

Major projects involved in the Kai Tak Developments (Part 2)

This presentation, prepared by Raymond Wong of City University, tries to briefly summarize the major projects being carries out or under active planning since the introduction of the Kai Tak Development Plan by the end of 2000s.

July 2017

Project Title	Reconstruction and Rehabilitation of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road - Remaining Works
Project Scope	The project includes reconstruction, improvement and rehabilitation of section of about 600m long Kai Tak Nullah from More
Major Improvements and Benefits	Improve the drainage capacity and rehabilitate the section of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road
Consultants	AECOM Consulting Services Limited
Contractors	DC/2011/04 - Leader - Sunnic Joint Venture
Contract No.	DC/2011/04
Project Commencement Date	31 October 2011
Project Completion Date	End 2017
Approved Project estimate	About \$1,600 million
Controlling Division	Project Management Division
Type	Flood Prevention

Major projects 6a

Project Title

Reconstruction and Rehabilitation of Kai Tak Nullah from Tung Kwong Road to Prince Edward Road East - main works

Project Scope

The project includes reconstruction and rehabilitation of a section of about 500m long Kai Tak Nullah from Tung Kwong Road to Prince Edward Road East
.....[More](#)

Major Improvements and Benefits

Improve the drainage capacity and rehabilitate the section of Kai Tak Nullah from Tung Kwong Road to Prince Edward Road East

Consultants

Atkins China Limited

Contractors

DC/2013/03 - China Road and Bridge Corporation

Contract No.

DC/2013/03

Project Commencement Date

30 December 2013

Project Completion Date

End 2017

Approved Project estimate

About \$1,200 million

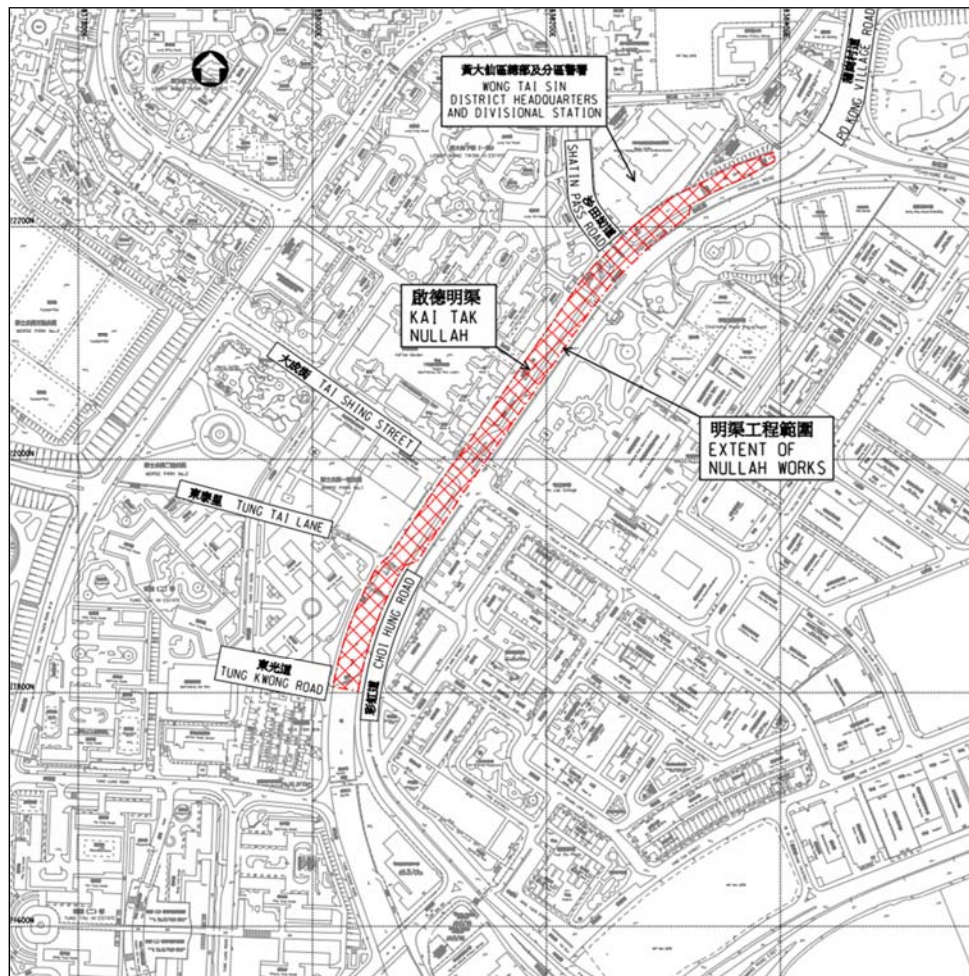
Controlling Division

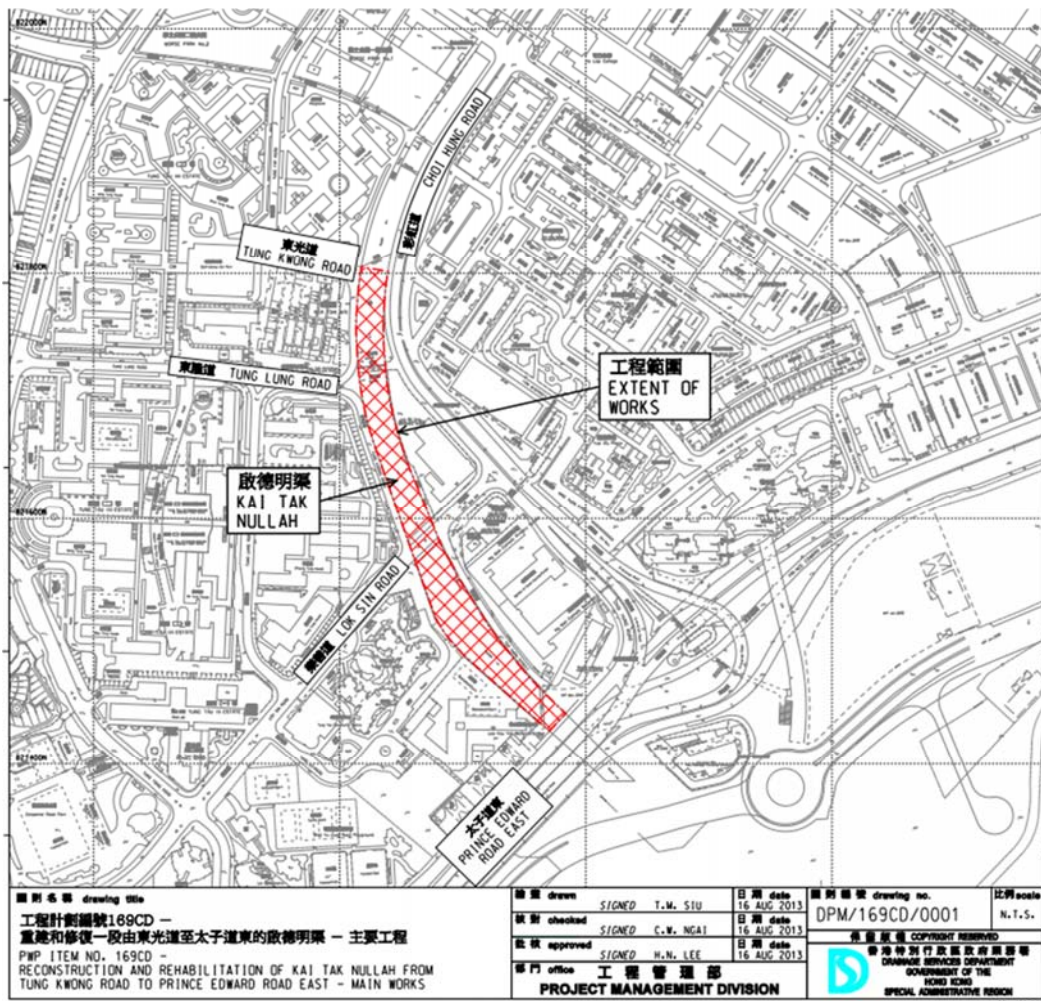
Project Management Division

Type

Flood Prevention

Major projects 6b





Kai Tak Nullah at Wong Tai Sin and San Po Kong as in 2008

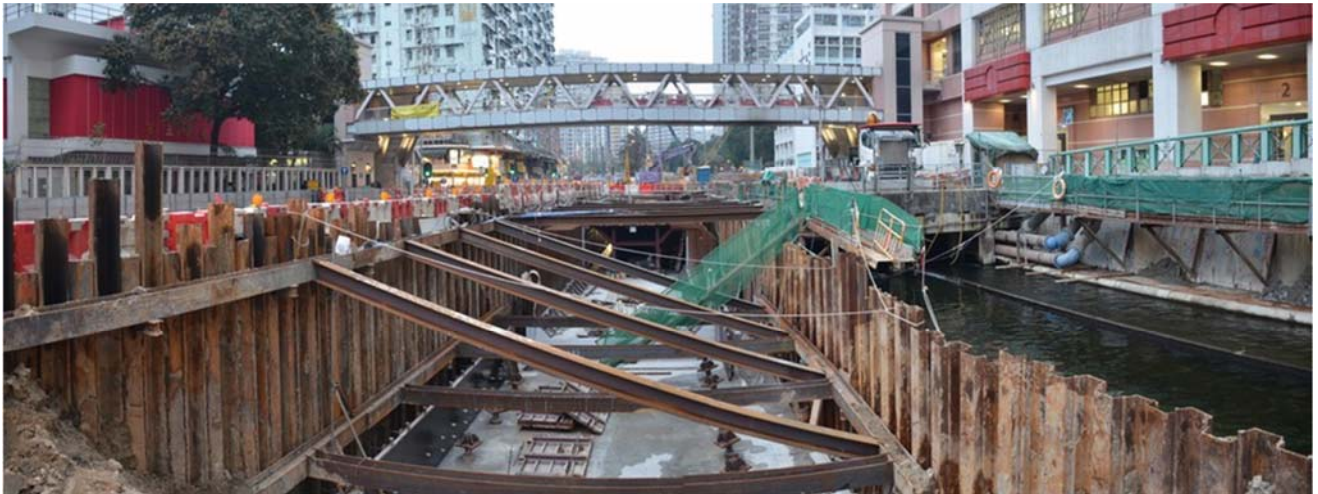


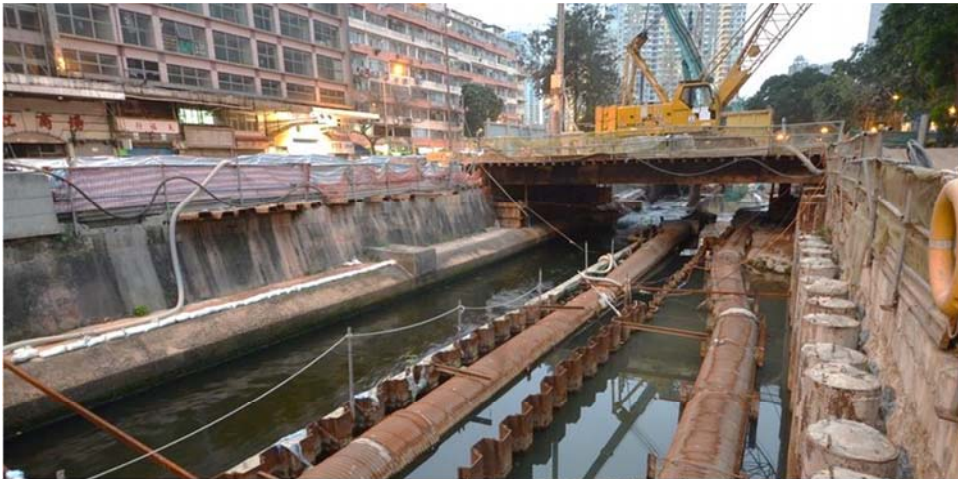
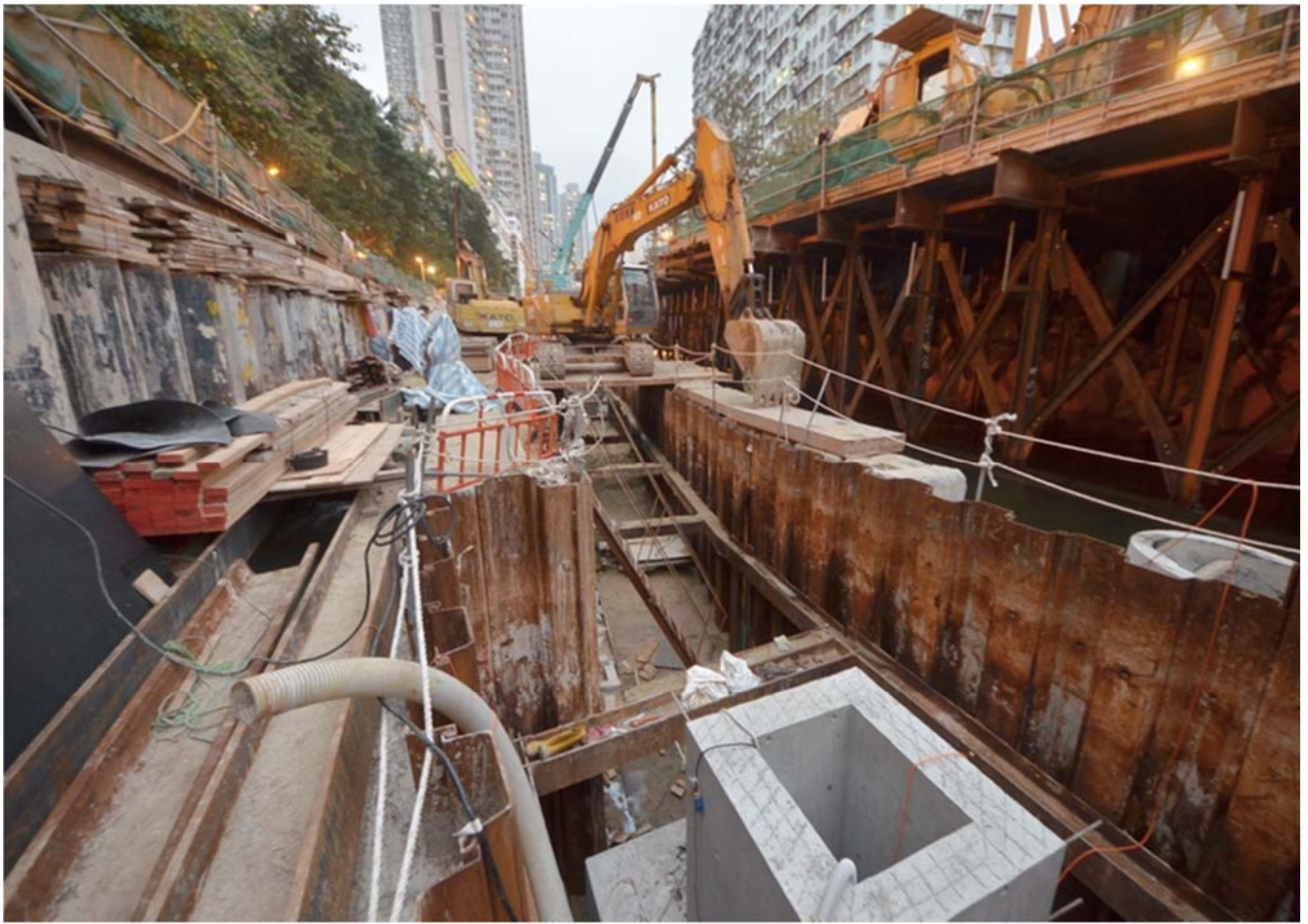


Junction at Tai Shing Street and
Choi Hung Road in 2008 & 2016



Work at flood season (June 2017)





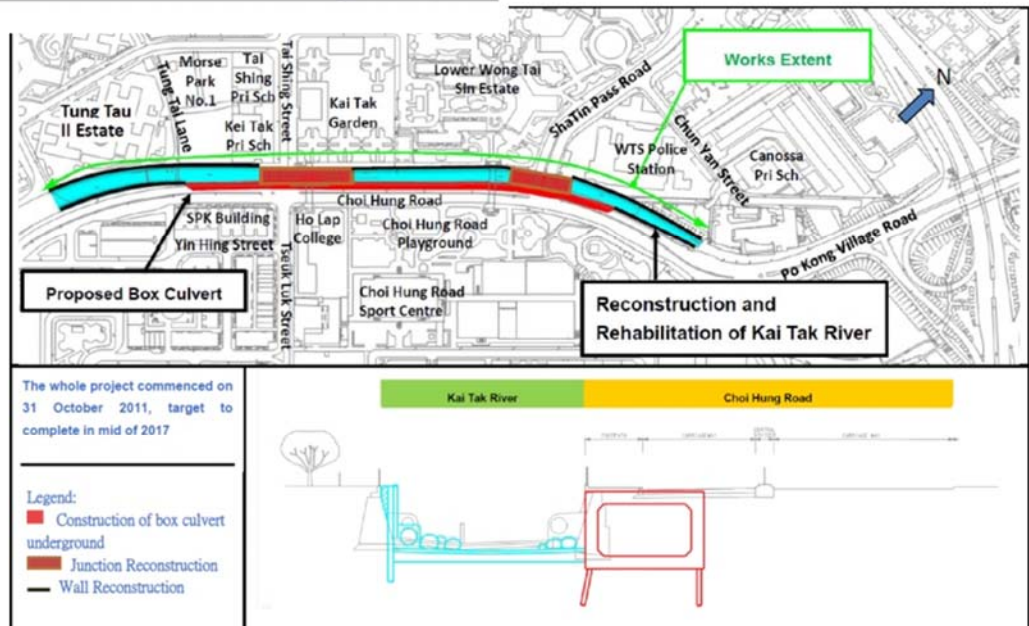
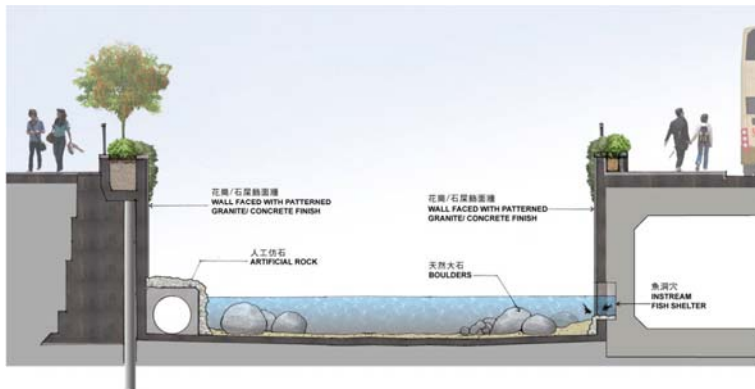




Approx. alignment of
Prince Edward Road

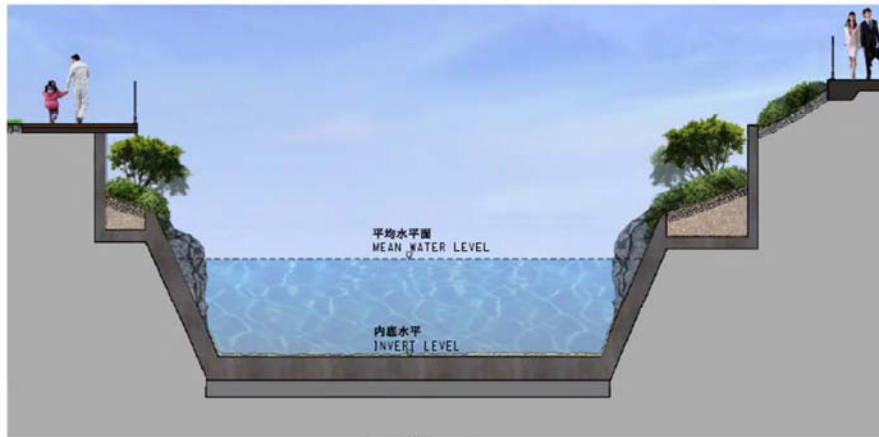


Nullah section crossing the
northern portion (above) &
southern portion (left) of
Prince Edward Road





立視圖
ELEVATION



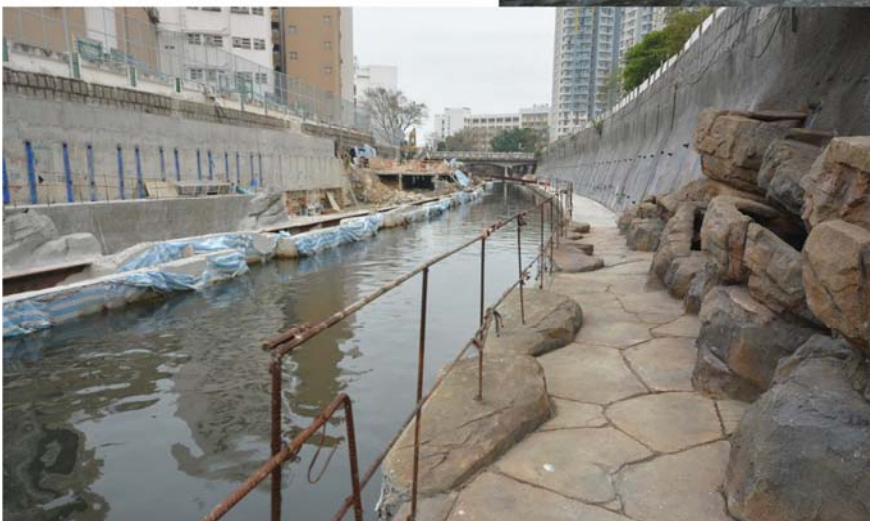
典型橫切面 A-A
TYPICAL SECTION A-A

圖則名稱 Drawing title

啟德明渠重建及改善工程
-擬建排水道構想圖

RECONSTRUCTION AND
UPGRADING OF KAI TAK NULLAH
-ARTIST'S IMPRESSION OF
PROPOSED DRAINAGE CHANNEL

Provision of landscaping
features (early 2017)





Provision of landscaping features (mid 2017)

Examples of similar projects outside HK



東濠涌中山三路南段在未進行
淨化前的河涌及區內環境。



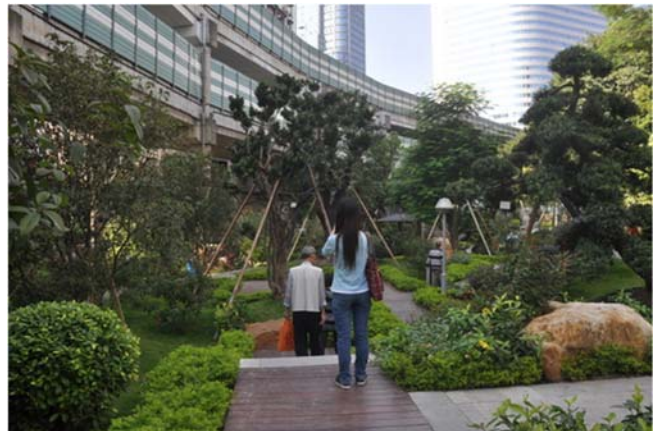
廣州東濠涌優化項目
(2008-12)

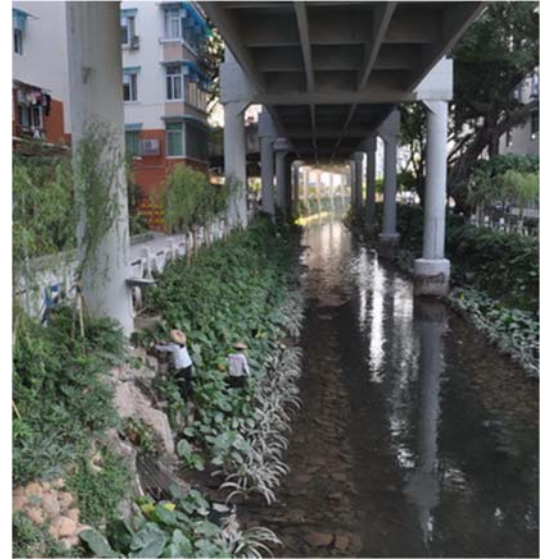


位於中山三路與越秀路的綠化廣場帶



綠化廣場及高架橋底
水景區帶的景緻





荔灣涌環境改造計劃







上流經除污淨化後灌注入荔灣河之水出口，河水之後再流入荔灣湖及珠江



荔灣河與荔灣湖公園
的空間融合

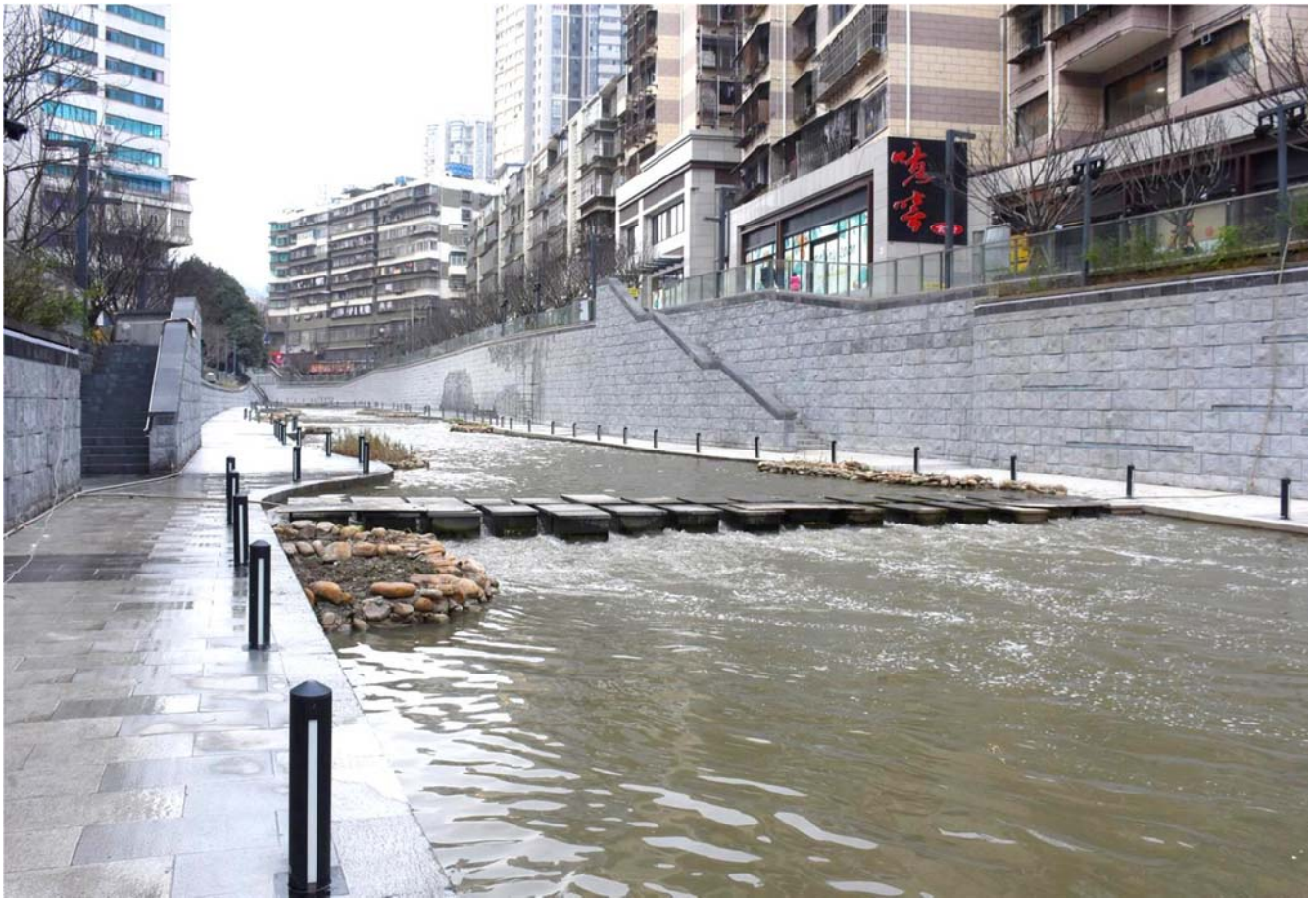




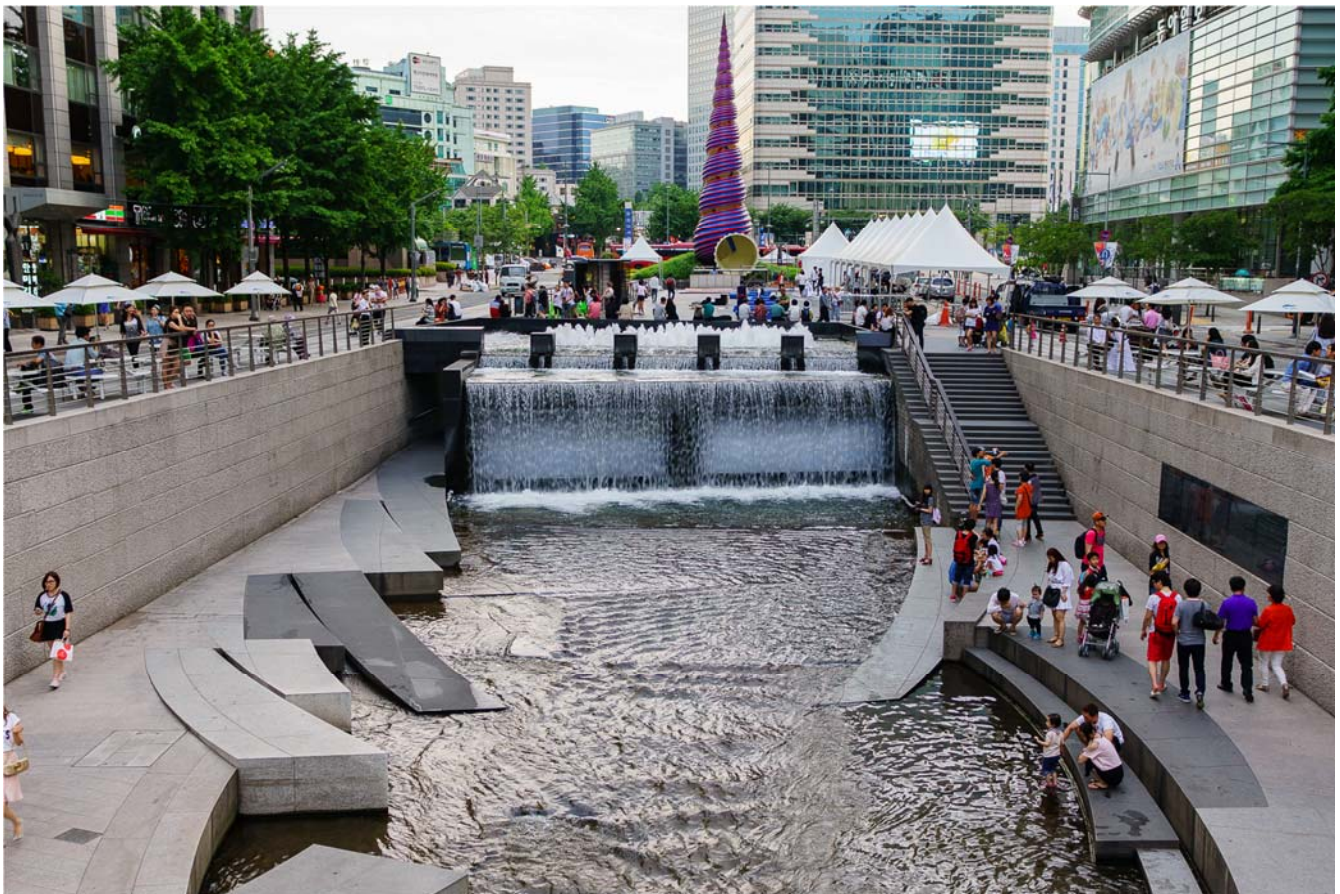
貴陽市西河南明河優化



River upgrading project in Quiyang



Upgrading of the River Seoul





River-side in
Osaka, Japan



Reconstruction and upgrading Kai Tak
Nullah from Prince Edward Road to
Kai Tak Approach Channel/Kowloon Bay

Reconstruction and upgrading of Kai Tak Nullah

Scope of work

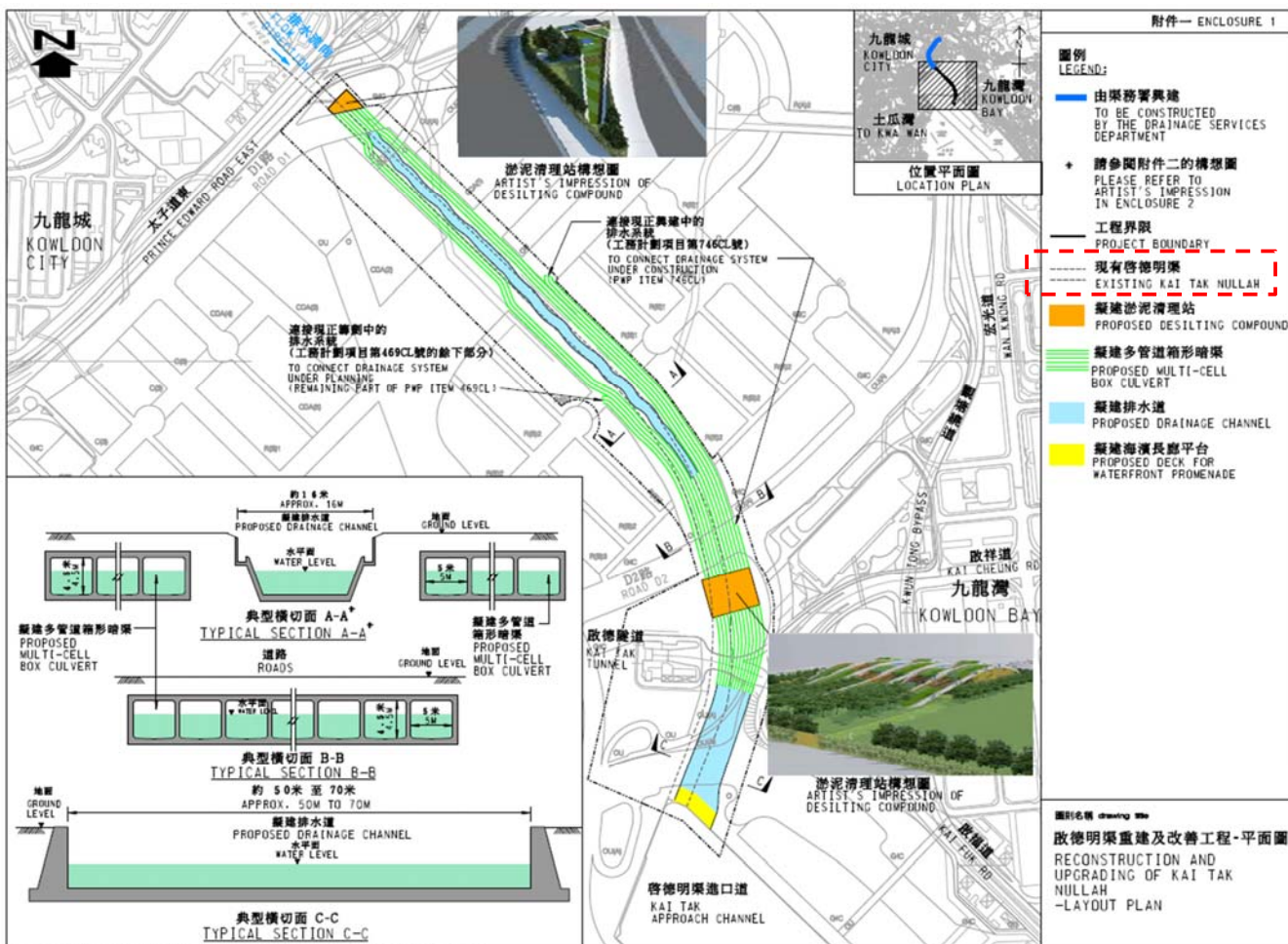
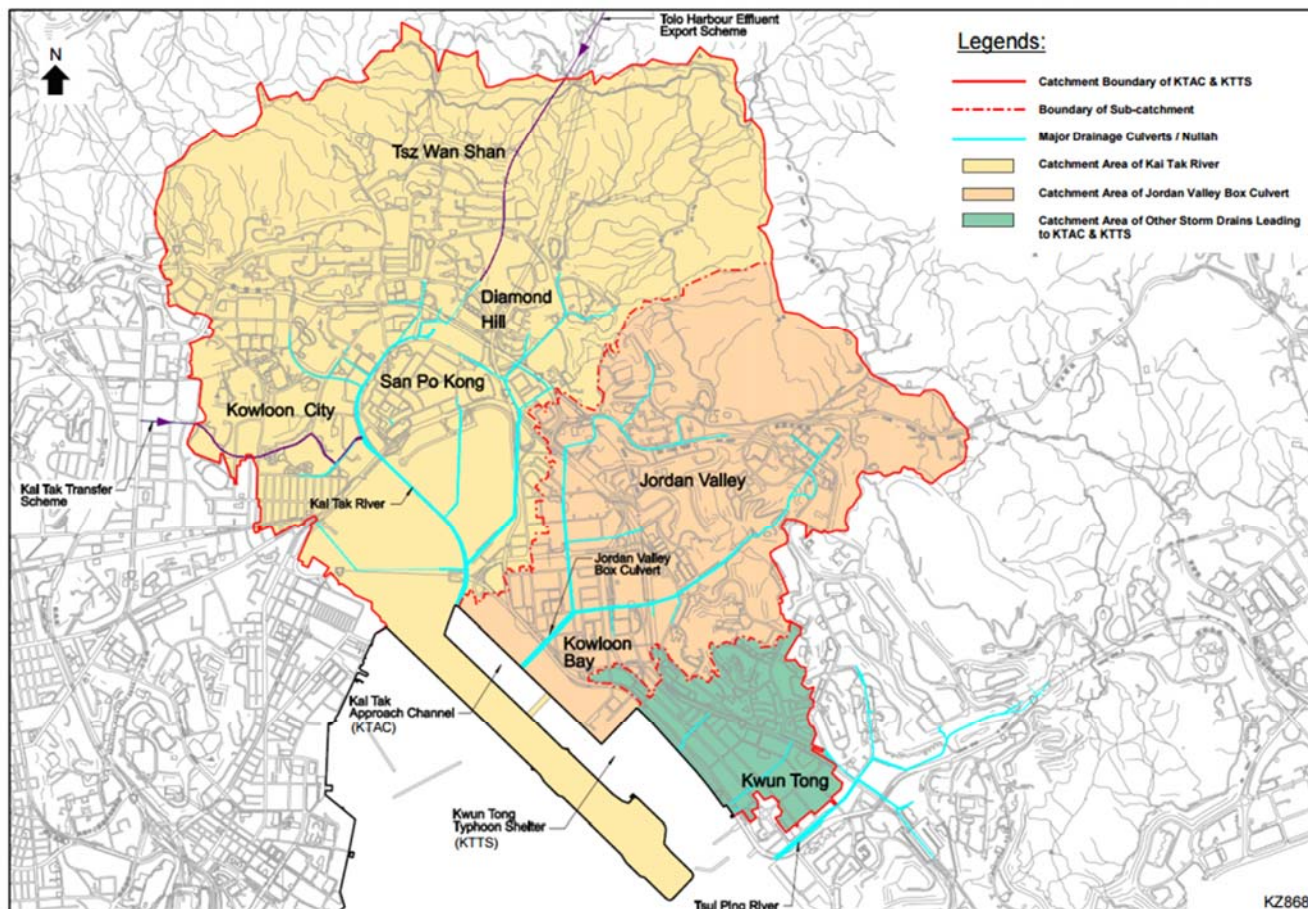
- (a) reconstruction and upgrading of Kai Tak Nullah of about 1 300 metres (m) long at the north apron area of the former Kai Tak Airport from Prince Edward Road East to Kai Tak Approach Channel into a combination of a drainage channel and multi-cell box culverts with a total width varying from about 40m at the upstream to about 70m at the downstream;
- (b) construction of two enclosed desilting compounds with vehicular access; and
- (c) ancillary works including landscaping works, environmental mitigation measures and related monitoring and audit works.

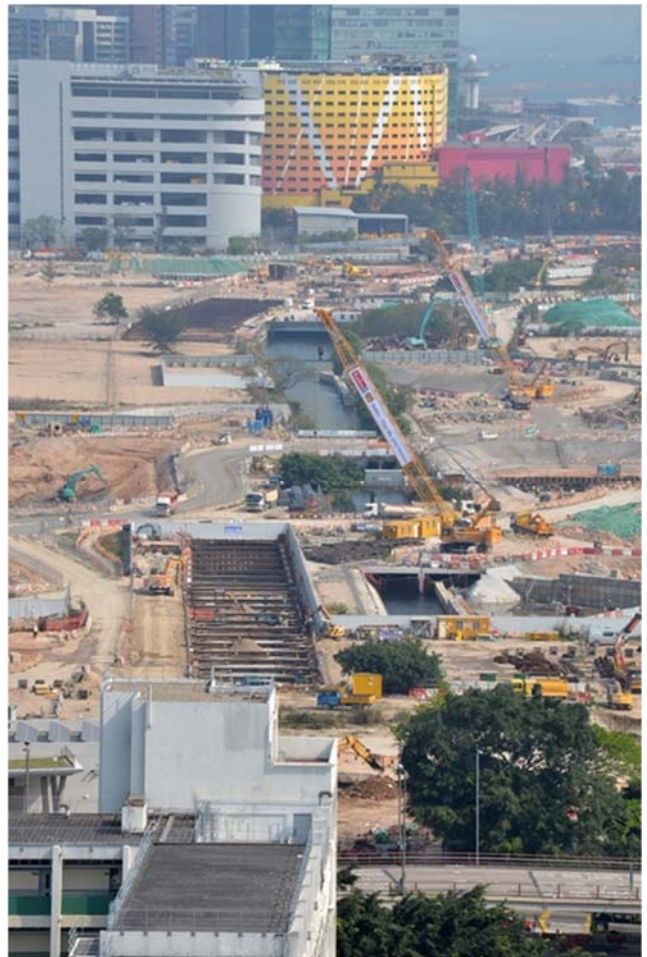
Consultant: AECOM Asia Company Limited

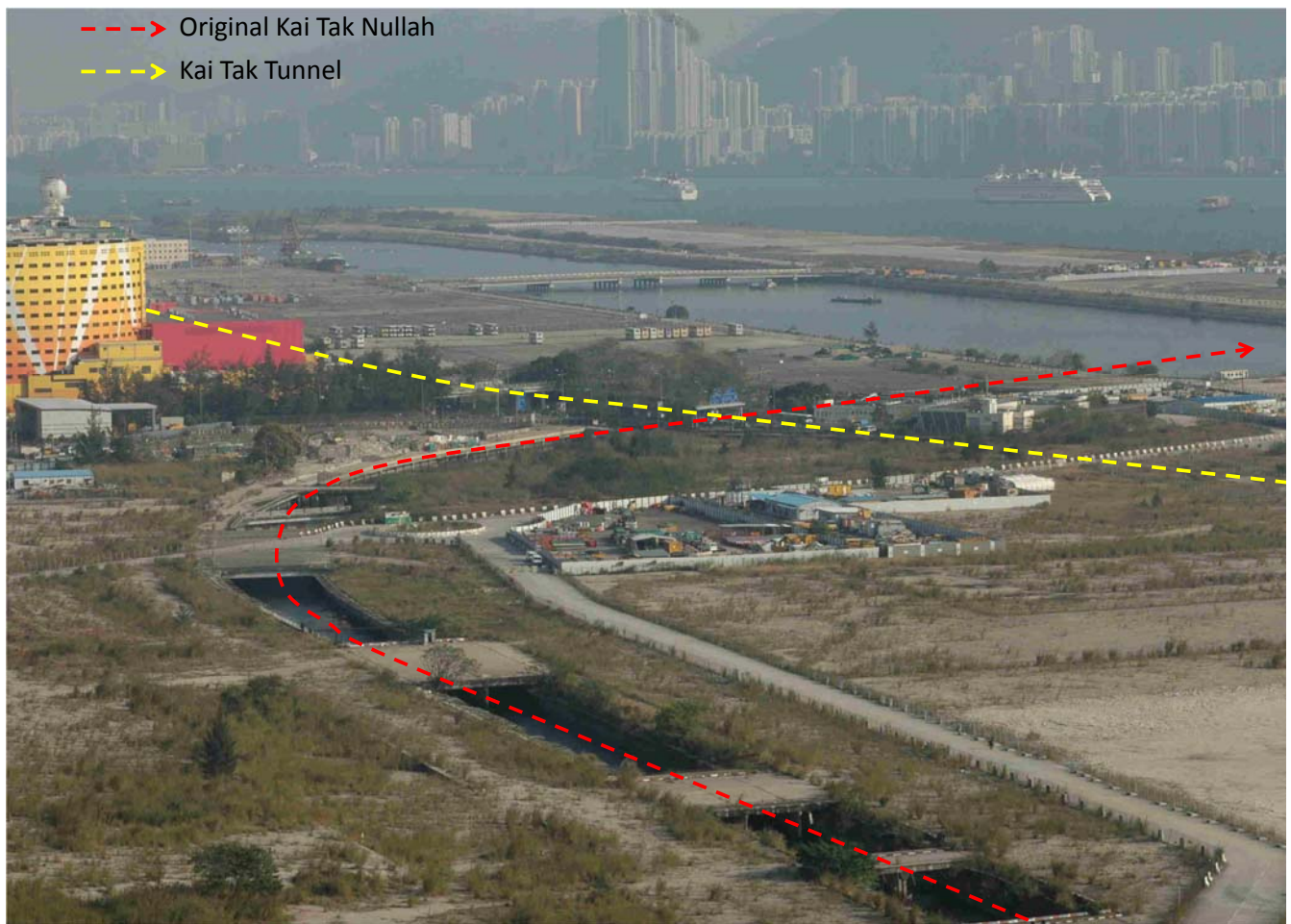
Contractor: Chit Cheung Construction Co., Ltd.

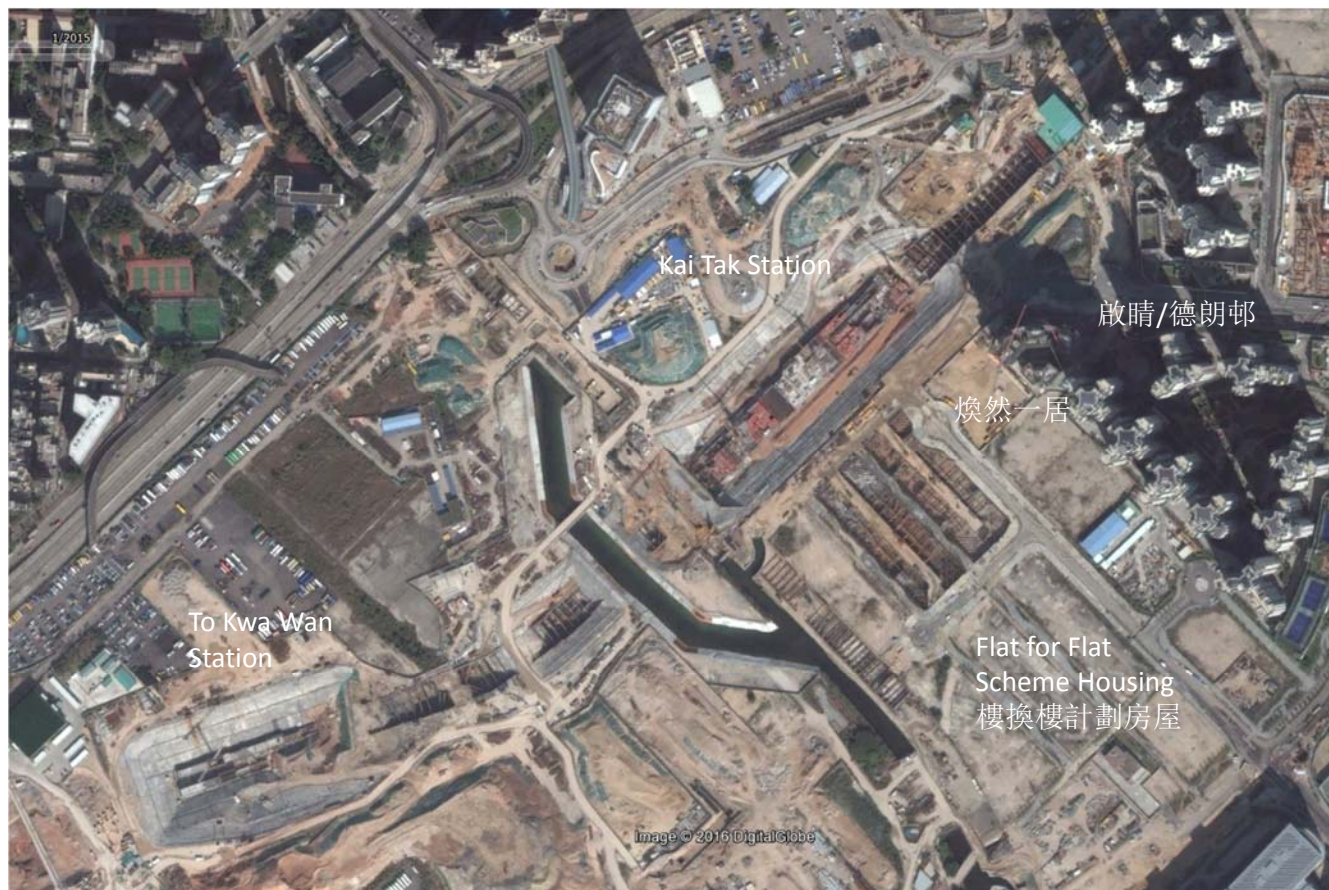
Estimated cost: \$2.488 billion

Contract period: January 2013 – Mid 2018









Kai Tak area as seen in early 2015



Original Kai Tak Nullah partially diverted as seen in 2014









Casting the
box culvert





Landscaping work inside the nullah





One of the most challenging point of the SCL at Kai Tak
 – the tunnel tube crossing the new nullah tube,
 both are constructed using cut-and-cover method







Early 2017



New culvert boxes
under construction

Outfalling point of Kai Tak Nullah onto the Kai Tak Approach Channel (early 2015)



Temporary traffic and carriage diversion arrangement for the Kai Tak Tunnel and the outfall of the Kai Tak Nullah

Section of nullah crossing the Kai Tak Tunnel



Desilting facility

Construction of the desilting facility as seen in July 2016



Construction of the desilting facility
as seen in July 2016



Construction of the desilting facility as seen in May 2017





Nullah outfall towards the Kai Tak Approach Channel





Outfall into the Kowloon Bay
as seen in early 2016



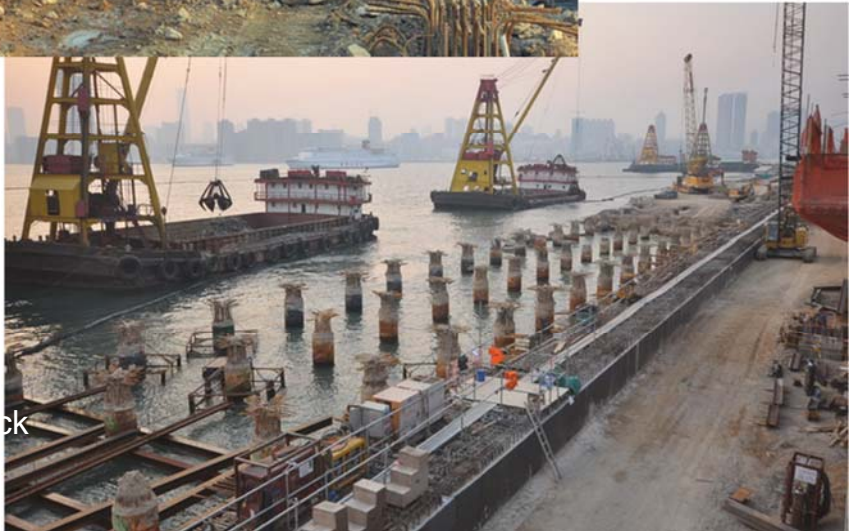


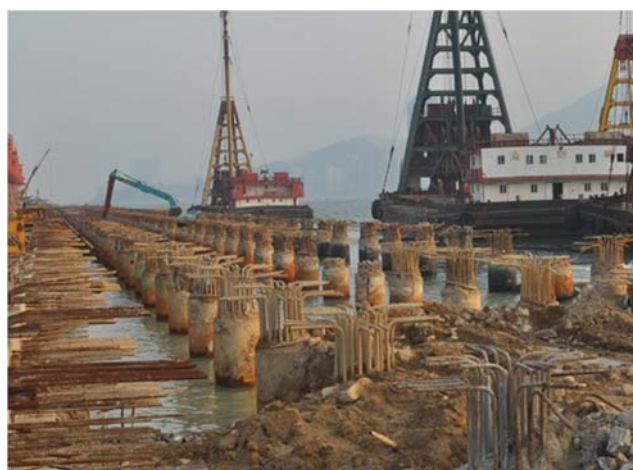
Construction of the Cruise Terminal





Forming the marine piles
for the construction of
the parking deck for the
terminal







Construction of the Cruise Terminal
as seen in December 2011

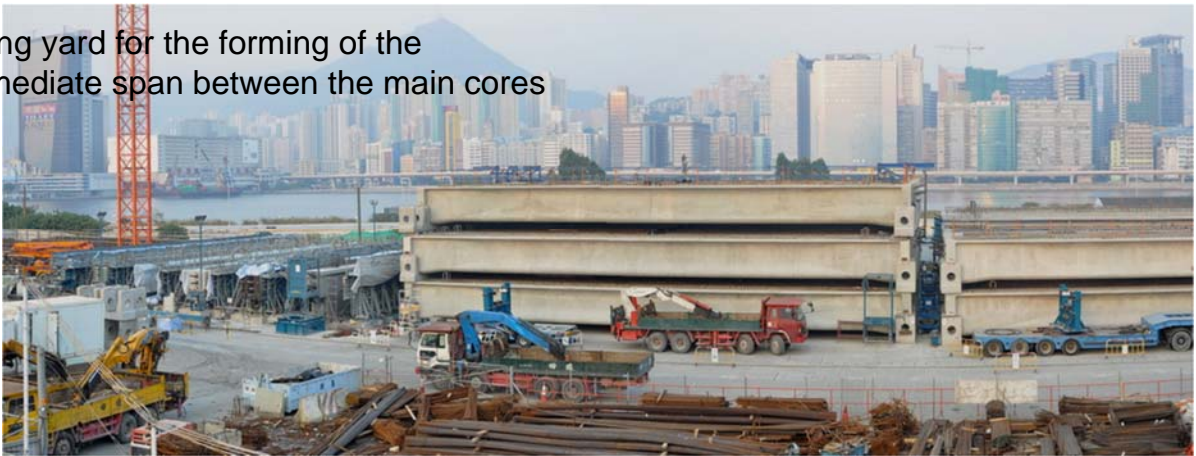




Forming of the main core structure constructed using in-situ RC, tensioned, with main span about 60m



Casting yard for the forming of the intermediate span between the main cores



Overview of one of the main core structures (total 12 cores)





Forming the floor deck using precast beams and floor planks with RC topping



