

Kennedy Point Ferry Terminal Ramp Extension & Wharf Reconstruction

Project Update: 9th November 2018



Kennedy Point Wharf works update... #3

The **Stage 1** works are now in full swing and the new ramp is really taking shape. The recent settled weather has allowed HEB Construction to make some excellent progress in constructing the new abutment ramp.

This perhaps isn't the most photogenic stage of the ramp works but it is when it all starts to come together and progress can be seen each and every day. The works are still subject to tidal levels which sometimes makes for some long days.



Drilling, but not for Waiheke oil!

In line with our philosophy of continual review of the established design and methodology, HEB and GHD have carried out additional geo-technical investigation in order to help refine the upcoming Stage 2 works for next year.

Underneath the road a large T-shaped concrete wall called a 'Deadman Wall' is to be constructed. The 'deadman' forms one end of the anchor points for the numerous steel ties that will give the new wharf structure its much-improved seismic strength and resilience.



The excavation for the 'Deadman wall' will require a large V-shaped or 'battered' excavation right in the middle of the road. This will obviously severely affect the operation of the terminal, as the excavation will need to be large enough to ensure that the poor quality fill will be stable and safe enough for people to work in. To try to overcome this HEBs and GHD are looking at an alternate piled design for the 'deadman wall' which will involve drilling in excess of 16m through the fill and into the bedrock. This should significantly reduce the amount of area required, reduce the level of impact that constructing the wall will create whilst also making it much safer to construct.

The cores extracted from the boreholes (above left) show some very poor quality make-up of the original reclamation fill.

Health & Safety Corner... (and when road rules don't apply to you!)

Some of the most difficult processes rely upon the simplest of items... Each of the 4 lifting eyes for each pre-cast panel have to be capable of holding 5000kg. Positioning the 6 panels requires pinpoint accuracy and the last thing you want is for the panels to drop into the wrong position! Certified strength and proper use give the HEB team confidence in their kit!



4x 5000kg lifting rings for each panel



When traffic management and road rules are just for everyone else!