



REED CONSTRUCTIONS AUSTRALIA PTY LTD

AN INTEGRAL FEATURE OF THE RHODES WATERSIDE DEVELOPMENT'S MARKETABILITY IS ITS LOCATION in the geographic heart of Sydney, and its ready accessibility from main artery, Homebush Bay Drive. This ease of accessibility is facilitated by the construction undertaken by Reed Civil.

Reed Civil constructed exit ramps off the Southbound and Northbound carriageways of Homebush Bay Drive, connecting Homebush Bay Drive to Rhodes Waterside. The Northbound Off Ramp links directly into the roof car park of the new Ikea complex.

The Reed Group is a privately owned company that specialises in construction, hospitality, civil, interior fit outs and developments. Reed Civil has operated as a Division of Reed Group since July 6, 1987. Managed by a team of professionals with over 18 years experience in civil design, construction and project management, Reed Civil division combines the focus and skills of civil construction specialists with the vast back up resources of the Reed Group.

A specialised team of engineers was selected from Reed Civil's 87 employees, to complete the company's task at Rhodes Waterside. This team utilised the expertise of Paul Wise, Divisional Manager, Reed Civil; Fred Knox, Construction Manager, Reed Civil; Victor Ng, Project Manager; Doug Sparks, Senior Site Manager; Pierre O'Loughlin, part time Site Manager; Gary Mundy, part time Site Manager; Daniel Boorman, Site Engineer. The project required forty weeks of dedicated service from the Reed Civil Engineering team.

The off ramps comprise reinforced concrete columns, 161 precast pre tensioned concrete planks as decking, bored in-situ concrete piles and pad footings. The precast concrete planks, which are 650mm wide and 450mm to 550mm in thickness, form the decking of the road base, and run parallel to Homebush Bay Drive in the direction of the ramp's traffic flow.

Whilst the major aspect of the construction is vehicle access, pedestrian and cycle traffic was facilitated by Reed Civil's overall road construction works, encompassing steel and concrete pedestrian ramps, cycleway and footpaths, as well as features such as noise attenuation barriers, signage and guardrails. A slipform machine, containing a cast of the shape of the required kerb, was used to pour concrete kerbs.

50 tonne, 80 tonne and 100 tonne cranes were used as required for the lifting of concrete planks. However, when landing the precast pre-tensioned concrete planks to span nine, because of limiting access, a 50 tonne and 100 tonne crane were used in tandem, to lift the 25 tonne concrete plank.

Columns run from North to South, standing between 12m and 22m in height. Piers 10 and 11 comprise two joint headstocks totaling 40 cubic metres of concrete. These piers sit atop three 15m high columns that were each poured in three sections. This overall process required an intricate scaffold and formwork system.

Reed Civil adds to their experience, prequalifications from RTA (B10 and R10), State Rail, Sydney Water, and Public Works Best Practices Credited to \$25m, as well as membership of the National Safety Council of Australia, Civil Federation of Australia, and Water Association of Australia.

For more information on the abilities of Reed Civil or Reed Group's Construction, Hospitality, Interiors and Developments Divisions, visit www.reedgroup.com.au.



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