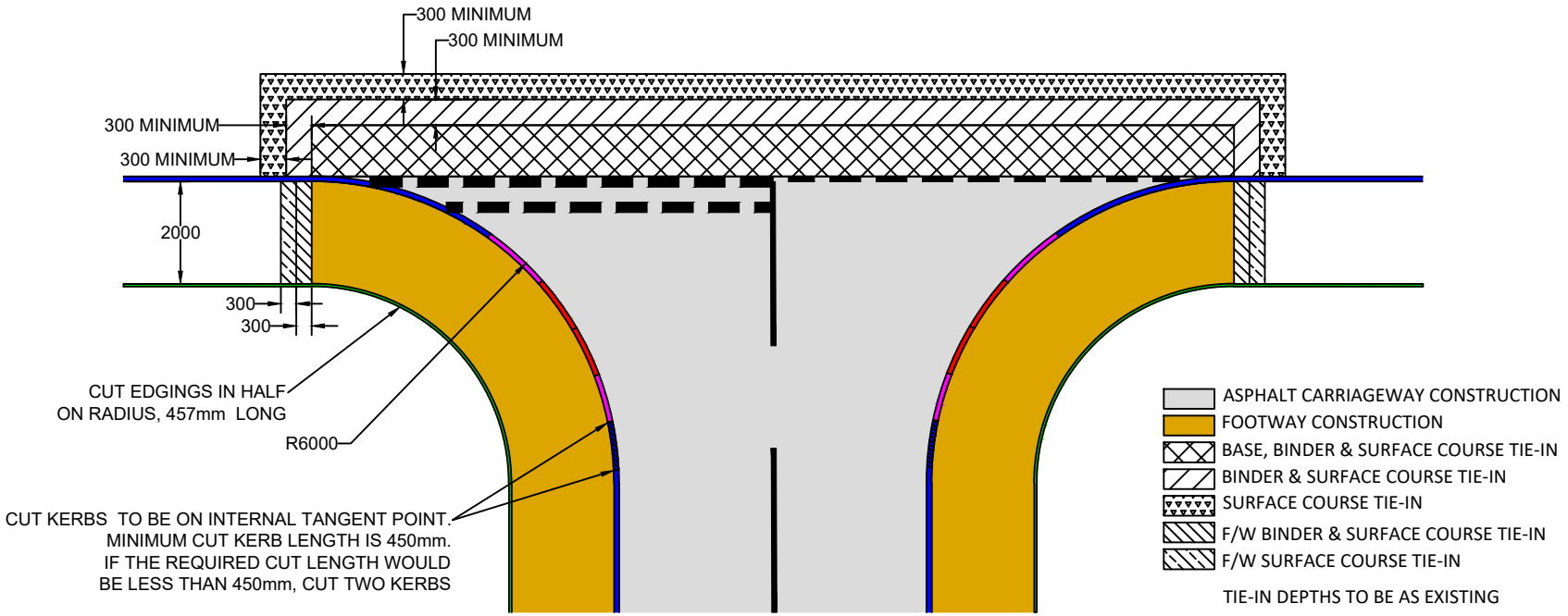

NOTES

1. THE TIE-IN DETAIL IS A PROPOSED TRADITIONAL ESTATE ROAD TIE-IN TO AN EXISTING TRADITIONAL ESTATE ROAD, FOR ANY OTHER CATEGORY OF ROAD, A BESPOKE TIE-IN IS REQUIRED.
2. TIE-IN TO EXISTING CARRIAGEWAY SHALL BE CARRIED OUT WITH A MINIMUM 300mm STEPPED CONSTRUCTION JOINT. THE SURFACE COURSE SHALL BE EXTENDED TO A MINIMUM DISTANCE AS AGREED.
3. TRIAL HOLES SHOULD BE UNDERTAKEN PRIOR TO ANY FINAL CONSTRUCTION OR CARRIAGEWAY TIE IN IS AGREED.
4. TIE-IN SHALL EXTEND TO THE CARRIAGEWAY CENTRE LINE OR TO A POSITION OUTSIDE THE PRIMARY WHEEL TRACK AGREED ON SITE.
5. TIE-INS TO EXISTING FOOTWAYS TO BE CONFIRMED ON SITE AS SUBJECT TO EXISTING JOINTS WITHIN THE EXISTING FOOTWAY
6. ALL TIE-INS SHALL BE SAW-CUT AND PREPARED TO ACHIEVE A DURABLE BOND BETWEEN NEW AND EXISTING MATERIALS.
7. WHERE DROPPED CROSSING IS PROVIDED, CONSIDERATION MUST BE GIVEN TO TACTILE PAVING IN LINE WITH CURRENT GUIDANCE.
8. ROAD MARKINGS TO BE PROVIDED IN ACCORDANCE WITH TRAFFIC SIGNS MANUAL CHAPTER 5
9. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE NYC SPECIFICATION FOR HOUSING AND INDUSTRIAL ESTATE ROADS AND PRIVATE STREET WORKS (2025).
10. ALL DIMENSIONS ARE IN MILLIMTRES

Do Not Scale

REVISIONS	
VERSION	DETAILS
A	REVISED IN ACCORDANCE WITH NYC SPECIFICATION FOR HOUSING AND INDUSTRIAL ESTATE ROADS AND PRIVATE STREET WORKS, APRIL 2025

NORTH YORKSHIRE COUNCIL
Environment Directorate

PROJECT: STANDARD DETAILS

DRAWING TITLE: J5 - BELL MOUTH TIE-IN

DATE: September 2025

SCALE: NOT TO SCALE

Revision A

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ORIGINAL DRAWING SIZE A4