

圖例 LEGEND

- 方案界線
BOUNDARY OF THE SCHEME
- 擬建的鐵路中線
PROPOSED RAILWAY TRACK CENTRE LINE
- 擬建的鐵路車站
PROPOSED RAILWAY STATION
- 擬建的車站入口 / 通風大樓 / 通風井 / 其他鐵路設施
PROPOSED STATION ENTRANCES / VENTILATION BUILDINGS / VENTILATION SHAFTS / OTHER RAILWAY FACILITIES
- 擬建的鐵路設施(地下)
PROPOSED RAILWAY FACILITIES (UNDERGROUND)
- 擬建的鑽挖或掘埋隧道
PROPOSED BORED / MINED TUNNEL
- 擬採用明挖回填法興建的鐵路設施
PROPOSED RAILWAY FACILITIES BY CUT-AND-COVER METHOD
- 擬用作興建鐵路設施的臨時工地
PROPOSED TEMPORARY WORKS SITES FOR CONSTRUCTION OF RAILWAY FACILITIES
- 可能永久封閉的道路 (包括行車道、行人徑及露天地方) (包括行車道、行人徑及露天地方) 可能永久封閉的道路 (包括行車道、行人徑及露天地方) WHICH MAY BE CLOSED PERMANENTLY

圖例 LEGEND

- 擬建的通風及機房大樓的大約位置
APPROXIMATE LOCATION OF PROPOSED VENTILATION AND PLANT BUILDING
- 士美非路市政大廈
SMITHFIELD MUNICIPAL SERVICES BUILDING
- 地面水平
GROUND LEVEL
- 擬建在聖尼地城的鐵路車站的大約位置
APPROXIMATE LOCATION OF PROPOSED RAILWAY STATION AT KENNEDY TOWN
- 方案界線
BOUNDARY OF THE SCHEME
- 切面圖 SECTION G
不設比例 NOT TO SCALE
- 擬建的通風及機房大樓的大約位置
APPROXIMATE LOCATION OF PROPOSED VENTILATION AND PLANT BUILDING
- 士美非路市政大廈
SMITHFIELD MUNICIPAL SERVICES BUILDING
- 地面水平
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- 擬建在聖尼地城的鐵路車站的大約位置
APPROXIMATE LOCATION OF PROPOSED RAILWAY STATION AT KENNEDY TOWN
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- 士美非路市政大廈
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APPROXIMATE LOCATION OF PROPOSED RAILWAY STATION AT KENNEDY TOWN
- 方案界線
BOUNDARY OF THE SCHEME
- 切面圖 SECTION K
不設比例 NOT TO SCALE

位置圖 LOCATION PLAN

不設比例 NOT TO SCALE

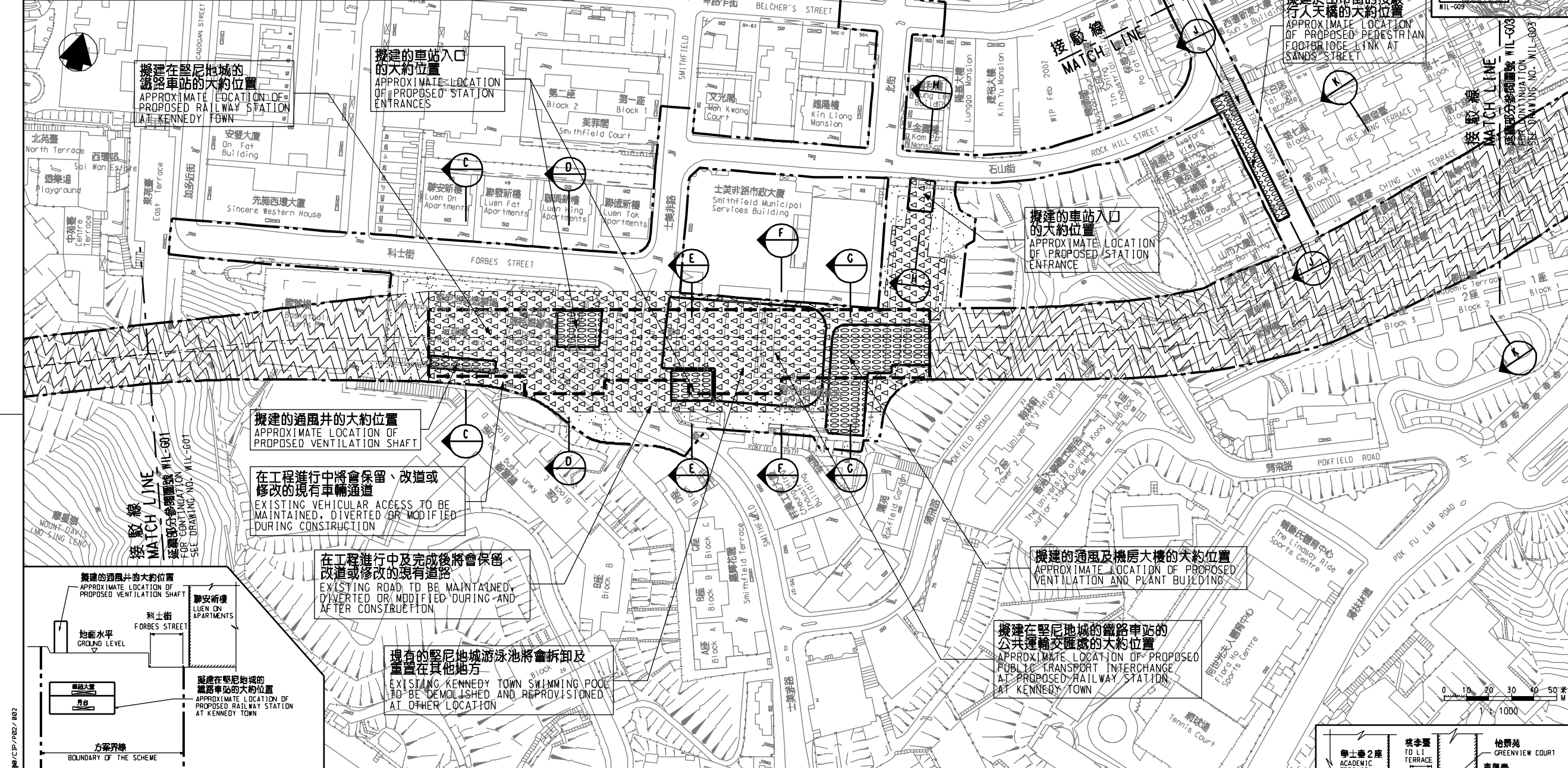
維多利亞港 VICTORIA HARBOUR

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

路政署
HIGHWAYS DEPARTMENT

鐵路拓展處
RAILWAY DEVELOPMENT OFFICE

- 一般說明 GENERAL NOTES**
1. 切面圖所示鐵路設施的形狀和輪廓均屬示意性質。GEOMETRY AND CONFIGURATION OF RAILWAY FACILITIES SHOWN IN SECTIONS ARE SCHEMATIC.
 2. 所有在劃定方案界線內的道路 (包括行車道、行人徑及露天地方), 無論是否在圖則中顯示, 都有可能永久或暫時封閉或大幅改動。ALL ROADS INCLUDING CARRIAGEWAYS, FOOTPATHS AND OPEN PLACE WITHIN THE BOUNDARY OF THE SCHEME, WHETHER OR NOT SHOWN ON THE DRAWINGS MAY BE CLOSED OR ALTERED SUBSTANTIALLY ON A PERMANENT OR TEMPORARY BASIS.
 3. 除非圖則中特別註明, 否則在方案界線內, 或與方案界線毗鄰的所有建築物的汽車通道及行人通道, 包括逃生路徑, 將會保留。UNLESS NOTED OTHERWISE ON THE DRAWINGS, VEHICULAR AND PEDESTRIAN ACCESSES INCLUDING MEANS OF ESCAPE TO AND FROM ALL BUILDINGS WITHIN OR ADJACENT TO THE BOUNDARY OF THE SCHEME ARE TO BE MAINTAINED.
 4. 所有水平均為約數, 以米為單位, 並高於香港的主水平基準。ALL LEVELS ARE APPROXIMATE AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM (mPD).
 5. 圖則顯示的邊界方法分界線只是大概位置, 有關界線可因應當地的地盤情況而作出改動。BOUNDARIES SHOWN ON DRAWINGS FOR THE CONSTRUCTION METHODS TO BE CARRIED OUT ARE APPROXIMATE ONLY. THESE BOUNDARIES MAY BE ALTERED ON SITE TO SUIT PREVAILING SITE CONDITIONS.



切面圖 SECTION C
不設比例 NOT TO SCALE

擬建的車站入口的大約位置
APPROXIMATE LOCATION OF PROPOSED STATION ENTRANCE

車輛通道
VEHICULAR ACCESS

士美非路
SMITHFIELD

士美非路市政大廈
SMITHFIELD MUNICIPAL SERVICES BUILDING

地面水平
GROUND LEVEL

方案界線
BOUNDARY OF THE SCHEME

切面圖 SECTION D
不設比例 NOT TO SCALE

擬建的車站入口的大約位置
APPROXIMATE LOCATION OF PROPOSED STATION ENTRANCE

士美非路市政大廈
SMITHFIELD MUNICIPAL SERVICES BUILDING

地面水平
GROUND LEVEL

方案界線
BOUNDARY OF THE SCHEME

切面圖 SECTION E
不設比例 NOT TO SCALE

擬建的車站入口的大約位置
APPROXIMATE LOCATION OF PROPOSED STATION ENTRANCE

士美非路市政大廈
SMITHFIELD MUNICIPAL SERVICES BUILDING

地面水平
GROUND LEVEL

方案界線
BOUNDARY OF THE SCHEME

切面圖 SECTION F
不設比例 NOT TO SCALE

擬建的車站入口的大約位置
APPROXIMATE LOCATION OF PROPOSED STATION ENTRANCE

士美非路市政大廈
SMITHFIELD MUNICIPAL SERVICES BUILDING

地面水平
GROUND LEVEL

方案界線
BOUNDARY OF THE SCHEME

切面圖 SECTION G
不設比例 NOT TO SCALE

擬建的車站入口的大約位置
APPROXIMATE LOCATION OF PROPOSED STATION ENTRANCE

士美非路市政大廈
SMITHFIELD MUNICIPAL SERVICES BUILDING

地面水平
GROUND LEVEL

方案界線
BOUNDARY OF THE SCHEME

修訂表 TABLE OF AMENDMENTS

修訂 REV	日期 DATE	制訂 BY	校對 SUB	負責 APP	說明 DESCRIPTION

林超雄 LAM CHIU HUNG
核准發出
APPROVED FOR ISSUE
路政署
鐵路拓展處處長(1)
GOVERNMENT ENGINEER/
RAILWAY DEVELOPMENT (1)
HIGHWAYS DEPARTMENT

發出日期 DATE OF ISSUE

圖則名稱 DRAWING TITLE
鐵路條例(第519章)
地下鐵路(「地鐵」) - 西港島線
總體規劃圖則 9頁的第2頁

RAILWAYS ORDINANCE (CHAPTER 519)
MASS TRANSIT RAILWAY (MTR) - WEST ISLAND LINE
GENERAL LAYOUT PLAN SHEET 2 OF 9

圖號 DRAWING NO.
WIL-G02

比例 SCALE
1:1000 (A1)
或如圖示
OR AS SHOWN

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG
SPECIAL ADMINISTRATIVE REGION

路政署
HIGHWAYS DEPARTMENT

鐵路拓展處
RAILWAY DEVELOPMENT OFFICE

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