

**National Asset Delivery
Technical Surveys and Testing**

**Site Information for
570124 M5 J26 NB MP217.0 FHS
Drainage Survey and Vegetation
Clearance**

1 SITE INFORMATION

The Scheme is located on the M5 Junction 26 (mainline eastbound and westbound carriageways and Junction 26 slip roads) to the south east of Wellington and is approximately 2.1km (between marker post MP216/5 to MP218/6).

OSGR (MP: 218/6 - 315623.6, 119616.4) to (MP: 216/5- 317646.9, 120030.4)

See Figure 1:

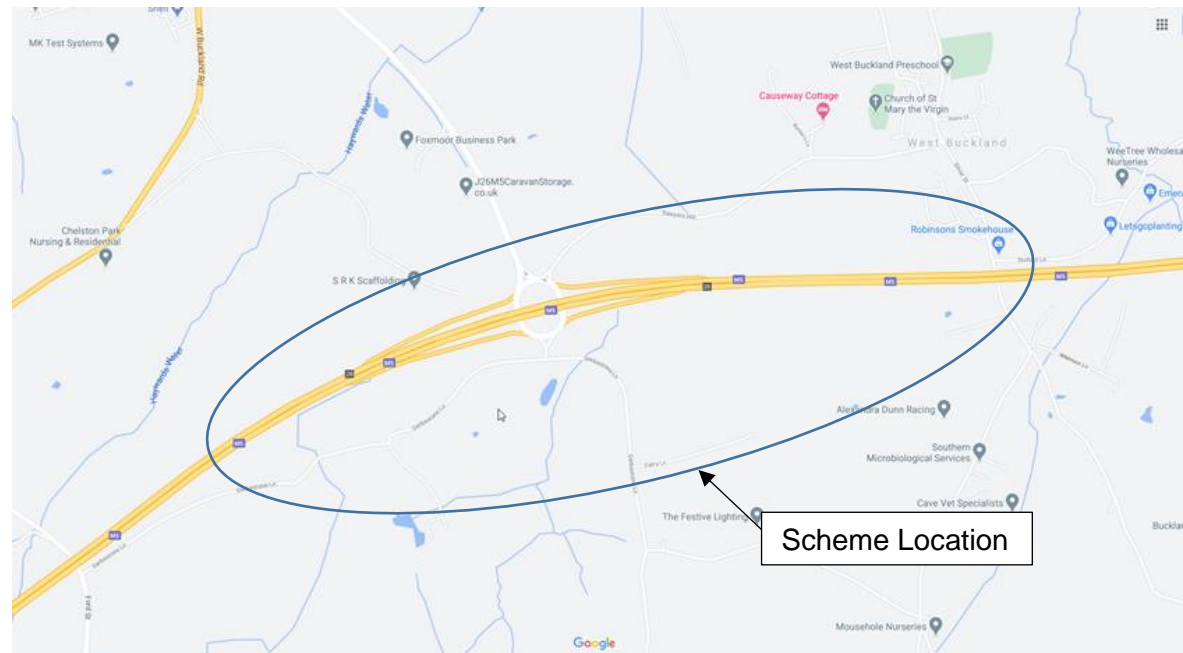


Figure 1: Location Plan

The site, as indicated in Figure 1, is along the M5 between MP216/5 to MP218/6.

Further details can be seen on the accompanying drawings:

Drawing Number	Title	Rev.	Date
HE570124-KIER-GEN-M5_MP218.6-MP216.5-DR-CD-0100_01	Location Plan	C 1	August 2020
HE570124-KIER-HDG-M5_MP218.6-MP216.5-DR-CD-0100_03-06	Drainage Survey Location Plan, Sheet 1 to 4	C 1	October 2020
HE570124-KIER-HSC- M5_MP218.6-216.5-DR-CD-0200_01-04	Vegetation Clearance Location Plan, Sheet 1 to 4	C 1	October 2020
HE570124-KIER-VTO-M5_MP218.6-216.5-DR-VT-0100_02	Topographical Survey Location Plan	C 1	October 2020

1.1 Site boundary, extents and access arrangements

The scheme extents of the surveys are shown on the following drawings; HE570124-KIER-GEN-M5_MP218.6-MP216.5-DR-CD-0100_01, HE570124-KIER-HDG-M5_MP218.6-MP216.6-DR-CD-0100_03-06, HE570124-KIER-VTO-M5_MP218.6-216.5-DR-VT-0100_02 & HE570124-KIER-HSC-M5_MP218.6-216.5-DR-CD-0200_01-04. Access to the site will be via the M5 eastbound and westbound carriageway traffic management.

1.2 Pavement

The carriageway is constructed of flexible material. The surface course is a thin surface course system. The mainline carriageway consists of three running lanes and a 3.3m hard shoulder, and the slip roads consists of two running lanes and a 1m hard strip.

1.3 Drainage

The existing drainage within the scheme extent consists of surface water V-channel located along the central reserve and kerb gullies, filter drains, surface water channel, chambers, culverts and below ground pipes along the eastbound and westbound verges.

1.4 Geotechnical

The M5 along the scheme extents is on embankment and cutting slope. Borehole logs in the vicinity of the scheme extents show that there is 0.5m of topsoil over 0.5m to 2m of clayey SILT, becoming sandy SILT 2m to 2.45m, becoming shaly at 4.25m.

1.5 Soft Estate and Environment

The soft estate consists of eastbound and westbound carriageway verge along embankment or cutting slope. The environment constraints are to be confirmed by SWDSC Environment Team.

1.6 Traffic Signs, Road Markings

The M5 has two directional traffic signs within the scheme extents (on the approach to junction 26) and road markings. The M5 within the scheme extents consists of three lanes and hardshoulder, the slip roads consists of two lanes and hardstrip, The road markings along the scheme extents consist of a rib line (1012.3) between the hardshoulder and lane 1, lane lines (1005.1) between lanes.

1.7 Lighting

There is no street lighting on the M5 along the scheme extents.

1.8 Structures and Buildings

Highways England Chelston Depot is located adjacent to M5 J26 westbound exit slip road. There are two underbridge structures within the scheme extents (Chelston

Interchange East Overbridge at MP217/6+50 and Chelston Interchange West Overbridge at MP217/5+50) and one overbridge (Morrish's Farm overbridge at MP216/5). There is a box culvert within the scheme extents (Culvert 1876 at MP217/3+10). Within the scheme extents there are lengths of steel vehicle restraint systems along the eastbound and westbound carriageway verges.

1.9 Tunnels

Not any.

1.10 Technology

Typical technology assets associated with traffic counting and CCTV cameras are anticipated be within the scheme extents.

1.11 Statutory Undertakers

The C2 STATS have been obtained and enclosed with this document to assist the Contractor to identify existing services using STATS and other techniques before digging.

The Contractor is responsible for ensuring a safe survey is undertaken and ensure that there is no damage to existing services. The Contractor is responsible for ensuring that any damage is reported to the Client and the owner of the asset, including suitable repairs where needed.

The existing STATS are indicated on the plans.

1.12 Traffic

The Traffic Count AADF for TMU Site 4081 on the M5 eastbound carriageway is 33,170 and the Traffic Count AADF for TMU Site 6454 on the M5 westbound carriageway is 26,908.