

**National Asset Delivery  
Technical Surveys and Testing**

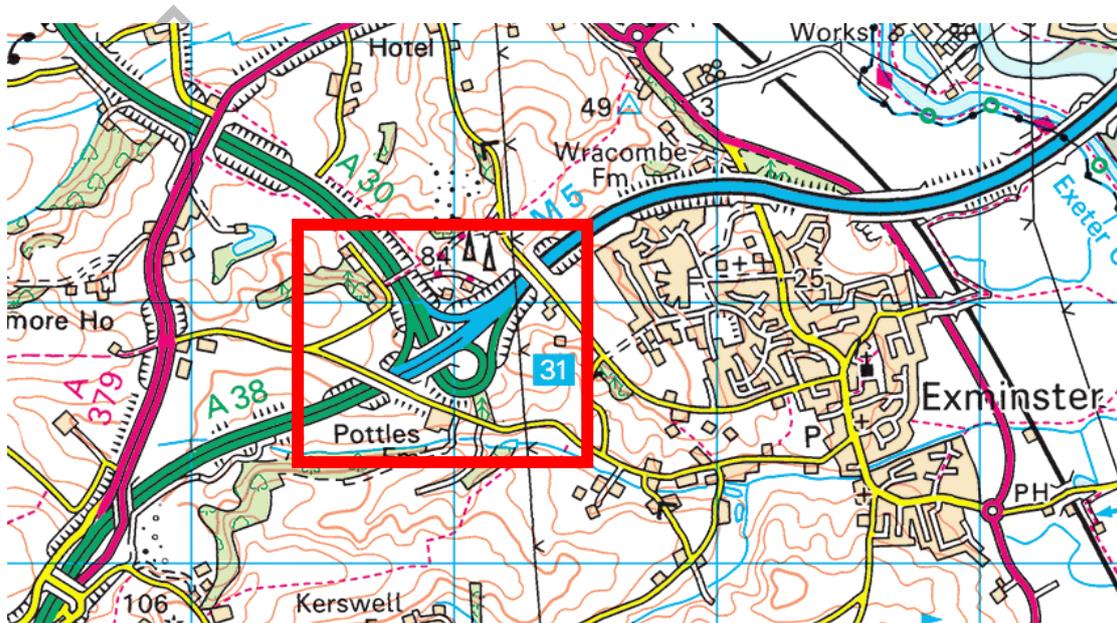
**Site Information for  
570129 M5 J31 Pavement Coring, Trial  
Pits and Soil Testing**

FOR INFORMATION ONLY

## 1 SITE INFORMATION

### 1.1 Site boundary, extents and access arrangements

- 1.1.1 The M5 J31 is a grade separated junction linking the M5 to the A38 in addition to this it comprises of a circulating underpass embankment connecting the M5 to the A30. 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 high embankments.
- 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 main carriageway and slip roads joining trunk roads to the M5. Due to many slip roads there is limited hardshoulder throughout the site.

### 1.3 Drainage

- 1.3.1 There is an existing system of highways drainage throughout the site with numerous filter drains along the slip roads and central reservation.

## **1.4 Geotechnical**

1.4.1 See M5 J31 Lighting Geotechnical Assessment

## **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 to large highway embankments.

## **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 Main motorway carriageway markings and for grade separated junctions.

## **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 is high highway embankments.

## **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

## **1.10 Tunnels**

1.10.1 There are no tunnels in the vicinity of works

## **1.11 Technology**

1.11.1 There is one MS1 matrix sign located within the central reservation as the A38 joins the M5 Northbound and a Gantry Mounted Lane Signals with a 2x12 Message Sign Southbound on the M5

## 1.12 Statutory Undertakers

1.12.1 The following services are located within the site extents:

- British Telecom
- Virgin Media
- Western Power Distribution
- Bristol Water
- South West Water
- Wales and West Utilities
- Highways England

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## 1.13 Traffic

### 1.13.1 Annual traffic reports from Highways England show average daily flow (AADF) and % of commercial vehicles within AADF in 2019 unless otherwise stated.

1. M5 to A38 Southbound Main Carriageway before junction (2018):  
AADF: 43,880  
% cv within AADF: 9.4%.
2. A38 to M5 Northbound Main Carriageway before junction (2016):  
AADF: 40,653  
% cv within AADF: 8.2%.
3. M5 to A38 Southbound Main Carriageway between junctions:  
AADF: 26,436  
% cv within AADF: 12.2%.
4. A38 to M5 Northbound Main Carriageway between junctions:  
AADF: 27,569  
% cv within AADF: 9.1%.
5. A30 Eastbound: AADF: 23,818  
% cv within AADF: 8.0%.
6. A30 Westbound: AADF: 20,435  
% cv within AADF: 9.3%.
7. M5 to A30 Southbound Slip AADF: 17,497  
% cv within AADF: 10.4%.
8. A30 to M5 Northbound Slip AADF: 18,748  
% cv within AADF: 11.4%.
9. A30 to A38 Southbound Slip AADF: 7,785  
% cv within AADF: 7.1%.
10. A38 to A30 Westbound Slip AADF: 5,270  
% cv within AADF: 6.7%.

