A284 Lyminster Bypass (North) – Progress Update

Date: 29/08/23

This is the latest monthly newsletter updating you on progress made in the construction of the Lyminster Bypass. We hope you find it useful, but please contact us if there is anything you would like more information on or would like to give us any feedback.

North of the Ancient Hedgerow

Following on from last month's newsletter, the settlement of the embankment is not at a suitable level yet, we are increasing the weight over the central part of the surcharge area. Material has been taken off the front of the surcharge and placed in the middle to build up the level by a further metre. Manhole rings are being used to protect the settlement points so that surveys can resume once the work has been completed.

Image 1: Material being removed from the front of the surcharged to be placed further back.

Ancient Hedgerow to Bridleway

This month we have completed laying kerbs from the bridleway to ancient hedgerow, this distance was around 250m approximately. We trimmed the subbase to within the level tolerances. The subbase is the stone placed underneath the asphalt. This stone is placed thicker then required initially. Once we are ready to place the asphalt we then trim to the thickness to it's design level. Once the Type1 subbase is trimmed the levels are suitable for placement of asphalt. We also tested the strength of this layer at intervals along the full length of the road. We test the strength using a large digger underneath which we place a steel plate. A hydraulic jack is then used to push the plate in to the stone using the digger as a counterweight. The amount the plate is pushed in to the stone is then correlated to the strength of the subbase layer.

One of our supply chain partners, Aggregate Industries, have been at our site laying the base and binder course of surfacing along this area. Asphalt surfacing is made up of several layers which each have their own characteristics. We have placed two base layers, which is the lower layer. The binder layer is the middle layer and the surface course is the layer used to drive on. We have gone up to binder level to prevent any damage to the final layer and will not complete the surface course until closer to the road opening time.

Image 2: Trimming the type 1 to level

Image 3: Laying base course of surfacing

Bridleway to Black Ditch

This month we have been focusing on putting up scaffolding around all the piers, which then allowed access when landing the bridge beams. The bridge beams are the long concrete sticks that the bridge is formed off. The piers are the concrete elements where the beams rest on.

Prior to arrival of the crane, we constructed crane mats to allow a stable base for the proposed crane to sit on whilst lifting the beams onto the bridge. Upon arrival of the 700 ton crane it was setup in its first position, from where it then landed the first beams between pier 8 and 9.

The 700t mobile crane has four additional lorries to carry all the counterweights and accessories it requires. The crane and the ballast wagons are all in excess of the normal 44T maximum lorry weight and need special permits to travel on the road.

Similarly, the beam delivery wagons also require special permits to travel on the road. These are both longer and heavier than the maximum allowed for a standard lorry. The beams are made in Ireland and enter England via ferry near Liverpool. From Liverpool they travel with an escort down to Littlehampton. There are 121 beams, of which 22 are edge beams. Each edge beam is delivered separately on a lorry. The remaining 99 beams are being loaded three at a time, requiring 33 movements.

Image 4: Beams being lifted into position

Image 5: The beams in position

South of Black Ditch

Following on from the above section, in this area we have been putting up scaffolding around all the piers to allow access when landing the bridge beams. We also constructed crane mats to allow a stable base for the crane to sit on whilst lifting the beams onto the bridge.

We have completed the excavation of a pond that sits beside the bridge. The pond is designed to create both wet and dry areas to cater for a variety of plants and wildlife to blossom. The pond is fed with rainwater runoff from the new road and releases this into Black Ditch. This activity has been completed because the access will be restricted whilst beams are being lifted onto the piers south of Black Ditch.

Image 6: Crane mat construction

Image 7: Southern Pond

Site event – Wednesday 13th September

We have planned a “visitors morning” on site for the wider public to visit and see the beam installa□on. This will be taking place on Wednesday 13th September, arrival at 9am, finishing around 11am. If you are interested in coming along to this event, please sent a confirma□on email to **lyminsterbypass@jackson-civils.co.uk.**

Additional information

Personnel wise we are saying goodbye to two of our industrial placement students from the wider Sussex area. They have completed their year on site and are returning to their respective universities next year. One of them is being replaced by a new industrial placement student from the West Sussex area. She lives in Worthing and will be with us for the coming year.

We are also doing a presentation for Polling Parish Council on the 30th of August in the evening. The presentation will highlight the scheme in general and the interface of the works with Polling Parish Council. At the end of the presentation there will be an opportunity to ask further questions about the scheme.

For further information about the scheme please visit the Lyminster Bypass North page on West Sussex County Council's website:

https://www.westsussex.gov.uk/roads-and-travel/roadworks-and-projects/road-projects/lyminster-bypass-north/

Should you have any specific scheme enquiries, please contact lyminsterbypass@jackson-civils.co.uk