

National Asset Delivery Technical Surveys and Testing

Site Information for 570129 M32 J3

1 SITE INFORMATION

1.1 Site boundary, extents and access arrangements

- 1.1.1 The M32 Junction 3 is a grade separated junction comprising of a circulating overpass embankment connecting the M32 with the A4320 and Lower Ashley Down Road. The site includes Eastbound entry and Southbound exit. The junction is partially owned by Highways England and Bristol City Council.
- 1.1.2 The site is bounded by the highway's boundary, predominantly defined by existing fence lines.
- 1.1.3 The site is to be accessed using the Highways England and Bristol County Council Estates.



1.2 Pavement

- 1.2.1 The paved areas on site are the slip roads and the junction circulatory.
- 1.2.2 There is a footpath protected by a barrier adjacent to the M32 on the Southern side of the exit. The footpath links to an overbridge which crosses the M32.

1.3 Drainage

- 1.3.1 There is an existing system of highways drainage located on the site.
- 1.3.2 Frome Culvert passes beneath M32 J3 SB exit slip.

1.4 Geotechnical

- 1.4.1 M32 J1 NB Off Slip: Historic Borehole Summary (OSGR E 361161, N 175900).
Borehole ID – S T67NW179
Borehole data recovered from M32 J0-3 SB MP81-11 Signs Geotechnical Preliminary Sources Study Report by Atkins in 2014.

Borehole Summary	Water
0 – 1.4m Very stiff friable red brown sandy CLAY	Groundwater at 1.0m bgl.
1.4 – 2.2m Strong light red brown fine grained SANDSTONE	
2.2 – 7.5m Very weak red brown very clayey silty fine-grained SANDSTONE	

1.5 Soft Estate and Environment

- 1.5.1 The Southbound Off Slip verges are grassed beyond the adjacent footpath. The Northbound On Slip contains minimal shrubbery and no grass verges. Extend further back from adjacent carriageways and the environment contains trees.

1.6 Traffic Signs, Road Markings

1.6.1 Signage

- Signage on the slip roads is predominantly blue backing motorway signage which are both illuminated and non-illuminated. Some signage not protected by VRS barrier, are non-passively safe.

1.6.2 Road Markings

- Road markings are typical for this road layout, a combination of grade separated junctions and a roundabout.

1.7 Lighting

- 1.7.1 There is existing streetlighting provision throughout the entire scheme extent.

1.8 Structures and Buildings

1.8.1 Underbridges

- Safety precautions should be in place over the M32 bridge's due to the possibility of falling from heights.

1.8.2 Overbridges

- Safety precautions should be in place under the Footbridge over M32 due to limited headroom.

1.8.3 Buildings

- The local area is very urban with properties in close proximity the junction. Additional safety and noise precisions should be in place to protect local residents.

1.9 Tunnels

1.9.1 There are no tunnels in the vicinity of works.

1.10 Technology

1.10.1 There are matrix signs located just outside of the extents of work and SPECS camera within the central reserve WSCBS.

1.11 Statutory Undertakers

1.11.1 The following services are located within the site extents:

- Western Power Distribution
- Wessex Water
- Highways England (tbc from survey results)
- Bristol City Council (tbc from survey results)

1.12 Traffic

1.12.1 **Annual traffic reports from Highways England show average daily flow (AADF) and % of commercial vehicles within AADF from 2019.**

- Southbound Exit Slip Road: AADF 16,332
% of commercial vehicles within AADF 7.3%.