

BACK TO A FUTURE

Cheong Gye Cheon Restoration Project from July 2003 to September 2005 Seoul Metropolitan Government <http://english.seoul.go.kr>

FAQ

1. Is the Cheong Gye Cheon restoration project essential at this point of time?

It has been decided that Cheonggye Expressway and its covering roads should be immediately repaired and maintained according to the result of a safety overhaul by the Seoul Metropolitan Government because they pose potentially great risk. According to this decision, the Seoul Metropolitan Government repaired the 2.0 km route between Namsan Tunnel and Cheonggye 4(sa)-ga at a cost of 46.8 billion won over 5 years from 1994 to 1999.

The 3.8 km route between Cheonggye 4(sa)-ga and Majang-dong is expected to be repaired for 93 billion won over a 2 year and 1 month period from August 2002.

About 40 years have passed since Cheonggye Expressway and its covering roads were constructed, so these structures always have high-levels of risk and have to be repaired and maintained very often with huge amounts of money.

Therefore, the Cheong Gye Cheon Restoration Project is not an optional matter but an mandatory operation that should be done as early as possible. Of course, this project will fundamentally eliminate the Cheong Gye Cheon's potential risk, revive the natural environment, remind citizens of the historic importance of downtown Seoul, facilitate the area redevelopment, and invigorate the depressed Northern Seoul's economy.

Once Cheong Gye Cheon is restored, the downtown of Seoul will have a completely different appearance.

As the clear water flows in Cheong Gye Cheon, beautiful riverside space will be created and 2 lane routes on both sides will be constructed.

As the landscape and charm of the Cheong Gye Cheon area are enhanced, the downtown economy will boom and the balance between the Northern and Southern Seoul's progress will be achieved. And this will provide the opportunity for Seoul to develop into a hub city in North-East Asia as well as the international finance center.

2. It seems that Cheong Gye Cheon restoration project costs a huge amount of the budget and has many serious problems including the traffic and the area merchants. Therefore, it should be carried out after sufficient consideration. Isn't it so hasty?

The Cheong Gye Cheon restoration is an very important national project on which the future of Seoul depends.

Therefore, for one year before the actual construction begins, diverse issues such as cultural properties, restoration problems, traffic measures, water supply problem, hardship on the residents will be carefully investigated with the aid of a civil group, professional research institute, area merchants and citizens. And then, the final decision will be made. The preparation procedure will include the reflection of public opinion, relevance survey, basic design, implementation scheme, etc.

Total restoration cost is presumed to be about 360 billion won.

These include 70 billion won for stream creation, 14.5 billion won for sewage separation construction, 19.8 billion won for new road construction, 18.6 billion won for bridge construction and 23.51 billion won for dismantlement. These costs will be financed by the existing budget including 100 billion won for the repair construction fund and budget savings during the construction.

3. What about the small-scale merchants currently doing business when the area around the Cheong Gye Cheon restoration construction road will be redeveloped?

Once the restoration of Cheong Gye Cheon is completed, beautiful riverside space will be created and two-way 2 lane routes will be constructed, so the problems like the environmental pollution and traffic congestion will disappear and the commercial activity and use of land will begin to take place.

In the case of the industries equipped with strong competitiveness in the downtown area like apparel and fashion, a modern commercial area will be created thanks to the redevelopment. However, less competitive industries in the downtown will naturally change their types of business. If they want the redevelopment voluntarily, we will seek the assistance and methods of cooperation through diverse channels.

4. When Cheonggye Expressway is dismantled due to the restoration construction, I am very worried about the potential traffic congestion. I am also wondering how the traffic control will be managed during the construction. And I want to know whether the existing merchants in this area would continue their business.

Many professionals are making proposals as a result of their diagnosis about the traffic bottleneck due to the dismantlement of Cheonggye Expressway. According to the research, the effect of the dismantlement of Cheonggye Expressway on the downtown

travel speed is as follows. In the case of a 3 lane route, the average travel speed decreases by 1.6km/h, and in the case of a 2 lane route by 2.9km/h.

However, even if Cheonggye Expressway is removed, the average travel speed could be increased using the following methods. First is the construction of two-way 2 lane routes on both sides. Second is the remarkable decrease in the use of automobiles through the breathtaking improvement of the mass transportation system during the 2 year preparation period. Third is the vehicle management policy including the reduction in the number of downtown parking lots. Fourth is the improvement in the traffic flow system of the downtown routes. Last one is the introduction of the new traffic signal system.

By installing the block screen and using the diamond saw method of construction, the damage to nearby areas could be minimized. And since the construction will begin after keeping open 2 lanes on both sides, business activities will not be seriously impeded. Space for cargo load/unload will be secured for the nearby merchants currently doing business.

5. I heard that Cheong Gye Cheon will be restored into a natural stream in which clear and pure water flows. What is the method of attracting or supplying the water?

Using the daily 20,000 tons of underground water produced from nearby subway stations and the daily 40,000-60,000 tons of water from Han Gang (River), make Cheong Gye Cheon as clean and clear as it used to be and recover the ecosystem of the area. We already have a successful case of stream restoration such as the Sincheon (stream) in Daegu (By attracting water of Geumhohang (River) through a route 9.2 km. in length, which supplies 100,000 tons of water to Sincheon daily).

6. When Cheonggye Expressway is dismantled, huge amounts of garbage and waste are expected. How would they be disposed?

It is estimated that about 1.14 million tons of garbage and waste would be generated by removing the covered materials. Most of them will be recycled as a variety of landfill materials and the actual amount of garbage and waste transported to the Gimpo reclamation area will be low. 76,000 tons of steel reinforcement and steel materials will be recycled and about 5.3 billion won will be earned as proceeds from being sold off. By law, 75% of the waste should be recycled and if the remaining 25% of waste were to be totally disposed, it would constitute only 50 trucks per day (Seoul's waste disposal amounts to about 1,000 trucks per day).

7. What is the historic and cultural significance of the Cheong Gye Cheon restoration?

The Cheong Gye Cheon area has been the central venue of Seoul as our 600-year old capital city. Through the Cheong Gye Cheon Restoration Project, the Gwanggyo (Bridge) which is currently located under the covering structure would be recovered and the Supyogyo (Bridge) which was relocated to the Jangchungdan Park would be also restored. These bridges are all our stone construction cultural properties. Then, Cheong Gye Cheon will loom as a new historic and cultural symbol of the downtown Seoul. That is, our central downtown of Seoul will be represented by the renovated Cheong Gye Cheon.