1:100

2m 0 2m 4m 6m 8m 10m

1:500

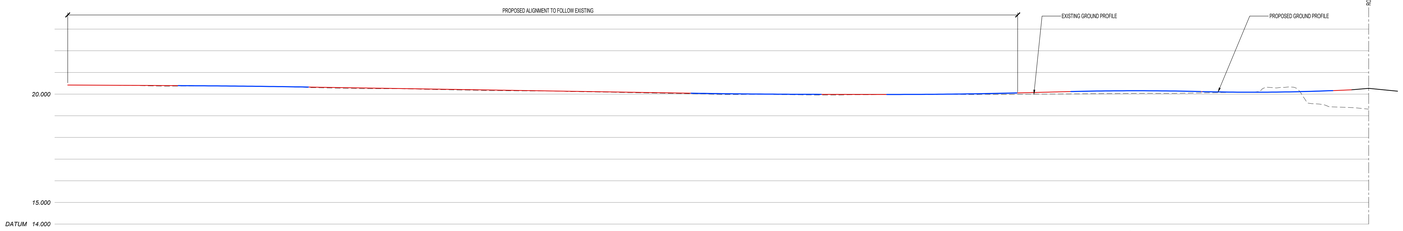
10m 0 10m 20m 30m 40m 50m

CHAINAGE	0.000	10.000	20.000	30.000	37.716	38.000	39.000	40.000	50.000	60.000	70.000	75.706	76.000	80.000	90.000	100.000	110.000	120.000	130.000	140.000	150.000	160.000	165.951	166.000	170.000	180.000	190.000	200.000	201.141	202.000	203.000	210.000	218.554	219.000	220.000	229.232	230.000	238.000	240.000	245.000	249.554	250.000	253.587	255.000	258.700	260.000	265.000	266.872	270.000	275.000	280.000	285.527	290.000	300.000	304.260
EXISTING GROUND LEVEL	20.500	20.473	20.446	20.426	20.412		20.398	20.335	20.291		20.260	20.237	20.210	20.189	20.166	20.142	20.110	20.099	20.084		20.081	20.084	20.086	20.086	20.092		20.131	20.222		20.170		20.086		19.715		19.577		19.379		19.281		19.230		19.234	19.243
ALIGNMENT LEVEL	20.500	20.478	20.455	20.432	20.416	20.415	20.409	20.359	20.332	20.294	20.273	20.272	20.263	20.241	20.219	20.197	20.176	20.154	20.132	20.110	20.088	20.081	20.081	20.079	20.076	20.074	20.074	20.071	20.073	20.117	21.148	20.203	20.215	20.215	20.204	20.174	20.127	20.060	20.018	19.941	19.939	19.910	19.904	19.905	19.823	19.964	20.050	20.093	20.227	20.285

VERTICAL ALIGNMENT: PROPOSED ALIGNMENT TO FOLLOW EXISTING GRADIENT; G= 0.676% 1: 147.9; L= 30.000 KF= -14.05152; G= -459% 1: -68.5; KF= 10.73668 L= 30.000; G= 1.335% 1: 74.9

HORIZONTAL ALIGNMENT: R= 200.000; R= 45.000

WEST ARM NORTH LONG SECTION (HORIZONTAL SCALE 1:500, VERTICAL SCALE 1:100)

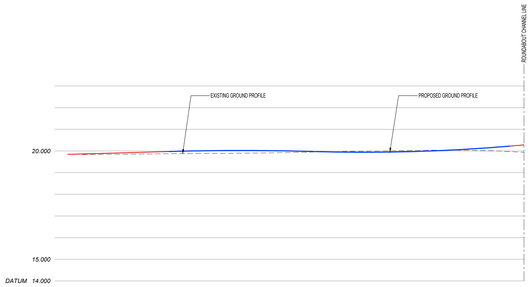


CHAINAGE	0.000	10.000	20.000	25.508	30.000	35.000	40.000	45.000	50.000	55.000	55.508	60.000	70.000	80.000	90.000	100.000	104.285	110.000	120.000	125.081	130.000	140.000	143.831	144.000	150.000	155.000	160.000	165.000	170.000	173.831	180.000	190.000	193.175	195.000	200.000	205.000	210.000	212.572	214.000	215.000	218.000	220.000	230.000	237.862	238.000	240.000	242.755	243.000	245.000	250.000	255.000	260.000	261.000	261.875	263.000	265.955	268.306	270.000	275.000	277.300	280.000	284.312	285.000	290.000	291.000	295.154	300.195
EXISTING GROUND LEVEL	20.421	20.406	20.375	20.375	20.375		20.336		20.292		20.249	20.232	20.191	20.147		20.139	20.103	20.087	20.079		20.029	19.941		19.985	19.986	19.983	19.983	19.987		19.983	19.980	19.980	19.985	19.992	19.992	19.992	20.003	20.018	20.037	20.056	20.061	20.068	20.111	20.113	20.133	20.148	20.154	20.153	20.143	20.125	20.113	20.079	20.090	20.097	20.097	20.117	20.148	20.162	20.197	19.200 19.204
ALIGNMENT LEVEL	20.421	20.409	20.398	20.392	20.386	20.378	20.368	20.357	20.343	20.328	20.327	20.312	20.280	20.247	20.215	20.183	20.151	20.118	20.086	20.054	20.041	20.038	20.035	20.023	20.011	20.003	19.995	19.990	19.989	19.987	19.984	19.984	19.984	19.986	19.992	20.003	20.018	20.037	20.056	20.061	20.068	21.111	21.118	21.133	20.148	20.165	20.165	20.153	20.143	20.125	20.113	20.079	20.090	20.097	20.097	20.117	20.148	20.162	20.197	

VERTICAL ALIGNMENT: PROPOSED ALIGNMENT TO FOLLOW EXISTING GRADIENT; G= 0.500% 1: 200.0; L= 30.000 KF= -30.0; G= -0.900% 1: -200.0; KF= 22.87801 L= 30.000; G= 0.811% 1: 123.3

HORIZONTAL ALIGNMENT: R= 1020.000; R= 50.000; R= 836.185; R= 50.000; R= 36.000; R= 48.300

WEST CROWN 1 LONG SECTION (HORIZONTAL SCALE 1:500, VERTICAL SCALE 1:100)

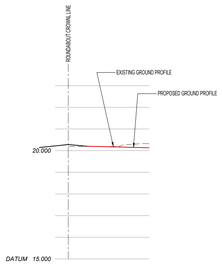


CHAINAGE	0.000	10.000	20.000	23.379	23.500	30.000	35.000	40.000	45.000	50.000	55.000	59.777	59.872	60.000	65.000	68.338	70.000	75.000	80.000	85.000	85.894	90.000	95.000	100.000	101.894	105.295
EXISTING GROUND LEVEL	19.846	19.845	19.887			19.891		19.898		19.924				19.962		19.990		20.035			20.032			19.993		19.955
ALIGNMENT LEVEL	19.846	19.901	19.957	19.975	19.984	20.005	20.017	20.022	20.017	20.005	19.994	19.977	19.976	19.959	19.944	19.941	19.942	19.953	19.975	19.991	20.011	20.059	20.119	20.192	20.223	20.280

VERTICAL ALIGNMENT: G= 0.555% 1: 180.2; L= 33.300 KF= -30.0; G= -0.565% 1: -180.2; KF= 20.0 L= 44.751; G= 1.683% 1: 59.4

HORIZONTAL ALIGNMENT: R= 840.685; R= 40.000

WEST ARM SOUTH LONG SECTION (HORIZONTAL SCALE 1:500, VERTICAL SCALE 1:100)

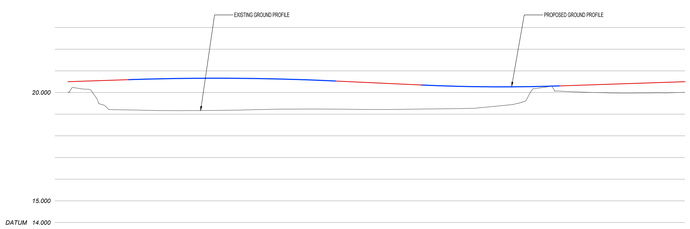


CHAINAGE	0.000	4.274	4.917	10.000	15.657
EXISTING GROUND LEVEL	20.187		20.193		20.314
ALIGNMENT LEVEL		20.203	20.175		20.133

VERTICAL ALIGNMENT: G= -0.500% 1: -200.0

HORIZONTAL ALIGNMENT: R= 47.000

WEST CROWN 2 LONG SECTION (HORIZONTAL SCALE 1:500, VERTICAL SCALE 1:100)



CHAINAGE	0.000	10.000	12.966	15.000	20.000	25.000	30.000	33.373	35.000	40.000	45.000	50.000	55.000	60.000	61.756	70.000	80.000	85.000	87.938	90.000	95.000	100.000	105.000	110.000	113.366	120.000	130.000	140.000	142.254
EXISTING GROUND LEVEL	20.013	19.710		19.168		19.167		19.182		19.234		19.255		19.216		19.233		19.256		19.304		19.346		20.046		20.088		19.971		19.992	20.011
ALIGNMENT LEVEL	20.800	20.587	20.583	20.600	20.627	20.646	20.657	20.660	20.660	20.654	20.640	20.617	20.588	20.547	20.531	20.455	20.362	20.348	20.319	20.289	20.289	20.243	20.256	20.287	20.307	20.351	20.418	20.484	20.500

VERTICAL ALIGNMENT: G= 0.667% 1: 149.9; L= 47.790 KF= -30.0; G= -0.926% 1: -108.0; KF= 20.0 L= 31.860; G= 0.667% 1: 149.9

HORIZONTAL ALIGNMENT: R= 22.670

ROUNDABOUT CROWN LONG SECTION (HORIZONTAL SCALE 1:500, VERTICAL SCALE 1:100)

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1. DO NOT SCALE THIS DRAWING. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS ON SITE PRIOR TO COMMENCING THE WORKS.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALISTS DRAWINGS AND SPECIFICATIONS.
3. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL LEVELS IN METRES UNLESS NOTED OTHERWISE.
4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
5. THIS DRAWING IS BASED ON TOPOGRAPHICAL SURVEY No. TOPO_02_2D, REVISION A, DATED 06.04.16.

CONTRACTURAL RESIDUAL CDM RISK

CROSS SITE SERVICES
LOCATE, DEMARK AND PROTECT OR MAKE SAFE ALL EXISTING ON SITE / CROSS SITE SERVICES PRIOR TO THE COMMENCEMENT OF ANY WORKS

CLOSE PROXIMITY OF EXISTING HEDGEROW / TREES AND BUILDINGS
ALL NECESSARY PRECAUTIONS TO BE TAKEN WHEN CRANING

EXISTING BUILDINGS
CONTRACTOR TO NOTE CLOSE PROXIMITY OF ADJACENT BUILDINGS AND ENSURE THAT THE FOUNDATIONS ARE NOT SURCHARGED OR UNDERMINED.

WORKS ADJACENT TO HIGHWAY
CONTRACTOR TO GIVE CONSIDERATION TO THE CLOSURE OF THE FOOTPATH DURING WORKS IN CLOSE PROXIMITY TO IT TO ENSURE THE SAFETY OF THE GENERAL PUBLIC. APPROPRIATE MEASURES SHOULD ALSO BE TAKEN TO AVOID UNDERMINING EXISTING HIGHWAY AND FOOTPATH.

LIVE ACCESS ROAD
THE PROPOSED WORKS ARE TO BE UNDERTAKEN WHILE MAINTAINING TRAFFIC FLOW ALONG CROMWELL ROAD. THE CONTRACTOR MUST PROVIDE PROTECTION TO PREVENT UNAUTHORISED ACCESS TO THE CONSTRUCTION AREA AND ENSURE A SAFE SEQUENCE OF WORKS AND WORKING METHODS ARE UTILISED THROUGHOUT THE CONSTRUCTION STAGE.

OVERHEAD CABLES
CONTRACTOR TO NOTE PRESENCE OF OVERHEAD CABLES WHEN OPERATING MACHINERY ON SITE.

EXISTING WATERCOURSE
CONTRACTOR TO ENSURE ALL SURFACE WATER RUN-OFF DURING CONSTRUCTION ACTIVITIES IS MANAGED TO ENSURE NO CONTAMINATION ENTERS WATERCOURSE.

THIS DRAWING IS SUBJECT TO APPROVAL BY EAST RIDING OF YORKSHIRE COUNCIL AND IS NOT TO BE USED FOR CONSTRUCTION UNTIL NOTED OTHERWISE

Rev.	Date	Revision Description	Drawn	Audit'd
A4-C03	31.03.23	UPDATED TO SUIT ERYC COMMENTS	MWh	MPW
A4-C02	28.11.22	UPDATED TO SUIT REVISED ALIGNMENT	MWh	MPW
A4-C01	08.07.22	ISSUED FOR APPROVAL	MWh	MPW

Client

BARRATT HOMES

Project Title

THE BALK, POCKLINGTON

Description

PROPOSED LINK ROAD AND 3-ARM ROUNDABOUT S278 AND S38 LONG SECTIONS SHEET 4

Date	JUNE 2022	Drawn	MWh
Scale	1:500 @A0	Authorised	MPW
JPL Ref.	GLD0207/3		

BIM Ref.

Project	Orig.	Vol.	Level	Type	Role	Number
002073	JPL	ZZ	ZZ	DR	D	2154

Suitability: A4 - TECHNICAL DESIGN

Revision: C03

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