Appendix 2.1
Liantang/Heung Yuen Wai Boundary Control Point and Associated Works
<u>Tentative Construction Programme</u>

| Item Description | Duration | 1 2 | 3 4 | 4 5 | 6 7 | 8 9 | 10 1 | 1 12 13 | 14 15 | 16 17 | 18 1 | 9 20 21 | 22 | 23 24 25 2 | 6 27 2 | 28 29 3 | 0 31 32 3 | 33 34 | 35 36 37 | 38 39 | 40 41 | 42 43 44 | 45 46 | 47 48 | 49 50 | 51 5 | 2 53 | 54 55 | 56 57 | 58 59 | 60 | i1 62 |
|--|----------|---|--|-------------|-----|--|------------|---------|--|-------------|--|---------|----------------|--|------------|------------|-----------|---------|---|--|-------|--|------------------|--|--|------|-------------------------|-------------------------------|-------------------|----------------------------------|-------------------------|--------------------|
| | (mth) | | | | | | | | | | | | | | | | | | 33 33 31 | 1 1 | | | | | 1 1 | | | | | | | |
| 1 CONNECTING ROAD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 Fanling Section* | 46 | | | | | | | | 1 | | | | | \bot | \bot | | | | | | | | | | $\sqcup \sqcup$ | | | \perp | | | $\perp \downarrow$ | |
| 3 Site Clearance + Transplanting Trees | 10 | +++ | + | | | | | | 1 | + + | | | | | | | | | | | | | | | | _ | - | | \longrightarrow | $-\!\!+\!\!-\!\!\!-$ | ₩ | - |
| 4 Temporary steel access bridge 5 Site formation | 6 | + | | | | | | | 1 | | 1 1 | | | - - - - - - - - - | +++ | | | | | | | | | 1 1 | | | +++ | - | \dashv | + | \vdash | + |
| 6 Link Road 1 - Piles | 5 | + | 1 1 | | | | | | 1 1 | | | | | | + + | | + + + | | | | | | | | 1 1 1 | | 1 1 | + + | \dashv | \dashv | $\vdash \vdash$ | + |
| 7 Link Road 1 - Pile Caps & Abutments | 5 | + | 1 1 | | | h - h - | 1 1 | | | | | | | | 1 1 | | | | | | | | | 1 1 | | | 1 1 | | \rightarrow | \dashv | † | + |
| 8 Link Road 1 - Piers | 6 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | \Box | \neg | | |
| 9 Link Road 1 - Bridge Decks | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 Link Road 2 - Piles | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 Link Road 2 - Pile Caps & Abutments | 5 | $\bot \bot$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | \sqcup | |
| 12 Link Road 2 - Piers | 5 | + | | | | | | | | | | | 1 | | | | + | | | | | | | <u> </u> | | _ | | | \longrightarrow | $-\!\!+\!\!\!-\!\!\!\!-$ | ₩ | _ |
| 13 Link Road 2 - Bridge Decks | 14 | | | | | | +++ | | 1 | + + | 1 1 | | ! | | + | | | | | | | | | | | _ | + + | | \rightarrow | $-\!\!+\!\!-\!\!\!-\!\!\!-$ | ₩ | - |
| 14 Link Road 3 - Piles 15 Link Road 3 - Pile Caps & Abutments | 3 | + | | | | - | + | | - | - | + | | | - | +++ | | + | | | | | | | | | | +-+ | | \rightarrow | $-\!\!+\!\!-\!\!\!+$ | ₩ | - |
| 16 Link Road 3 - Piers | 4 | + + | | | | | + + | | + + | + + | 1 1 | | 1 | - | + | | +++ | | - | | | | | + + | | | + + | | \rightarrow | + | \vdash | + |
| 17 Link Road 3 - Bridge Decks | 8 | + | | | | | | | | | 1 1 | | | | +++ | | 1 1 1 | | | | | | | 1 1 | | | | | \rightarrow | $\overline{}$ | † | + |
| 18 Link Road 4 - Piles | 4 | | | | | | | | 1 1 | | | | | | | | | | | | | | | | | | | | \neg | \dashv | tt | \top |
| 19 Link Road 4 - Pile Caps & Abutments | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 1 | | | \neg | \sqcap | |
| 20 Link Road 4 - Piers | 4 | | Ш | | | | | | | | | | | | | | | | | | | | | | | | | | | | | I |
| 21 Link Road 4 - Bridge Decks | 9 | $\perp \! \! \perp \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \!$ | $\perp T$ | \Box | | $oxed{\Box}$ | | | | | | | Щ | | | | | | | | | | | | | | $oxed{\Box}$ | | | \Box | Щ | $\perp\!\!\!\perp$ |
| 22 Link Road 5 - Piles | 1 | + | $\perp \perp$ | $\bot \bot$ | | | $\bot\bot$ | \bot | $\perp \perp$ | $\bot \bot$ | $\bot \bot$ | \bot | $\sqcup \bot$ | \bot | $\bot\bot$ | $\bot\bot$ | \bot | | $\sqcup \bot \bot$ | | | | lacksquare | $\bot \bot$ | $\sqcup \sqcup$ | _ | $\downarrow \downarrow$ | $\perp \downarrow \downarrow$ | Щ | | $\downarrow \downarrow$ | \bot |
| 23 Link Road 5 - Pile Caps & Abutments | 1 | + | ++ | + | _ | igspace | + | | + + | + | + | | \sqcup | +++ | + | ++ | | + | | igwdown | | | | | +++ | | + | \longrightarrow | \longrightarrow | | \vdash | + |
| 24 Link Road 5 - Piers | 1 | ++ | ++ | ++ | | \vdash | + | + | + | + | ++ | + | ₩ | + | + | ++ | +++ | + | | | | | | | +++ | | + | + | + | $+\!\!\!-\!\!\!\!+$ | \vdash | + |
| 25 Link Road 5 - Bridge Decks 26 Roadworks | 3 4 | ++ | ++ | ++ | _ | $\vdash \vdash$ | ++ | | | | ++ | ++ | ⊢ ⊦ | -+-+ | ++ | ++ | +++ | + | $\vdash\vdash$ | \vdash | | | | ++- | +++ | | ++ | + | + | $-\!\!\!\!+\!\!\!\!-\!\!\!\!\!-$ | ++ | + |
| 27 South Tunnel Section (4.8km) | 62 | +-+ | + | +++ | | | +++ | | | | + + | | | | +++ | | +++ | | | | | | | | | | - | - | \rightarrow | $-\!\!+\!\!-\!\!\!-$ | \vdash | + |
| 28 Site Clearance + Transplanting Trees | 10 | | | | | | | ++++ | | | + + | +++ | | | +++ | | + + + | | | | | | | | | - | +-+ | | \rightarrow | + | ++ | + |
| 29 South Portal Formation | 9 | + | | | | | | | | | 1 1 | | | | +++ | | 1 1 1 | | | | | | | 1 1 | | | | | \rightarrow | $\overline{}$ | † | + |
| 30 Shaft excavation/blasting at Lau Sheung Heung | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | \neg | | |
| 31 North Portal Formation and Ventilation Building Construction | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | $\neg \neg$ | | |
| 32 Blasting from South Portal | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 33 Blasting from Lau Shui Heung to south direction | 6 | $\bot \bot$ | | | | | | | | | | | | | | | | | | | | | | <u> </u> | | | | | | | $\perp \perp$ | |
| 34 Blasting from Lau Shui Heung to north direction | 20 | + | | | | | | | | | | | | | | | + | | | | | | | <u> </u> | | _ | | | \longrightarrow | $-\!\!+\!\!\!-\!\!\!\!-$ | ₩ | — |
| 35 Excavation/blasting from north portal to south direction | 26 | + | + + | | | | +++ | | 1 | + + | | | | | | | | | | | | | | | | _ | + + | | \rightarrow | $-\!\!+\!\!-\!\!\!-\!\!\!-$ | ₩ | + |
| 36 Construction of south portal/ventilation building 37 Construction of Shat/Adit at Lau Shui Heung | 5 8 | + | + + | + + | | | + + | | + + | + + | 1 1 | | | | | | + | | | | | | | 1 1 | + + + | - | + + | ++ | \rightarrow | $-\!\!\!\!\!+\!\!\!\!\!-$ | ++ | + |
| 38 Construction of ventilation building at Lau Shui Heung | 6 | + | 1 1 | | | | 1 1 | | 1 1 | 1 | 1 1 | | | | + + | | + + + | | | | | | | | | | 1 1 | + + | \dashv | \dashv | $\vdash \vdash$ | + |
| 39 Construction of tunnel crown from south portal | 18 | + | 1 1 | | | h - h - | 1 1 | | | | | | | | | | | | | | | | | | | | 1 1 | | \rightarrow | \dashv | ${\dagger}$ | + |
| 40 Construction of tunnel crown from north portal | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | \neg | | |
| 41 Construction of tunnel invert from south portal | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42 Construction of tunnel invert from north portal | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43 Construction of road slab and pavement from south portal | 9 | $\bot \bot$ | | | | | | | | | | | | | | | \bot | | | | | | | | | | | | | | $\perp \perp$ | |
| Construction of road slab and pavement from north portal | 12 | + | | | | | | | | | | | 1 | | | | + | | | | | | | | | | | | \longrightarrow | | ш | |
| 45 E&M/System installation and commissioning testing 46 Sha Tau Kok Road Section | 14 36 | ++ | ++ | + | | $\vdash\vdash$ | + | | + + | + | ++ | | \vdash | | + | + | | + | | \vdash | | | | + + | | | | | اكبت | لحبد | + | |
| 46 Sha Tau Kok Road Section 47 Site Clearance + Transplanting Trees | 10 | | | | | | | | + + | + + | ++ | | ++ | - | +++ | ++ | | + | | | - | | | + + - | + + + | | ++ | \dashv | + | + | + | + |
| 48 Site formation | 12 | | | | | | | | | | | +++ | + | - | + | + | +++ | + | | | | | | ++- | | - | + | \dashv | + | + | + | + |
| 49 Drainage channel works | 13 | ++ | $\dagger \dagger$ | \dashv | | | | | | | | | t | | +++ | | + | + | | | | | | | | _ | 1 1 | \neg | $\dashv \dashv$ | \dashv | \vdash | \top |
| 50 Bridge across STK Road - Piles | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51 Bridge across STK Road - Pile Caps & Abutments | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | $\Box \Box$ | |
| 52 Bridge across STK Road - Piers | 9 | 44 | | | | | | | | | | | | | | \perp | | \bot | | | | | | | oxdot | | | \bot | Щ. | | \coprod | |
| 53 Bridge across STK Road - Bridge Decks | 20 | + | 1 | + | | | \bot | | | | | | | | | | | \perp | | | | | | | +++ | _ | \bot | \perp | \longrightarrow | | \sqcup | |
| 54 Roadworks | 4 | ++ | ++ | ++ | | \vdash | + | + | + | + | ++ | | | | + | ++ | | | | | | | \vdash | ++ | +++ | | + | + | \dashv | $+\!\!\!-\!\!\!\!+$ | \vdash | + |
| 55 Lighting/E&M/TCSS 56 Adminstration Building - Foundation | 4 | ++ | ++ | ++ | _ | $\vdash \vdash$ | ++ | + | ++ | + | ++ | ++ | ⊢⊨ | | ++ | ++ | ++- | | | \vdash | | $\vdash\vdash\vdash$ | \vdash | ++ | +++ | | ++ | + | + | $-\!\!\!\!+\!\!\!\!-\!\!\!\!\!-$ | ++ | + |
| 57 Adminstration Building - Foundation 57 Adminstration Building - Building structures | 6 | ++ | ++ | + | | \vdash | + | | + + | + + | ++ | | + + | | | | | + | | | - | | | + + - | + + + | | ++ | \dashv | + | - | + | + |
| 58 Administration Building - Building structures 58 Administration Building - E&M/System | 6 | ++ | ++ | + | _ | ++ | + | | ++ | + | ++ | + | ++ | | | | | | | | | | | ++- | | - | + | + | + | + | + | + |
| 59 North Tunnel Section (0.9km) | 62 | ++ | ++ | + | _ | ff | ++ | | + | + + | ++ | | t | | | ++ | | | | 1 | | | \vdash | 1 1 | | - | + | | \dashv | \dashv | + | + |
| 60 Site Clearance + Transplanting Trees | 10 | | | | | | | | 1 1 | 1 | t | | tt | | 1 1 | 11 | | | | | | | | | 1 1 | _ | 11 | | $\dashv \dashv$ | \dashv | 一十 | \top |
| 61 South portal formation | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | ┚╹ | | | |
| 62 Excavation/blasting from south portal to north direction | 13 | ш | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 63 North Portal Formation | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 缸丁 | |
| 64 Construction of south portal/ventilation building | 5 | + | $\perp \perp$ | $\bot \bot$ | | | $\bot\bot$ | \bot | $\perp \perp$ | $\bot \bot$ | $\bot \bot$ | \bot | $\sqcup \bot$ | \bot | $\bot\bot$ | $\bot\bot$ | | | | | | | lacksquare | $\bot \bot$ | $\sqcup \sqcup$ | _ | $\downarrow \downarrow$ | $\perp \downarrow \downarrow$ | Щ | | $\downarrow \downarrow$ | \perp |
| Construction of north portal/ventilation building | 5 | + | ++ | + | _ | igspace | + | | + + | + | + | | | | | ++ | | | | igwdown | | | | | +++ | | + | \longrightarrow | \longrightarrow | | \vdash | + |
| 66 Construction of tunnel crown from south portal 67 Construction of tunnel invert from south portal | 7 | + | ++ | ++ | | | + | | + | + | ++ | | | | | | +++ | - | $\vdash\vdash\vdash$ | igspace | | \square | $\vdash \vdash$ | + | +++ | | + | \rightarrow | \dashv | Щ | ++ | + |
| 67 Construction of termior invertinon seatth porter | 7 6 | ++ | ++ | ++ | | $\vdash \vdash$ | ++ | + | ++ | + | ++ | ++ | ╁ | | + | | | + | $\vdash\vdash$ | \vdash | | $\vdash\vdash\vdash$ | | ++ | +++ | | ++ | + | + | $-\!\!\!\!+\!\!\!\!-\!\!\!\!\!-$ | ++ | + |
| 68 Construction of road slab and pavement from south portal 69 E&M/System installation and commissioning testing | 14 | ++ | ++ | + | | \vdash | + | | + + | + + | ++ | | ++ | | | | | + | | | - | | | + + - | | | | | | | | |
| Lawroystom instanation and commissioning testing | | | | | | <u> </u> | | | 1 | | | | <u> </u> | | | | | | | | | | <u> </u> | | | | | | | | للك | أكلا |

| 70 Wo Keng Shan to Ping Yeung Section 52 Image: Control of the cont | |
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| 75 Bridge across Ng Chow Road - Pile Caps & Abutments 6 | |
| 76 Bridge across Ng Chow Road - Piers 6 | |
| 77 Bridge across Ng Chow Road - Bridge Decks 12 | |
| 78 Bridge across Wo Keng Shan Road - Piles 7 | |
| 79 Bridge across Wo Keng Shan Road - Pile Caps & Abutments 5 | |
| 80 Bridge across Wo Keng Shan Road - Piers 6 | |
| 81 Bridge across Wo Keng Shan Road - Bridge Decks 9 9 | |
| 82 Ping Yeung Interchange - Piles 7 | |
| 83 Ping Yeung Interchange - Pile Caps & Abutments 6 | |
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| 115 Roadworks 6 | |
| 116 Lighting/E&M/TCSS 6 | |
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* Link Road 1 - Northbound Fanling Highway to Northbound Connecting Road Link Road 2 - Southbound Fanling Highway to Northbound Connecting Road Link Road 3 - Southbound Connecting Road to Southbound Fanling Highway Link Road 4 - South bound Connecting Road to Northbound Fanling Highway Link Road 5 - Tai Wo Service Road West