

A64

Sherburn to Staxton resurfacing



At Highways England we want to make sure all our major roads are more dependable, durable and, mostly importantly safe.

We're investing £4 million in the A64 this financial year (2020-2021) to improve journeys and safety for the thousands of drivers who use it every day.

As part of the improvements we're carrying out some essential resurfacing/reconstruction work on the A64 between Sherburn and Staxton.

We need to dig down around 300mm to carry out some of the repairs. In order for us to do this safely and to keep disruption to a minimum for nearby residents we'll need to close the road between West Heslerton and Staxton for one weekend, 8pm Friday 26 February to 6am Monday 1 March.

There will also be overnight closures between Sherburn and Staxton from Monday 22 February for around five weeks between 8pm and 6am to allow

us to complete the remainder of the repairs.

We understand that closing the road over a significant length is likely to cause disruption for drivers and in particular local residents who live close to the A64 between Rillington and Staxton. Residents who are directly affected by the closures will shortly receive a letter with further details about access. The arrangements for access will vary depending on the property location.

Anyone living outside of the closure points but needs to travel along the A64 will need to follow the signed diversion route or take alternative routes.

How we'll carry out this work

1



We need to close the road which can take around an hour to complete safely. This involves us putting out cones and a large number of signs such as those highlighting the road closure as well

the diversion signs along the route to ensure this is easily followed. Only once this is done can our contractors safely access and start work on site.

2



The work starts by removing the old surfacing. This is done by grinding the existing carriageway surface down whilst removing the unwanted material which is then sent away for recycling. The depth of this depends on the issues with the road surface but is usually up to 300mm (the size of a

school ruler) deep. To ensure we can work at this depth safely we must close the A64. This phase of work can also include other prep work such as removing existing road studs, and adjusting or replacing manholes and gullies.

3



We then start to replace the different layers of the road. The area is swept to begin with to ensure it is clean and dust free and sprayed so the new layer of tarmac sticks and forms a solid layer. Hot asphalt is mixed off site and is delivered by a fleet of tipper trucks. It is then tipped into a paver

and spread evenly across the carriageway to the required thickness and compacted slightly. A roller then compacts the new asphalt to complete the newly formed carriageway layer. You can see how this is done here

www.youtube.com/watch?v=19W9_0cb3zQ

4



We'll then lay the new binder and surface courses which provide the top two layers of the

road using the same technique providing drivers with a smoother and safer journey.

5



The new road markings are then laid, new reflective road studs installed and coloured or

high friction surfacing applied if required to further improve safety for drivers.

6



While on site we'll also carry out additional maintenance activities where possible – such as gully cleaning and cutting back vegetation. We also liaise with the local authorities to arrange

for litter picking and general sweeping of the carriageway to be carried out whilst traffic levels are much lower.

7



It is only once all that work is complete that we can start to reopen the road. This takes us around

an hour again to safely remove all the signage. Drivers can then enjoy the newly surfaced road.

Update on our work

Village Gateways: We've now completed half of our 'village gateways'. This involves us lowering the speed limits through a number of villages which will be recognised by gateway features such as village gateway entry signs which will say 'Welcome to 'Area' please drive carefully' and the speed limit roundel. There will also be additional signage, coloured surfacing, lane narrowing and clear boundaries for drivers.

The remaining four, West Heslerton, Sherburn, Potter Brompton and Ganton will be complete after this resurfacing scheme.



Sherburn to Ganton drainage renewal: We're progressing well with the second phase of the drainage work on this section of the A64 and we are expecting to complete this phase in March. Work will continue overnight and we will use the road closures for the resurfacing to carry out much of what remains.

Funding has been secured for the next phase of this work in 2021-22. With the design well underway, we are hopeful that this work will start in April.

Road stud renewal: Work will also start on renewing the reflective road studs at various locations along the A64 to improve safety at night. This work will take place over four to six weeks starting in February.

Signing Improvements around York: This month we're hoping to start work installing hardstanding's for two variable message signs on the eastbound carriageway approaching Hopgrove Roundabout to provide warnings of queueing traffic ahead. At the same time, and working with York City Council, we are hoping to improve the signage for the park and ride sites around York.

Future work: In addition to the next phase of drainage work between Sherburn and Ganton, we're also planning further drainage work in Rillington and near to Stockton-on-the-Forest. Both of these will include resurfacing.

More information



www.highwaysengland.co.uk/our-work/yorkshire-and-north-east/a64-improvements/



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