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The separating land gap between Ngau Hom Shek and Ha Tsuen being cut to form a pass for the crossing of the Deep Bay Link before joining the approach viaduct of the Western Corridor as seen in early 2004

Deep Bay Link – Northern Section

The same land gap being formed with pier heads for the elevated carriageway basically in place. Note the temporary access roadway and the partly completed slope retaining structure on the left side of the photo



The same land gap as viewed from Ngau Hom Shek toward Ha Tsuen direction. An abutment structure can be seen on the lower right corner to receive the carriageway onto at-grade position

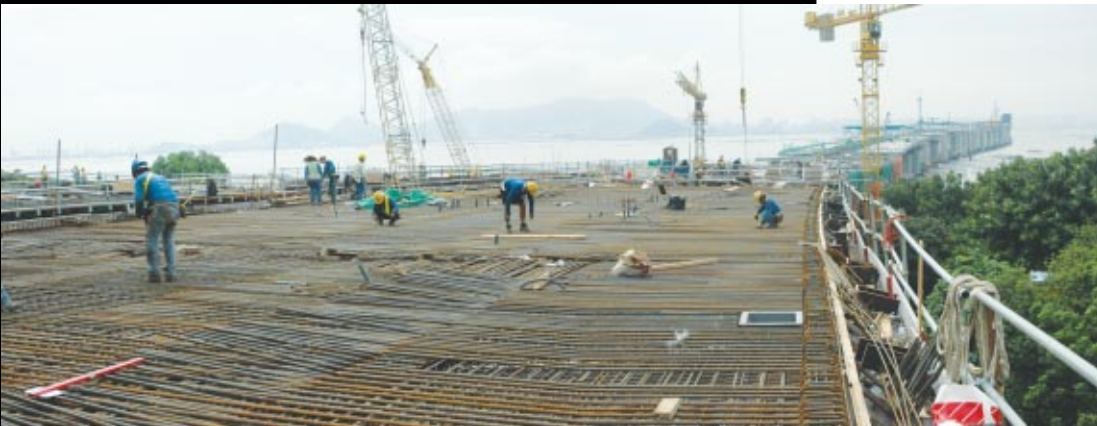




Close up of the slope cutting and the carriageway approaching the at-grade section. Backfilling to the abutment side and slope treatment with landscaping provision would be done at a later stage



The alignment of the carriageway enters into the flatland of Ha Tsuen and runs on an elevated position for about 3.4 km (with about a section of 500 m at-grade) after this bend at the end of the slope-cut. The carriageway reaches Castle Peak Road until it joins the Southern Section of Deep Bay Link



Preparing for the concreting work at the final connecting section of viaduct between the Western Corridor and Deep Bay Link (Northern Section) as seen in mid 2006



There are a few sections of Deep Bay Link (Northern Section) constructed at-grade. Various forms of abutment structure would be provided to receive the carriageway from elevated to at-grade position. This photo shows a section of abutment structure at Ha Tsuen (厦村) with the head segment already in place



In order to cross over the track alignment of West Rail, Light Rail Transit and Castle Peak Road, the deck of Deep Bay Link rises to about 35 m from ground level near Yick Yuen Tsuen (亦園村) until finally aligned to the Yuen Long Highway. The photo shows the gigantic portal frames which will be used to support the dual 3-lane carriageway. The pieheads on the side of portal beam are constructed in-situ for the connection of the precast segment. The components of the launching girder can be seen on ground (blue in color) ready for assembly to facilitate the erection of the viaduct



Side view of a pier head with a set of lifting frame installed at the deck level for the lifting and erection of the precast segments that form the viaduct. The village houses as seen in the background are within Tsing Chuen Wai (青磚圍) of Lam Tei



Close up showing the construction set-up of a gigantic portal frame with the complicated falsework in view. The falsework will support the casting of the portal beam which weighs more than 800 tons



A series of completed portal frames with a set of launching girder in position ready for the erection of the viaduct in a lane-by-lane sequence



Rows of portal frames
approaching the track of West
Rail as viewed in early 2005



The size of the viaduct structure of Deep
Bay Link can be better comprehended
from this photo as it passed along the side of
the village houses of Tsing Chuen Wai



The final section of viaduct
joining the Northern and
Southern Sections of Deep
Bay Link located above the
Castle Peak Road at Lam Tei



The final section of viaduct joining the Northern and Southern Sections of Deep Bay Link as viewed from the side. Just slightly outside the boundary of this photo, the elevated track of West Rail is on the left and Castle Peak Road is on the right, with a separating distance of about 250 m



Close up of a section of the viaduct constructed in balanced-cantilever arrangement using sets of girder-mounted traveling formwork on both ends. The village houses around Yick Yuen Chuen forms an impacting background showing the fragile nature of the project environment



From the viaduct viewing downward seeing a train rushing through the elevated track of West Rail. The gantry in blue on each side is the traveling formwork system used to cast the box-section deck of the viaduct in-situ



Panoramic view seeing the viaduct approaching the elevated track of West Rail from Yick Yuen Chuen and Ching Tsuen Wai before the crossing over. The portal frame on the right side is the joining section between the Northern and Southern Sections of Deep Bay Link



The completed viaduct section running above the West Rail as seen in early 2007



Partially completed viaduct as viewed from an elevated position on the platform of a launching gantry before Tsing Chuen Wai with the track of West Rail running crossing in the middle of photo



The adjoining section between the Western Corridor and the Deep Bay Link Northern Section performing its final touch-up works on slope, landscaping provision and other associated treatment before the handing over



Panoramic view of the elevated carriageway as seen in early 2007 running elegantly along the west-bound of Ha Tseun flatland. On the right side of the photo is the Ha Tsuen Interchange which is provisioned for the future development of the nearby area. The mis-use condition of the country area with large amount of container handling stations, lorry parking field, temporary store for construction materials or recycling facilities can be found everywhere in the vicinity forming a latent problem to the country environment here



The actual "country-side" environment as view from the deck of the carriageway at Ha Tsuen. The high-rise building clusters form a contradicting background in the photo



Deck view near the adjoining link between the Northern and Southern Section with the noise screen erected before the handing over. The high-rise buildings forming the background are the residential development in Lam Tei area



Final touch-up on the ground level near Tsing Chuen Wai. A slip road is provided in this location (photo centre) allowing access to the area in future

