

**National Asset Delivery  
Technical Surveys and Testing**

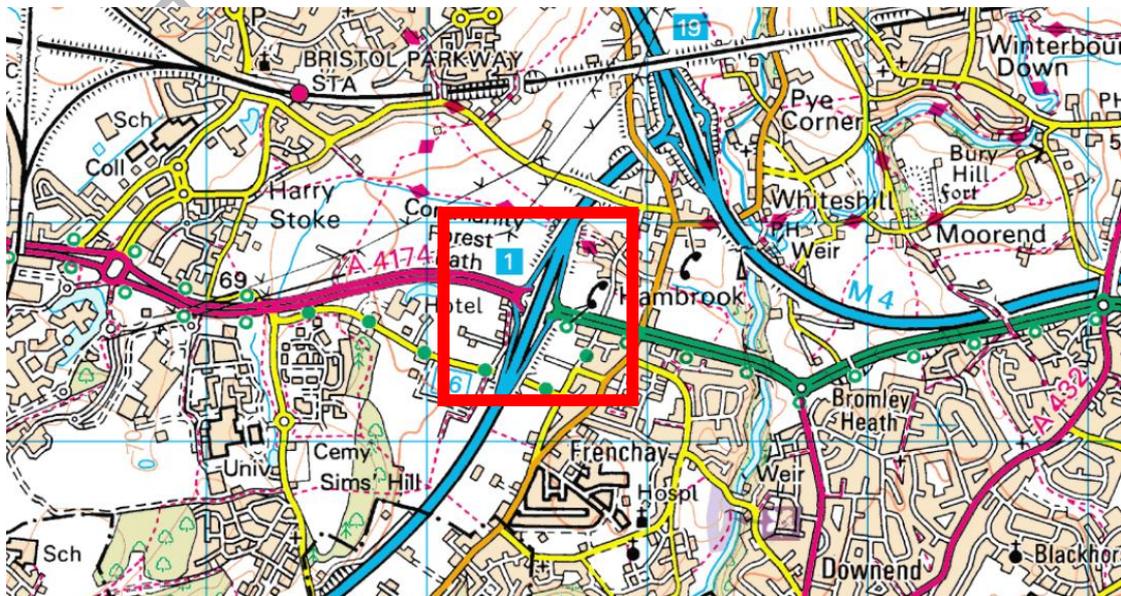
**Site Information for  
570129 Pavement survey  
M32 - J1**

FOR INFORMATION ONLY

## 1 SITE INFORMATION

### 1.1 Site boundary, extents and access arrangements

- 1.1.1 The M32 Junction 1 is a grade separated junction comprising of a circulating underpass embankment connecting the M32 with the A4174. The site includes both the entry and exit of the South and Northbound Slip Roads and the Circulatory.
- 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 South Gloucestershire 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 footway adjacent to the A4174 on the Southern side of the circulatory. This also include two signalised crossing points at motorway Southbound entrance and Northbound exit slip roads.

### 1.3 Drainage

- 1.3.1 There is an existing system of highways drainage located on the site.

## 1.4 Geotechnical

- 1.4.1 M32 J1 NB Off Slip: Historic Borehole Summary (OSGR E 363385, N178345).  
Borehole ID – ST67NW181  
Borehole data recovered from M32 J0-3 SB MP81-11 Signs Geotechnical Preliminary Sources Study Report by Atkins in 2014.

Borehole Summary	Water
<b>0 – 0.7m</b> MADE GROUND, red brown silty sand and medium gravel of limestone/igneous rock ballast	Water level at 1.4m bgl on completion of drilling
<b>0.7 – 2.0m</b> MADE GROUND, firm red brown clay with little fine and medium gravel size fragments of red brown mudstone and siltstone	
<b>2.0 – 6.1m</b> MADE GROUND firm red brown clay with gravel size fragments of mudstone with occasional fragments of ash	
<b>6.1 – 7.4m</b> MADE GROUND, stiff red brown sandy clay with cobble sized fragments of concrete	
<b>7.4 – 7.7m</b> Firm dark brown very sandy organic clay with little rootlets	
<b>7.7 – 8.0m</b> Recovered as red brown silty SAND with medium gravel size fragments of sandstone	

## 1.5 Soft Estate and Environment

- 1.5.1 Slip road verges are grassed to provide forward visibility for signage. Extend further back from carriageway scrub vegetation and trees are present.

## 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. The Roundabout is signalised with Toucan crossing on the entrance to the Southbound on-slip.
- The Southbound on-slip also has top of ramp signalisation however, does not appear to be in a use.

### 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 Overbridges

- Safety precautions should be in place under the M32 bridge's due to limited headroom.

## 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 at the start of both entry slip roads with electrical interface cabinets throughout.

## 1.11 Statutory Undertakers

1.11.1 The following services are located within the site extents:

- British Telecom
- Virgin Media
- Western Power Distribution
- Bristol Water
- Wessex Water
- Highways England
- South Gloucestershire Council

## 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.**

- Northbound Exit Slip Road: AADF 13,986  
% of commercial vehicles within AADF 4.2%.
- Northbound Entry Slip Road: AADF 18,525  
% of commercial vehicles within AADF 9.1%.
- Southbound Exit Slip Road: AADF 17,658  
% of commercial vehicles within AADF 10.2%.
- Southbound Entry Slip Road: AADF 13,259  
% of commercial vehicles within AADF 5.9%.