

中九龍幹線通訊

Central Kowloon Route Newsletter

第九期 - 二零零八年六月
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通告 Message

歡迎！

由今期開始，中九龍幹線通訊將會在九龍更多地區派發，為更多市民介紹本工程項目及報告勘測研究的進度。

Welcome!

Starting from this issue, we will extend the distribution of the Central Kowloon Route newsletter to more areas in Kowloon to introduce the project and to inform the public about the progress of the investigation study.

中九龍幹線走線

Central Kowloon Route Alignment

我們就中九龍幹線走線已諮詢油尖旺、九龍城和觀塘區議會及立法會交通事務委員會並得到他們的支持。我們正進行幹線研究的初步設計及詳細的影響評估。在中九龍幹線的研究、設計及興建的過程裏面，我們會繼續諮詢市民的意見。

首選的中九龍幹線設計，是以並行管道形式的隧道沿著甘肅街伸延（隧道口建於海泓道），再以雙鑽孔隧道進入彌敦道，並穿越港鐵觀塘線的地下隧道管道下方。在經過馬頭角海岸及進入啓德發展區中的一段較短的沉管隧道之前，何文田的一段會以鑽挖式隧道興建。走線中的隧道部分全長 3.9 公里。

We have consulted Yau Tsim Mong, Kowloon City and Kwun Tong District Councils and the Panel on Transport of the Legislative Council on the CKR preferred alignment. They generally supported the preferred alignment proposal. We have now proceeded to the preliminary design and detailed impact studies of the CKR.

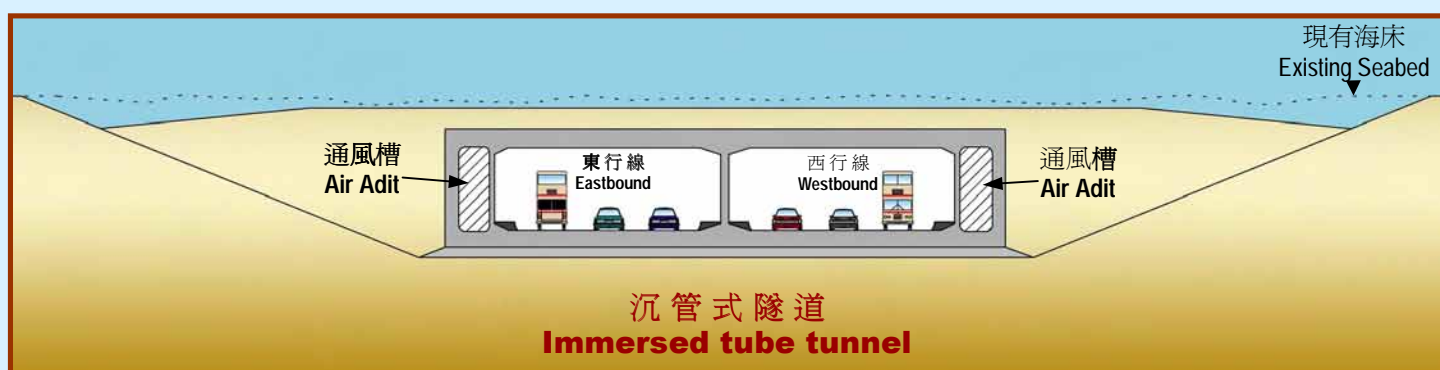
The preferred alignment of CKR is a side-by-side tunnel running along Kansu Street (with the portal at Hoi Wang Road), entering into a twin-bored tunnel underneath Nathan Road, and passes below MTR Kwun Tong Line. The bored tunnel then runs under Ho Man Tin, before passing through a relatively short immersed tube tunnel under the harbour at Ma Tau Kok and emerging at Kai Tak Development. The total length of tunnel section is 3.9km. The details of alignment is indicated on pages 2 and 3 of this newsletter. CKR will be constructed by three kinds of tunnel structures namely, immersed tube tunnel, cut and cover tunnel and bored tunnel.

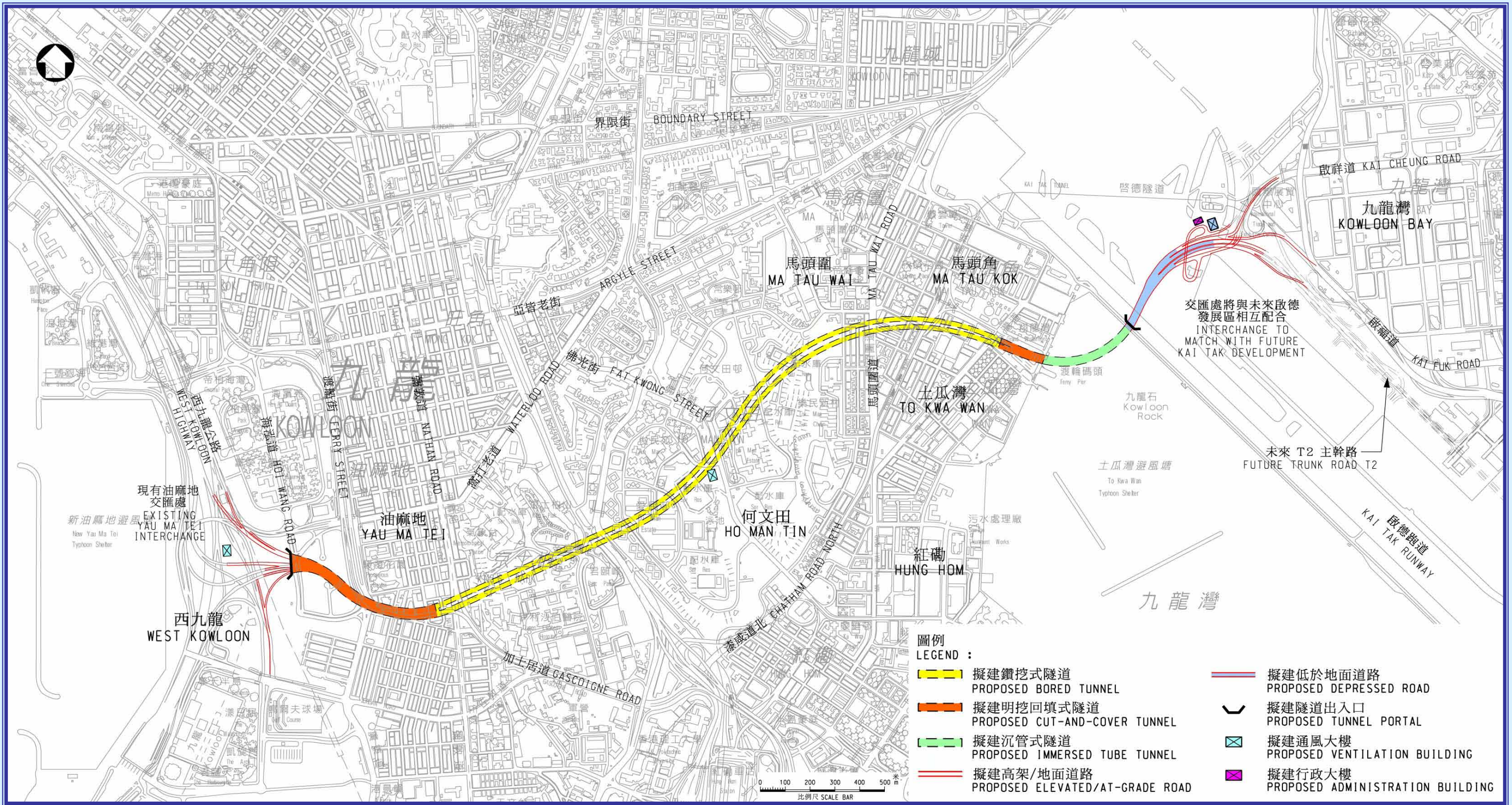
沉管式隧道

沉管式隧道的興建方法是先在海床挖出坑道，再在坑內建造或沉放預製的隧道構件。完成後海床會回填至原來深度。用這建築方法，可以不須填海而建造海港內的一段隧道。

Immersed tube tunnel

The construction of immersed tube tunnel involves the construction or installation of the tunnel sections inside a trench excavated in the seabed. After construction the seabed will be reinstated to the original level by back-filling. By adopting this method, it will not be necessary to carry out reclamation for the section of tunnel in the harbour.





中九龍幹線首選走線 Preferred Alignment of Central Kowloon Route

中九龍幹線的西端將連接現有西九龍公路的油麻地交匯處。走線將與現有油麻地交匯處的行車天橋連接，沿甘肅街伸延，然後在港鐵地下隧道管道下方橫過彌敦道。這段中九龍幹線路段將大致採用明挖回填式隧道興建。

因應何文田及馬頭圍地區的地形及地質狀況，中九龍幹線的中段主要是使用深層鑽挖式隧道。

深層鑽挖式隧道，長約 2.7 公里，將深入地底基岩石層，不會影響地面的樓宇、道路及設施。

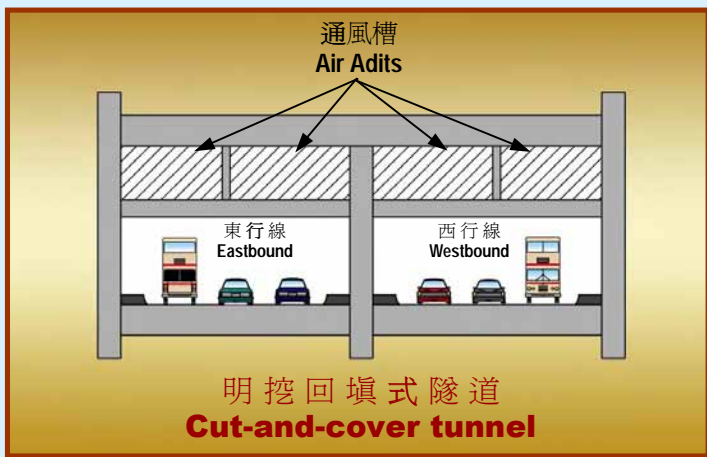
中九龍幹線東端將會連接未來 T2 主幹路、啓福道、啓祥道及擬議啓德發展區的道路網。為避免填海，九龍城碼頭與啓德跑道之間的一段中九龍幹線建議以沉管式隧道的形式建於九龍灣海床之下。

The west end of CKR will connect to the existing Yau Ma Tei Interchange of the West Kowloon Highway. The alignment route will connect with the existing flyover at Yau Ma Tei Interchange, and run along Kansu Street and beneath the MTR tunnel tube across Nathan Road. Majority of this section of CKR will be in shallow cut-and-cover tunnel.

In view of topography and geology of Ho Man Tin and Ma Tau Wai areas, the central section of CKR comprises mainly of deep bored tunnel.

The proposed bored tunnel of about 2.7 km long would run in underlying rock strata below ground and will not affect the buildings, roads and services at ground level.

The east end of CKR will connect to future Trunk Road T2, Kai Fuk Road, Kai Cheung Road and the road network of the proposed Kai Tak Development. In order to avoid reclamation, the section of CKR between Kowloon City Ferry Pier and Kai Tak Runway is proposed to be in the form of an immersed tube tunnel to be built underneath the seabed in Kowloon Bay.



明挖回填方式隧道

明挖回填是一種常用於興建淺型隧道的方法，當中包括坑道的挖掘及蓋頂。

以明挖回填方式興建的隧道是採用由上而下的建築法配以隔牆完成。這方式可以減低工程對環境及現場交通的影響。在由上而下的建築方法中，挖掘淺型坑道容許隧道頂部的建造。待頂部的工程完成後，路面將會被復修，這樣便能夠盡量減低工程對大眾的影響。在已建成的隧道頂下，挖掘機器便能在頂部的通道進入繼續進行主要的挖掘工序，接著便會是建造隧道底部。

Cut-and-cover tunnel

Cut-and-Cover is a simple method of construction for shallow tunnels where a trench is excavated and roofed over.

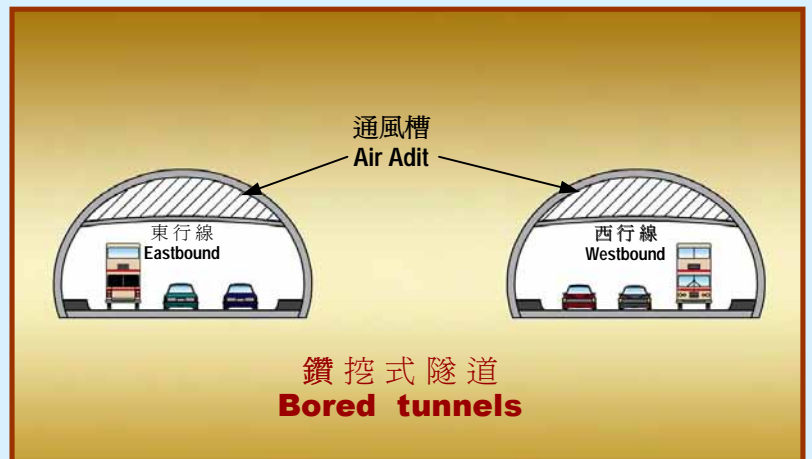
To reduce impacts on environment and existing traffic, diaphragm wall with top-down construction is adopted for the cut-and-cover tunnel. For this method, a shallow excavation is made to allow the tunnel roof to be constructed. Once the tunnel roof is completed, the ground surface is reinstated. This allows early reinstatement of the roadways, so that disturbance to public will be reduced. Further excavation and construction of lower part of the tunnel will be carried out under the completed tunnel roof away from direct impact on the public.

鑽挖式隧道

深層鑽挖式隧道，因為不能夠使用挖掘方法穿過硬石興建長型隧道，使用鑽孔和爆石的方法興建。

Bored tunnel

The deep bored tunnel will be constructed by drilling and blasting method which is a economical way of excavating long tunnels through hard rock, where digging is not possible.



勘測研究

我們已開始進行地質勘測工作，為中九龍幹線初步設計搜集土力資料。我們亦正在計劃環境影響評估範圍及步驟，務求依環評要求詳細審察工程項目及建造方法的影響。

Investigation Study

We have commenced the ground investigation works to provide geotechnical information for the preliminary design of the CKR. We are also preparing procedures for environmental impact assessment to ensure that the impacts of the project and its construction method will be thoroughly examined under assessment requirements.

我們重視你的意見 We Value Your Comment



我們的網站

Our website : <http://www.central-kowloon-route.com.hk>

「中九龍幹線通訊」是以月刊形式出版。如對本工程有任何疑問及意見，歡迎提供意見

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