

A284 Lyminster Bypass (North) – Progress Update

Date: 31/01/24

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 if you would like to give us any feedback.

North of Ancient Hedgerow

Over pumping has begun so the water in Brookfield stream, East of the A284, is temporarily diverted along pipes under the road back into the stream, West of the A284. In preparation for this, sheet piles were put in a square formation, creating a cofferdam, to block off the water from flowing into the culvert and to allow the rate of the flow to be controlled, ensuring the pumps will keep the water level of the stream constant. A fish rescue team arrived on site to use the technique “electrofishing” to move what was found in the sectioned off part of the stream, to a safe location downstream. An eel, a baby pike and a few nine-spine stickleback fish were found and moved downstream.

Soil mixing has also begun, North of the Brookfield stream. This technique improves ground conditions via mixing cement into the ground in a 5m by 5m square. The process will take approximately 6 weeks and will improve the strength of the soil sufficiently to construct to build the new road on top of it.



Image 1 Cofferdam with over pumping.



Image 2 location of new culvert.

Ancient Hedgerow to Bridleway

As part of our final design, we have a Pegasus crossing which involves an equestrian, agricultural plant, pedestrian and cyclist crossing. For this crossing, we have installed a total of 8 streetlights and traffic light signal boxes/sockets and have connected street lighting ducts. Once the surfacing is completed we will install the poles for the traffic lights and streetlighting in these sockets and pull the electric cables through the ducting network.

Our footpath is starting to be built up now with us completing another phase, this included laying 175 metres of tarmac base course.



Image 3 Street lighting ducts into box.



Image 4 Footpath with tarmac base course

Bridleway to Black Ditch

We have now poured 30% of the concrete deck, the bypass consists of two abutments and 10 piers, with January's focus on pouring concrete for pier 8 and 9 as well as the North abutment wing wall. The wing walls for both the North and South abutment are there to provide structural support for the viaduct, the abutments are the ends of the viaduct.

This month we have completed the North abutment's steel reinforcement. In total we have now completed 90% of the steel works for the viaduct and plan to have this fully complete in the next couple of months.



Image 5 North abutment reinforcement.



Image 6 Steel work progress

South of Black Ditch

The concrete pours for pier 3 continue, with constant testing and recording. This month we have completed the South abutment's steel reinforcement and the wingwall shutters (wooden moulds to keep the concrete in place) have been set up, ready for its concrete pour.

As part of the design, we have positioned bolt clusters along the edge (parapet) of the viaduct, allowing the safety fencing (VRS) on the bridge to be installed. The VRS is used to absorb and decrease the force of a crashing vehicle.



Image 7 Bolt cluster for parapet.



Image 8 View of viaduct facing North.

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