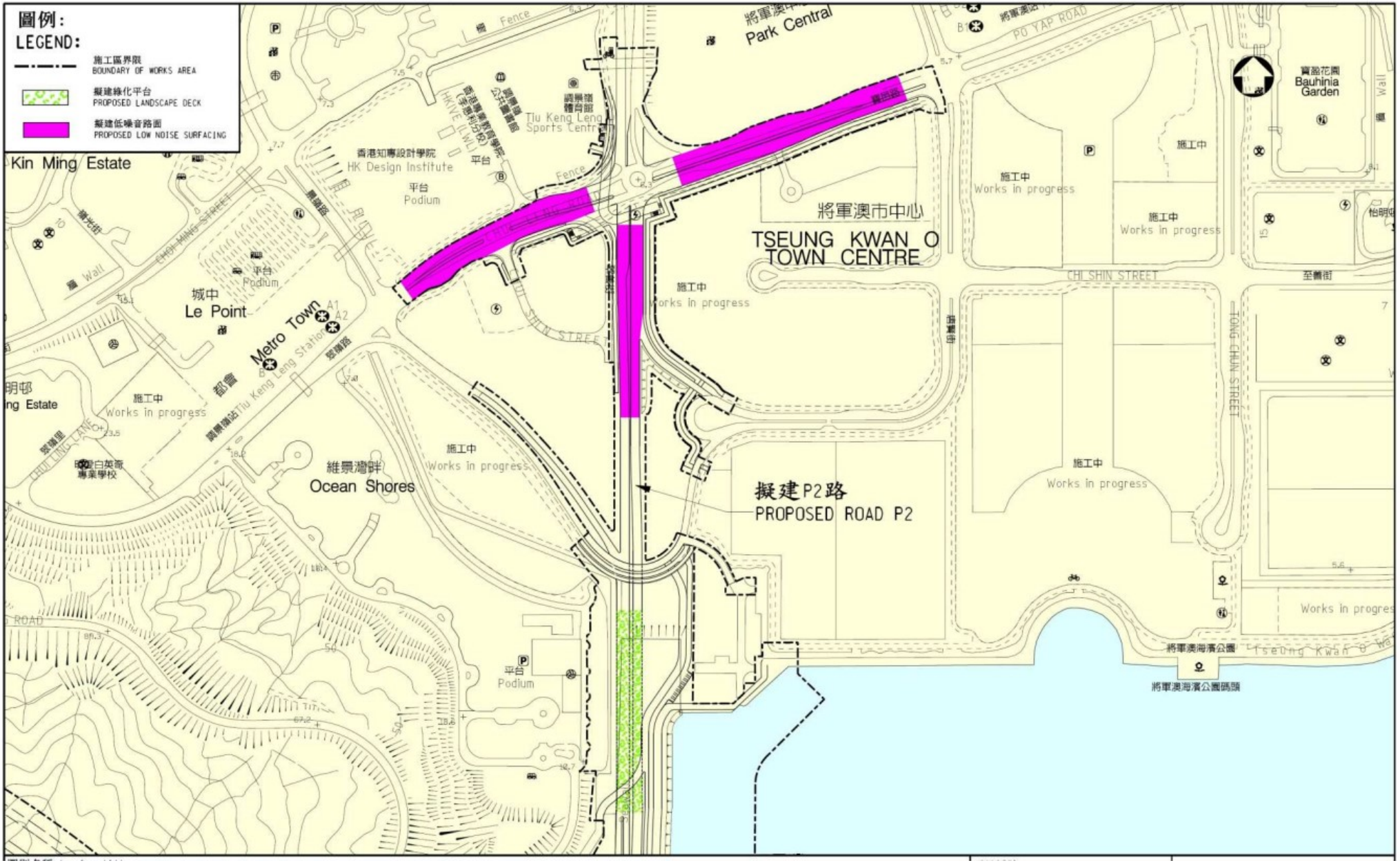

May 2019

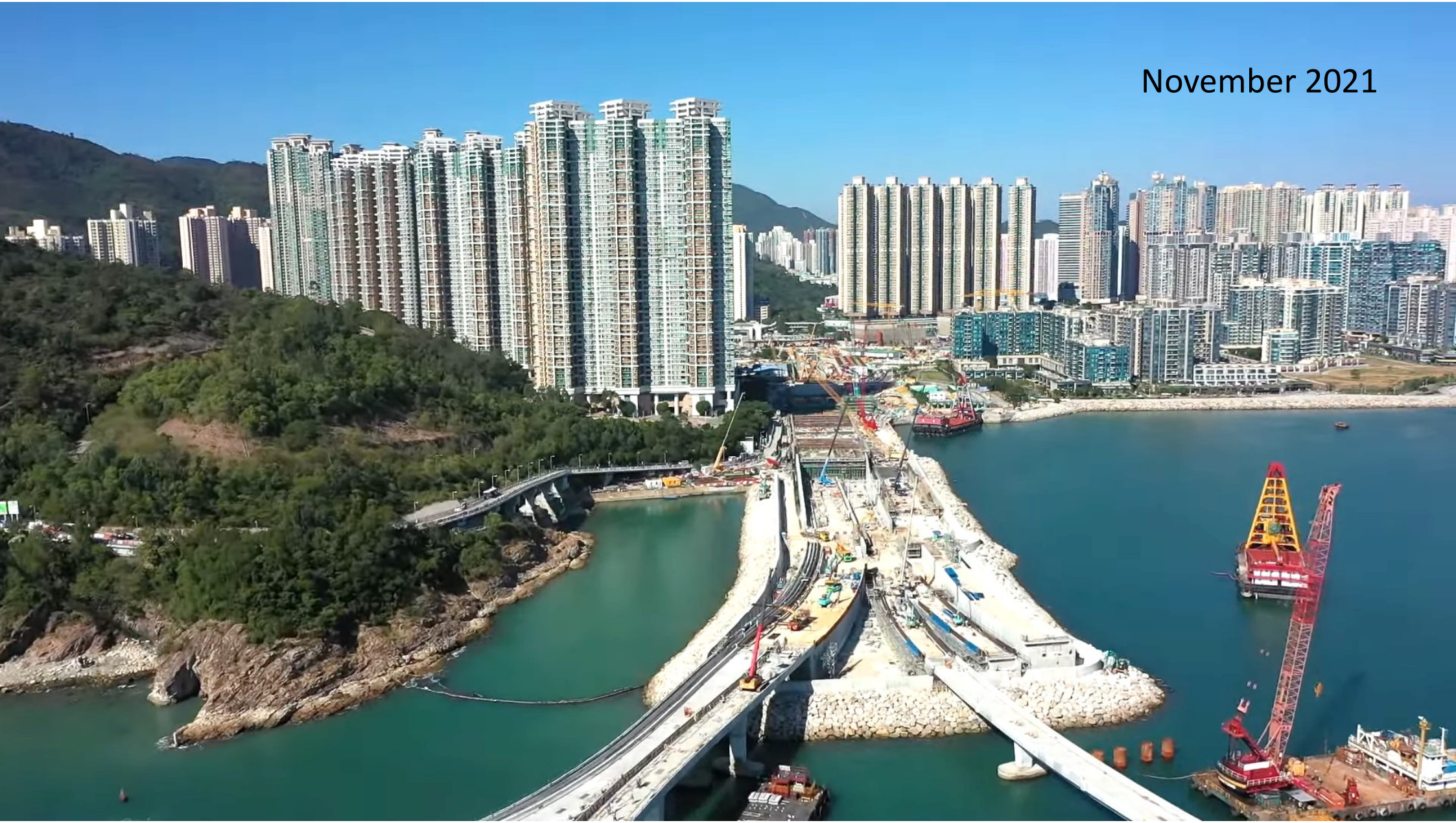

September 2019


March 2020

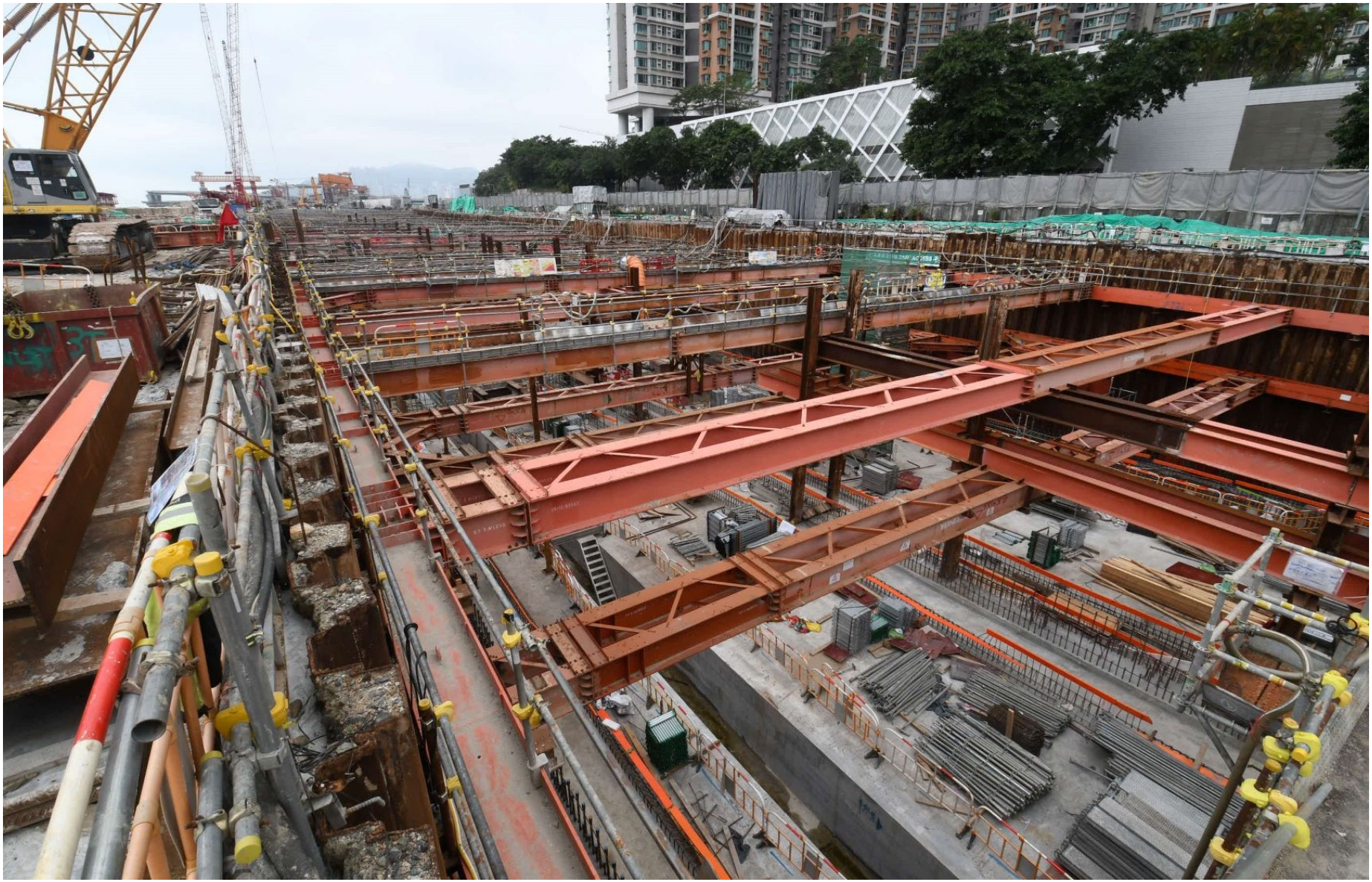

February 2021




圖例:
LEGEND:
施工區界限
BOUNDARY OF WORKS AREA
擬建綠化平台
PROPOSED LANDSCAPE DECK
擬建低噪音路面
PROPOSED LOW NOISE SURFACING
Kin Ming Estate
Park Central
PO YAP ROAD
寶翠花園
Bauhinia Garden
香港知專設計學院
HK Design Institute
平台
Podium
Tiu Keng Leng
Sports Centre
將軍澳市中心
TSEUNG KWAN O
TOWN CENTRE
施工中
Works in progress
CHI SHIN STREET
至善街
城中
Le Point
Metro Town
都會
Tiu Keng Leng Station
維景灣畔
Ocean Shores
擬建P2路
PROPOSED ROAD P2
TONG CHUN STREET
將軍澳海濱公園
將軍澳海濱公園碼頭


November 2021


大S航拍

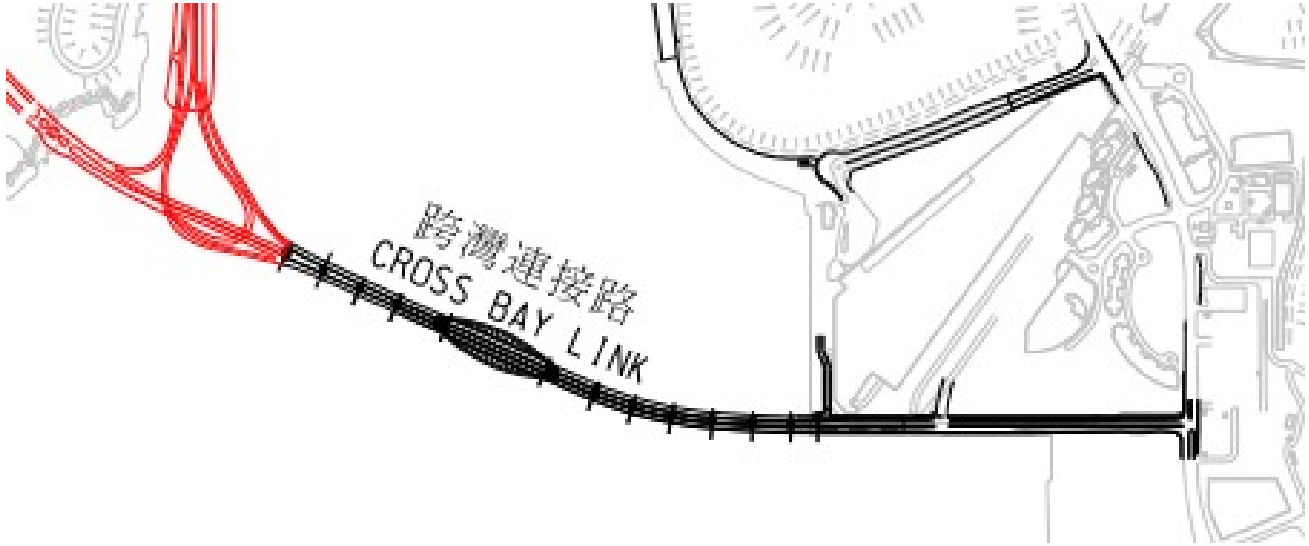


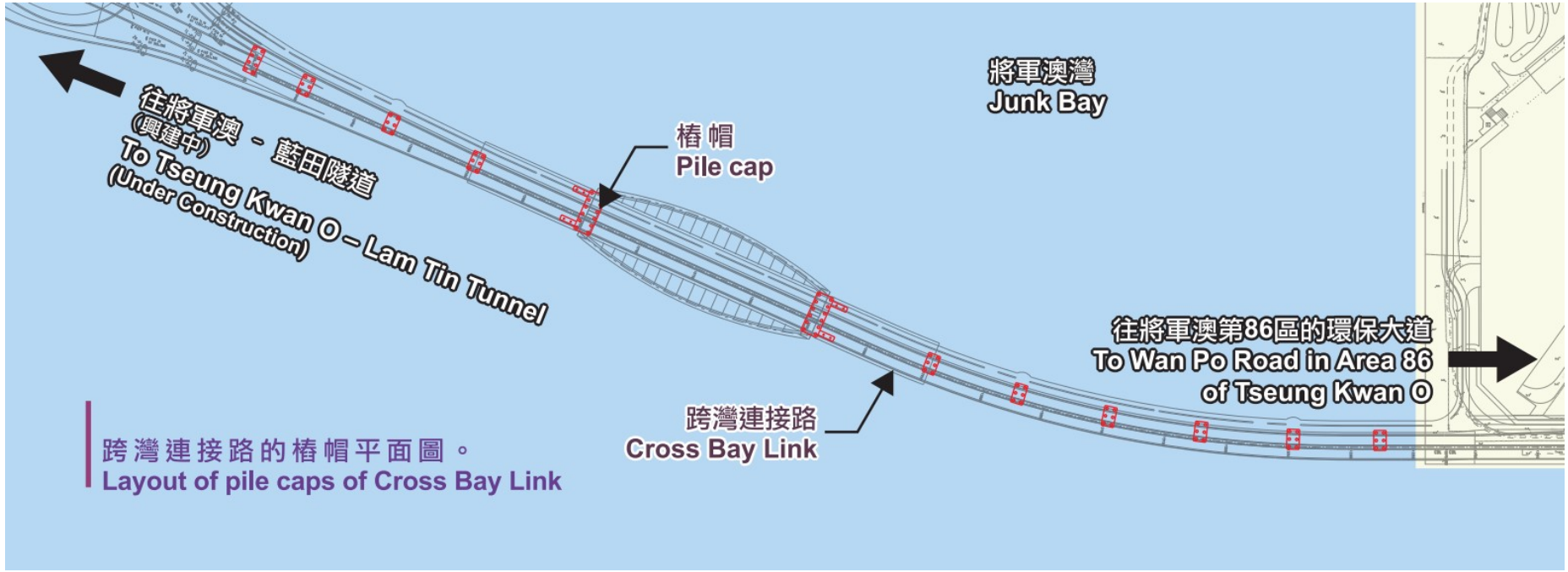
The cut-and-cover tunnel linking the interchanging carriageway to the existing roadway


3P4


3P5
3P4

Construction of the TKO Cross Bay link



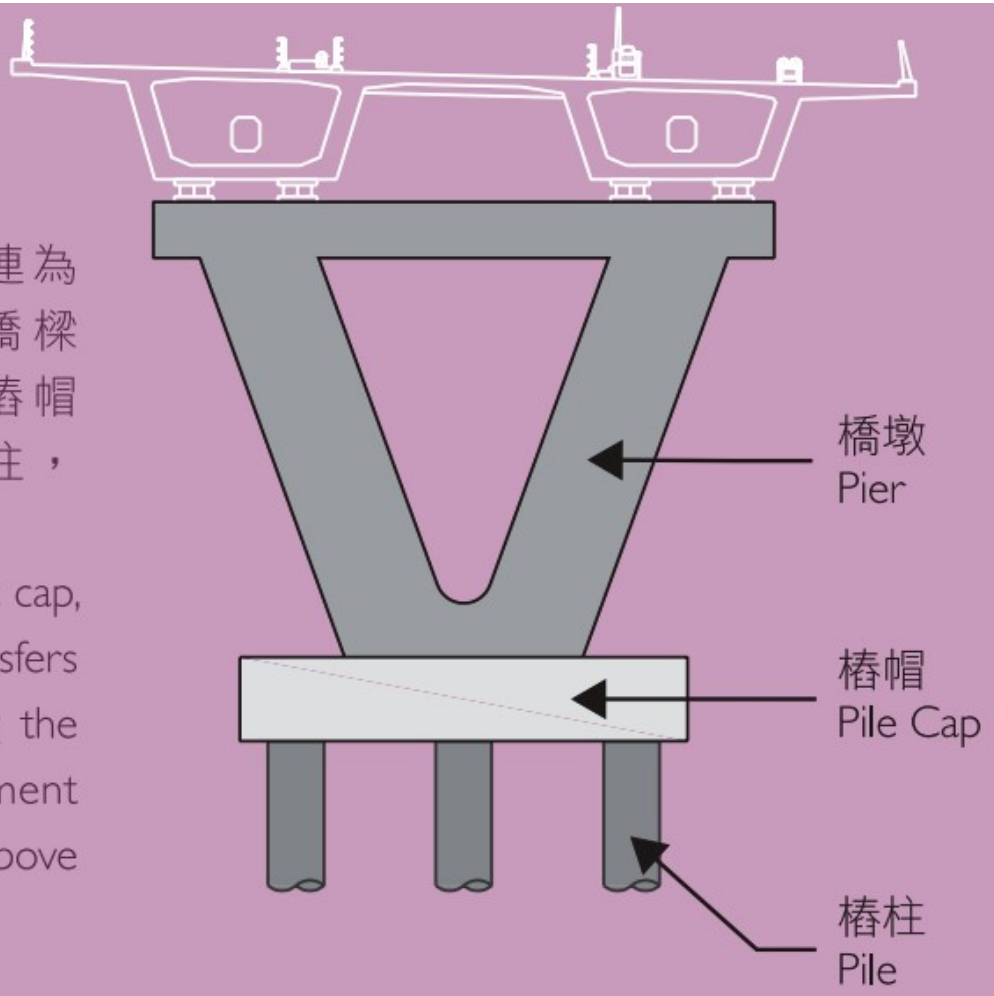


跨灣連接路的樁帽平面圖。
Layout of pile caps of Cross Bay Link

樁帽
Pile Cap

顧名思義，樁帽將數支地下樁柱戴上帽子，把樁柱連為一體，以連接橋墩和樁柱，將橋樑本身的重量和橋樑所荷載的重量包括汽車重量、風力等轉移至樁柱。樁帽由鋼筋及混凝土製作而成，為免船隻撞向樁帽和樁柱，在設計上樁帽會露出水面，容易讓船長看見。

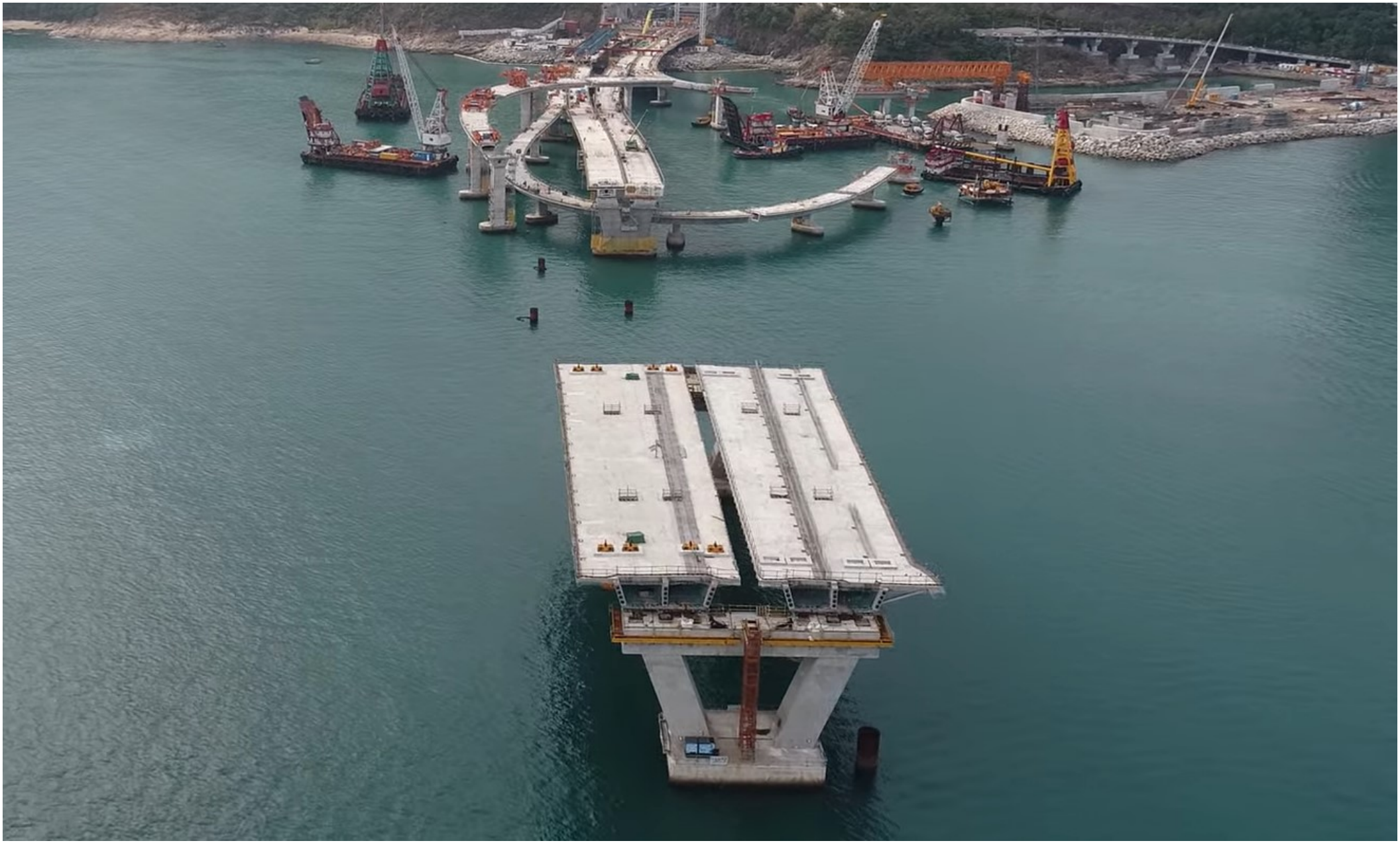
As the name implies, a group of underground piles are united by a cap, providing a linkage between pier and a group of piles. Pile cap transfers weight of bridge together with loadings on the bridge including the weight of vehicles, wind load, etc. It is made of steel reinforcement and concrete. Under CBL, pile caps are designed to be exposed above sea level to be visible to coxswains to avoid collision from vessels.

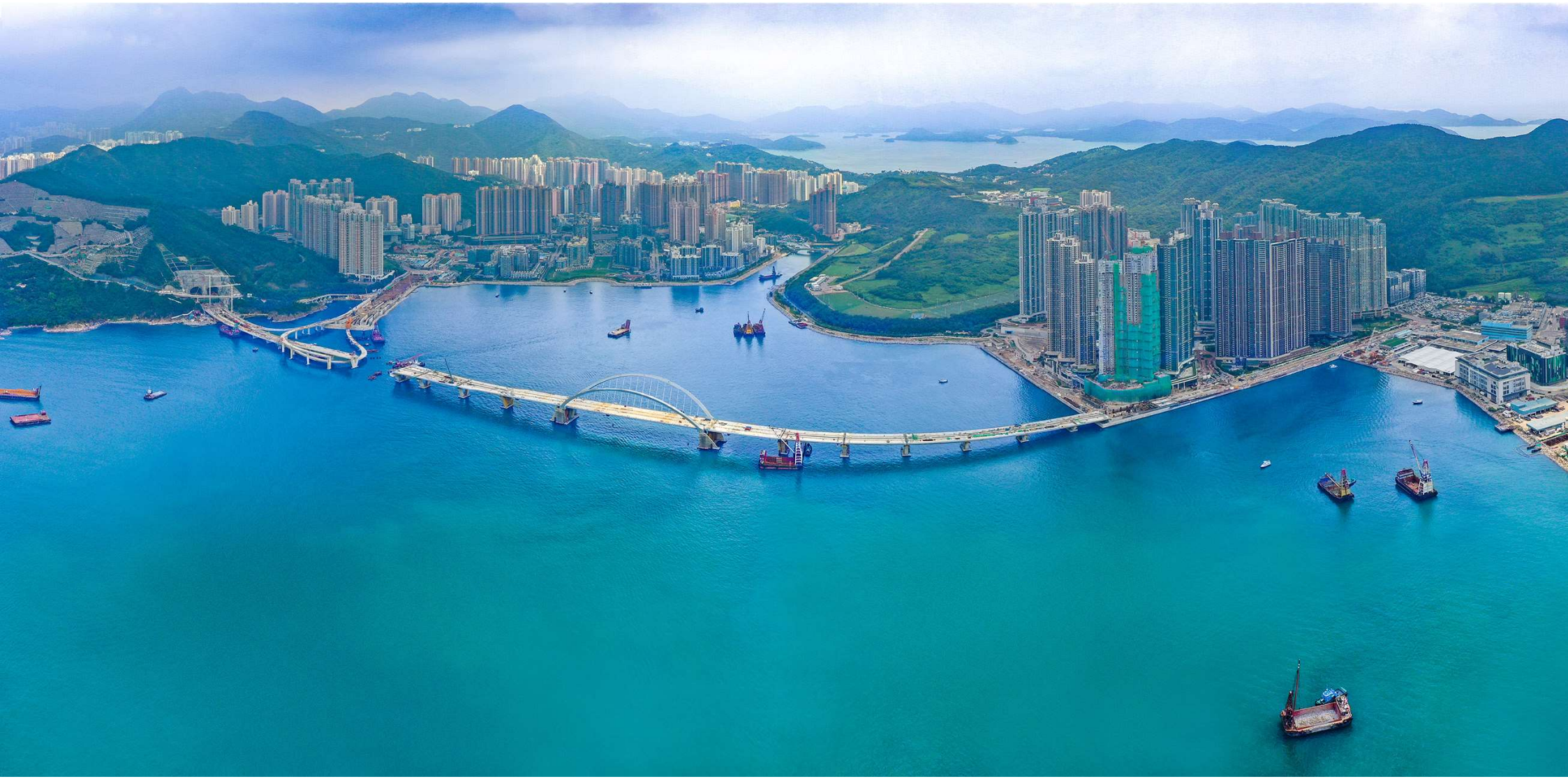


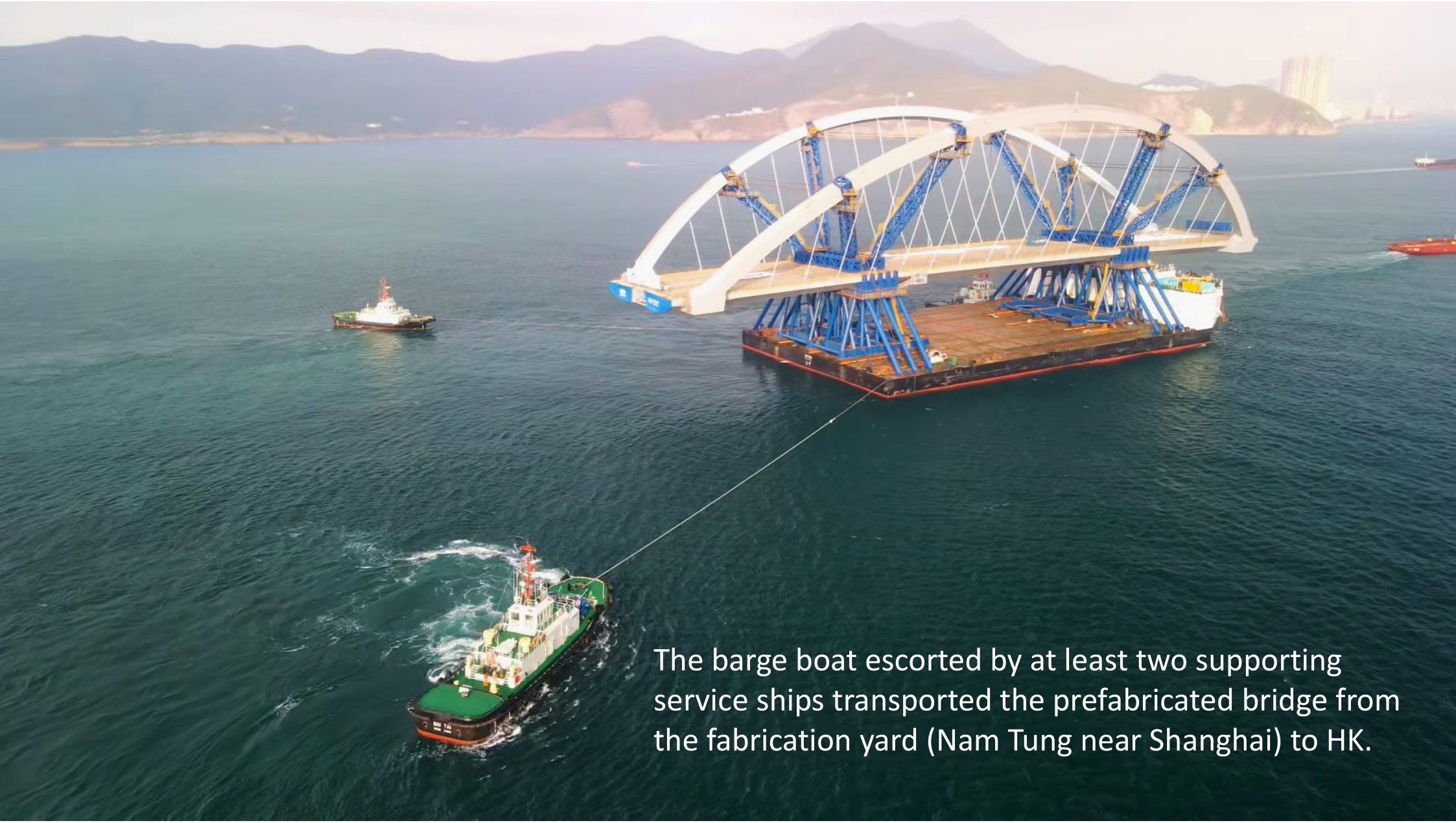
Construction of the pile caps (using precast box) for the pier of the Cross Bay Link bridge

Crane barge

Precast bridge deck being transport to site and lift by crane barge for placing onto the pier support





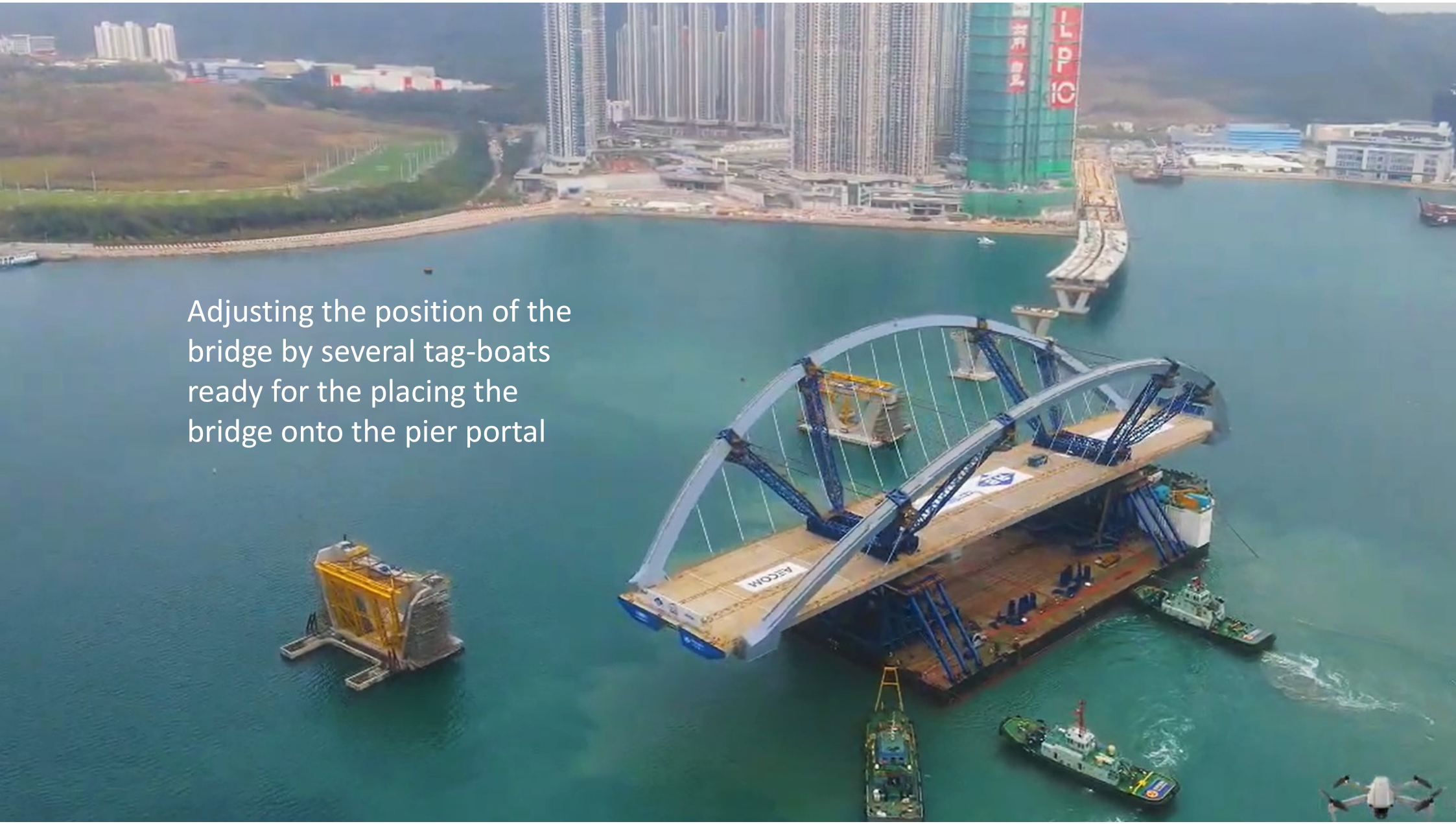


The barge boat escorted by at least two supporting service ships transported the prefabricated bridge from the fabrication yard (Nam Tung near Shanghai) to HK.

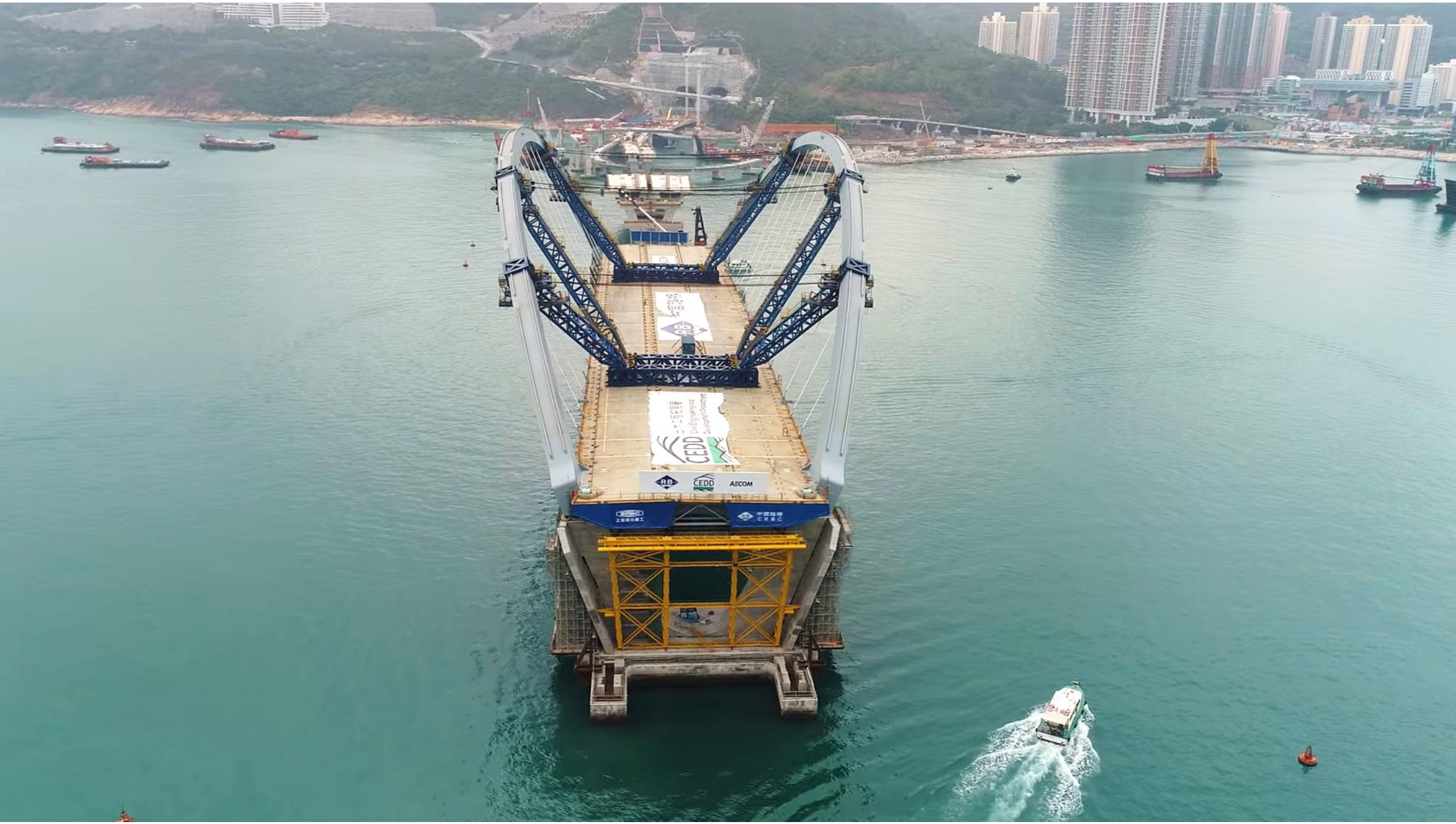

The bridge structure is temporary
supported by two stiffening frame to avoid
deformation and damage during handling

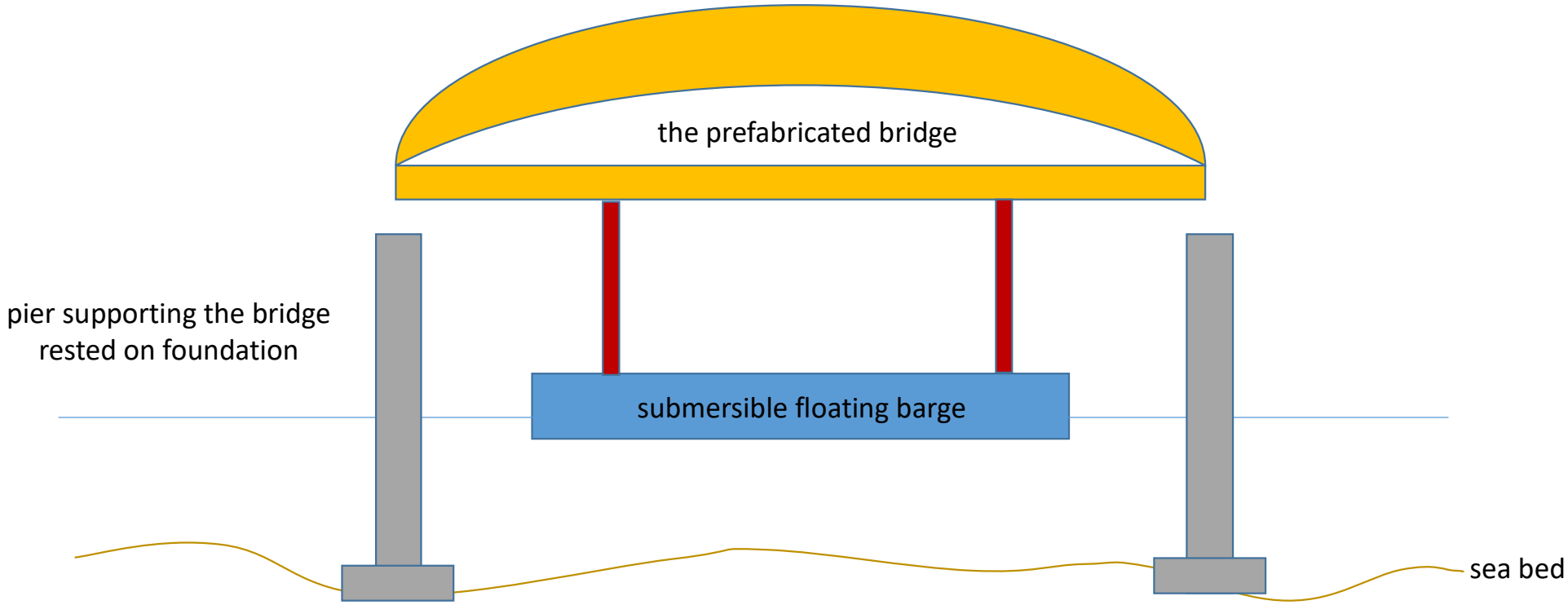

Pier portal


COM
CRBC

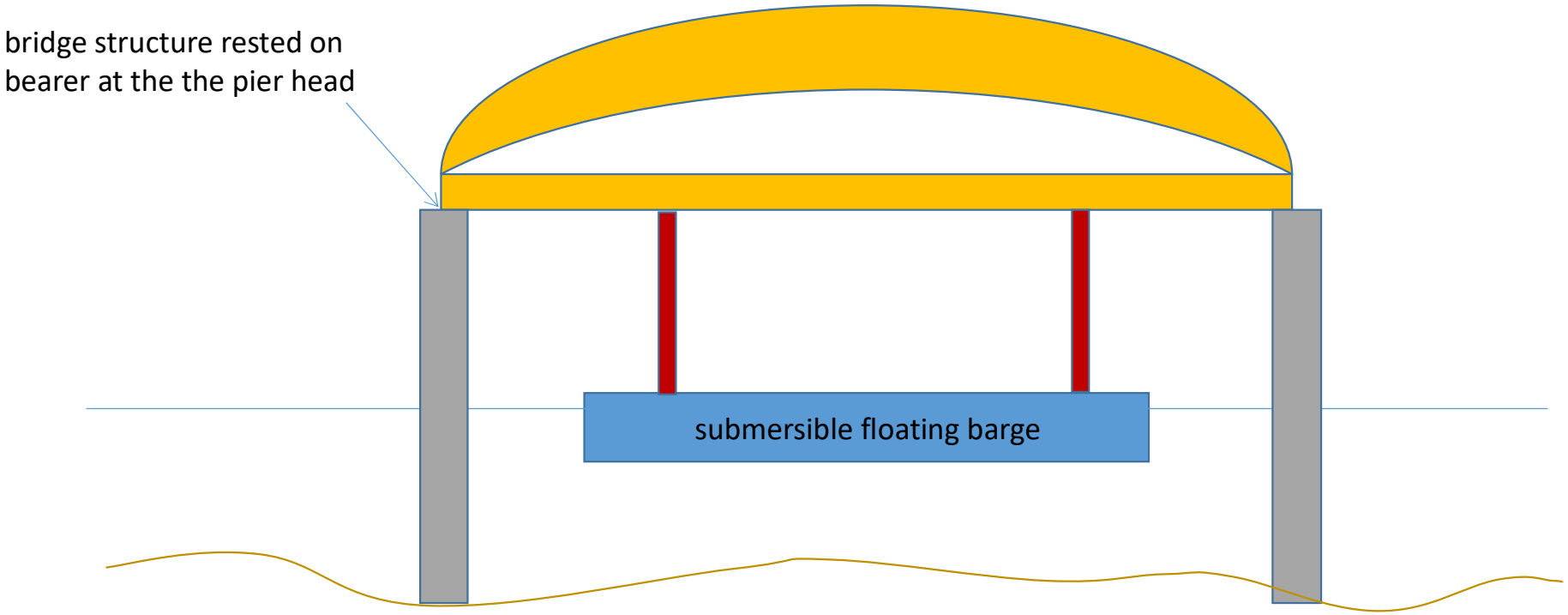


Adjusting the position of the bridge by several tag-boats ready for the placing the bridge onto the pier portal

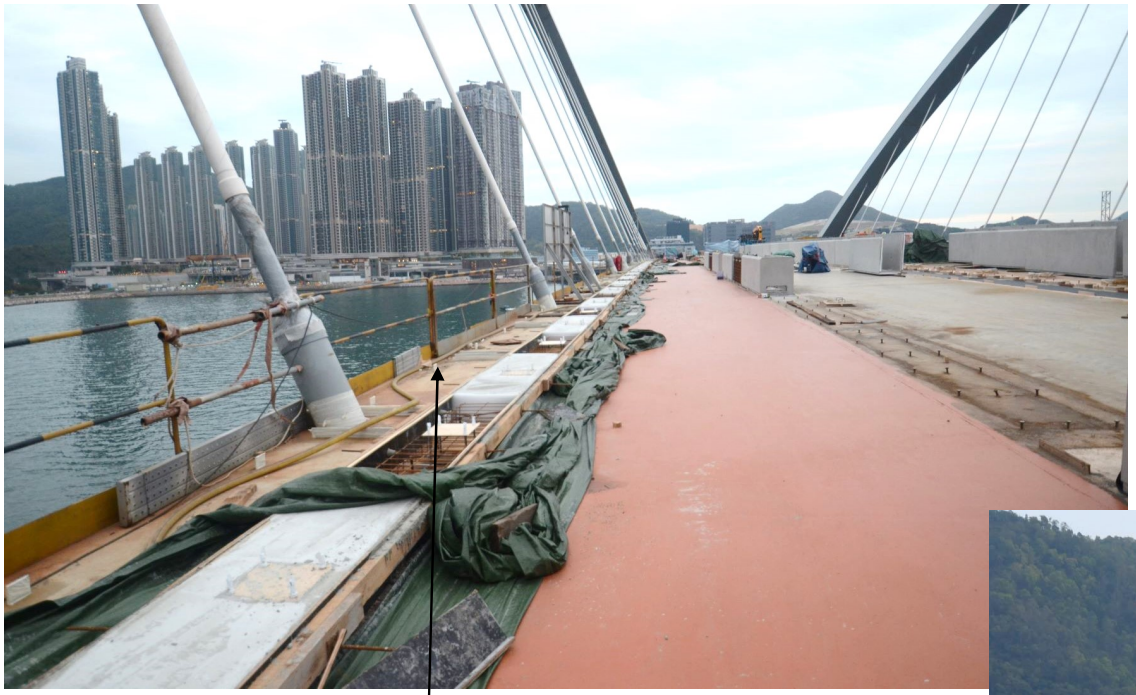

CEDD
AECOM



Floating barge on floating condition



Floating barge on semi-submersed condition



Provision of a pedestrian foot-path to allow people crossing the bridge on foot

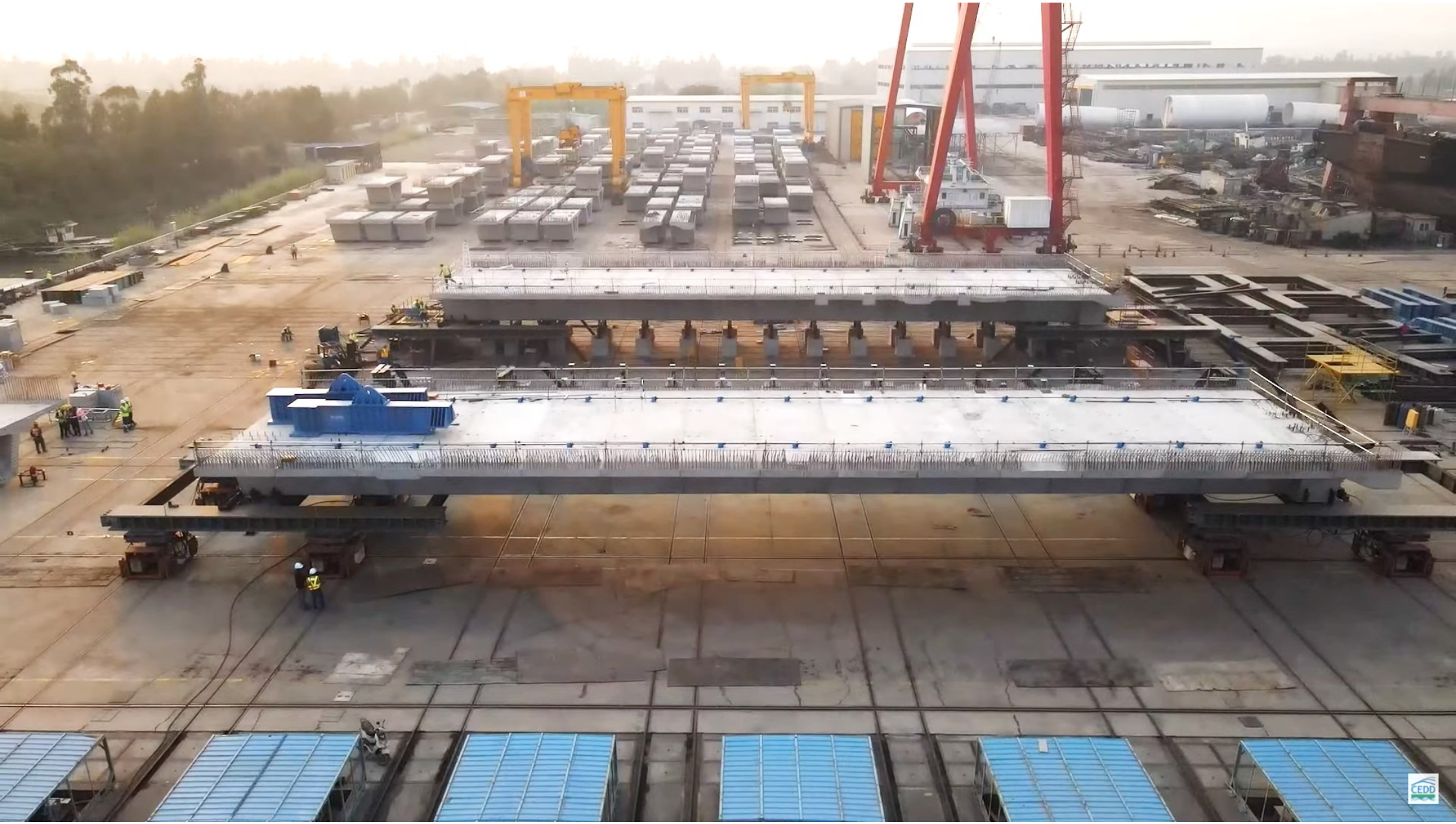
An over-view from the tunnel portal seeing the slip-road network of the interchange


Provision of a pedestrian foot-path to allow people crossing the bridge on foot


Landing of the CHL to the TKO Eastern
(side of Lohas Park)

Casting, transporting, hoisting and placing of the precast bridge deck

https://www.youtube.com/watch?v=fb3EoSV3Rb8




移送橋面到運載船
Transfer of bridge deck to delivery barge


運送及現場安裝橋墩
Delivery and on-site erection of pier


吊運及安裝整段橋面
Whole-deck lifting and erection
將軍澳跨灣連接路與
將軍澳－藍田隧道合龍
AECOM
CEDD


吊運及安裝整段橋面
Lifting and erection of whole-deck

End of presentation

Supplement note:

As you can see, there is very limited written explanation in my PPT presentation. My design purpose of this talk is trying to show my audiences the project detail in the form of a photo-story. A photo may convey numerous message behind, especially accompanying my verbal explanation during the seminar time.

It is quite a pity that I can only get 60 minutes to deliver my talk. So, my presentation can hardly input too much technical detail behind all the work operations. Anyway, I have uploaded my full presentation with 240 slides onto my personal homepage so that any interested party can download it and keep a record for further sharing.

Here is the link to my homepage - https://const-infobank.org/

Hope to seeing you in my coming seminar.