

**National Asset Delivery
Technical Surveys and Testing**

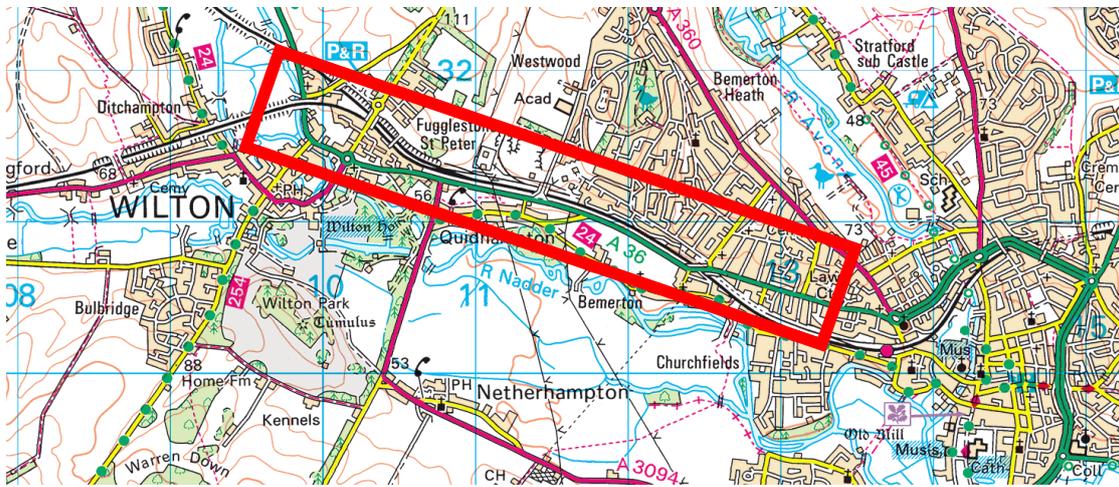
Site Information

**570129 A36 St Pauls to Skew Bridge
Ground Penetrating Radar (GPR)
survey**

1 SITE INFORMATION

1.1 Site boundary, extents and access arrangements

- 1.1.1 This site is on the A36 in Wilton and Salisbury between MP 58.3 and 63.1 in Wiltshire. The road forms the primary route from the port of Southampton to the cities of Bath and Bristol, and also carries the A30 Principal Route throughout the site.
- 1.1.2 The site is bounded by the highway's boundary, predominantly defined by existing hedge rows, fence lines and walls.
- 1.1.3 The site is to be accessed using the Highways England and Wiltshire Council Estates.



1.2 Pavement

- 1.2.1 The paved areas on site are single carriageway roads, multiple signalised and non-signalised junctions. The site is a combination of urban and rural.
- 1.2.2 There is a footpath running adjacent to the A36 on both side of carriageway in urban areas of the scheme. The first Northern rural section contains no footways but the second rural section of the scheme features a footway on the Southern side of the carriageway.

1.3 Drainage

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

1.4 Geotechnical

1.4.1 See A36 St Pauls Geotechnical Assessment

1.1 Soft Estate and Environment

1.1.1 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.

1.2 Traffic Signs, Road Markings

1.2.1 Signage

- Signage consists of regulatory, warning, primary and non-primary directional signage. In 50mph zone signage is on passively safe posts and a number of warning and regulatory signage are illuminated.
- There is also a number of bollards at crossing points and roundabouts.

1.2.2 Road Markings

- Road markings are typical for this road layout, the road is single carriageway with a combination of at-grade junctions and roundabouts.

1.3 Lighting

1.3.1 There is existing streetlighting provision throughout the entire scheme extent.

1.4 Structures and Buildings

1.4.1 Underbridges

1.4.2 Overbridges

- Safety precautions should be in place under the railway bridges due to limited headroom.

1.4.3 Buildings

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

1.5 Tunnels

1.5.1 There are no tunnels in the vicinity of works.

1.6 Technology

1.6.1 There are matrix signs located on either side of the low rail bridge.

1.7 Statutory Undertakers

1.7.1 The following services are located within the site extents:

- Scottish and Southern Electric
- BT
- Virgin Media

- Wessex Water
- Instalcom
- Network Rail
- SGN
- ESP Utilities
- Highways England (tbc from survey results)
- Wiltshire Council (tbc from survey results)

1.8 Traffic

1.8.1 The survey works will take place adjacent to the carriageway where the speed limit varies between 30, 40 and 50mph. The surrounding environment to the carriageway is both urban and rural.

1.8.2 Traffic Management arrangements to be confirmed by CWF Contractor and agreed with Highways England.

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

- A36 Southbound Northern section: AADF 5,746
% of commercial vehicles within AADF 9.0%.
- A36 Northbound Northern section: AADF 5,890
% of commercial vehicles within AADF 8.4%.
- A36 Southbound Southern section: AADF 8,254
% of commercial vehicles within AADF 6.2%.
- A36 Northbound Southern section: AADF 7,983
% of commercial vehicles within AADF 5.9%.