

**National Asset Delivery
Technical Surveys and Testing**

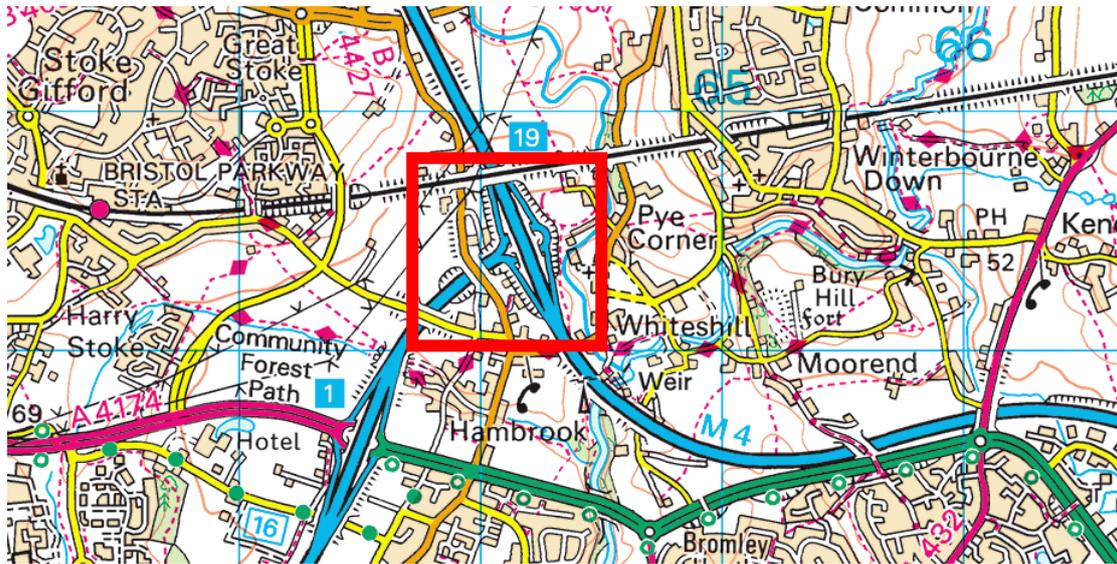
**Site Information
570129 Pavement Survey**

M4 – J19

1 SITE INFORMATION

1.1 Site boundary, extents and access arrangements

- 1.1.1 The M4 Junction 19 is a grade separated junction comprising of a circulating underpass embankment connecting the M4 with the M32. 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 Estate.



1.2 Pavement

- 1.2.1 The paved areas on site are the slip road and the junction circulatory.
- 1.2.2 There are no footways at this site.

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 E364200, N179273).
Borehole ID – ST67NW187
Borehole data recovered from M4 Junction19 Replacement Sign Scheme
Geotechnical Preliminary Sources Study Report by Atkins in 2015.

Borehole Summary	Water
0 – 0.6m Stiff red-brown sandy SILT/CLAY with some subangular fine to coarse sandstone gravel and occasional cobble. (possibly made ground)	No Groundwater recorder
0.6 – 5.6m Moderately weak to strong thinly bedded grey-brown and purple grey locally discoloured red-brown medium and coarse-grained SANDSTONE with extremely closely spaced and very closely spaced sub-horizontal and sub-vertical intersecting irregular	
5.6 – 7.4m Strong purple-grey thinly bedded medium grained SANDSTONE with very closely spaced sub-horizontal irregular rough tight fractures.	

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 illuminated. Some signage not protected 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 Soft Estate and Environment

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

1.8 Lighting

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

1.9 Structures and Buildings

1.9.1 Overbridges

- Safety precautions should be in place under the M4 bridge's due to limited headroom.

1.9.2 Buildings

- At both entry slips there are two storage buildings both protected by VRS barrier.

1.10 Tunnels

1.10.1 There are no tunnels in the vicinity of works.

1.11 Technology

1.11.1 There are matrix signs located at the start of both entry slip roads.

1.12 Statutory Undertakers

1.12.1 The following services are located within the site extents:

- British Telecom
- Western Power Distribution
- Highways England

1.13 Traffic

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

- Northbound Exit Slip Road: AADF 4,233
% of commercial vehicles within AADF 6.6%.
- Northbound Entry Slip Road: AADF 29,994
% of commercial vehicles within AADF 8.4%.
- Southbound Exit Slip Road: AADF 28,626
% of commercial vehicles within AADF 9.5%.
- Southbound Entry Slip Road: AADF 13,908
% of commercial vehicles within AADF 10.9%.