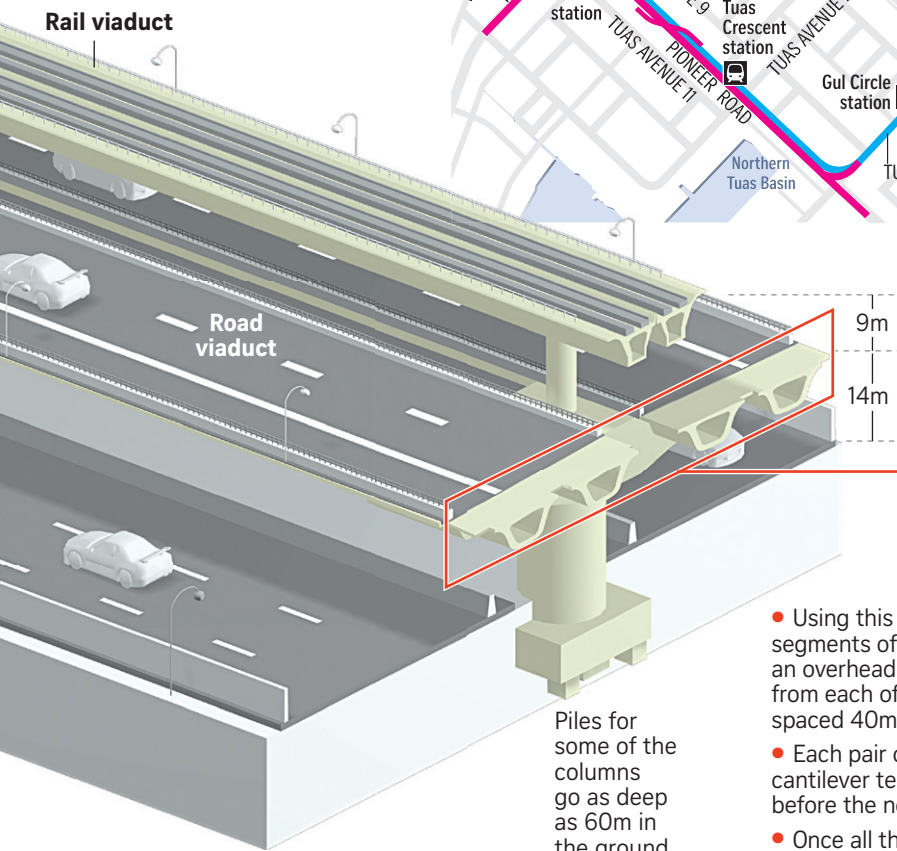
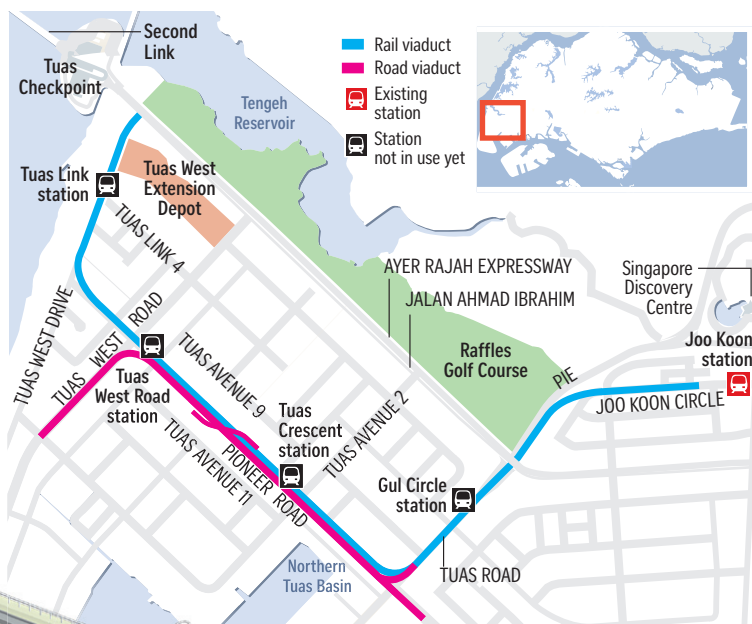


Easing congestion

Connecting Tuas Road to Tuas West Road, the 4.8km-long Tuas viaduct is the first in Singapore to have both road and rail components, with a combined budget of \$3.5 billion. Running above Pioneer Road, it incorporates a 2.4km stretch of the upcoming Tuas West MRT extension, scheduled to be completed in the second quarter of this year.

For safety reasons, heavy lifting works were conducted at night.

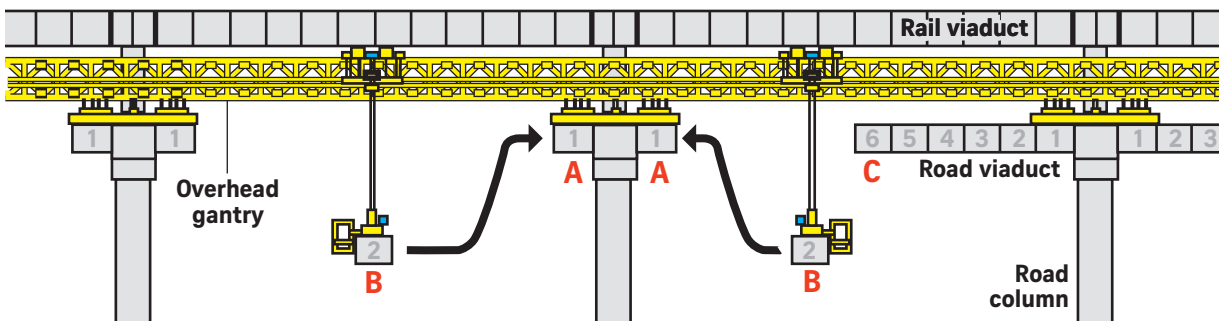


Fall
The road inclines slightly to allow rain water to flow into the drains at the side.



Balanced cantilever method

- Using this method, the 4,370 precast segments of the viaduct are lifted using an overhead gantry and installed outwards from each of the 94 14m-high columns, spaced 40m apart.
- Each pair of segments is stressed with cantilever tendons, strengthening them, before the next pair of segments is installed.
- Once all the segments within the 40m span are launched, gaps in the centre will be closed using concrete. Subsequently, stressing will be carried out in phases to connect all segments together.



A The first pair of segments is installed.

B This is followed by the second pair of segments.

C The process continues until the centre of the span is reached.