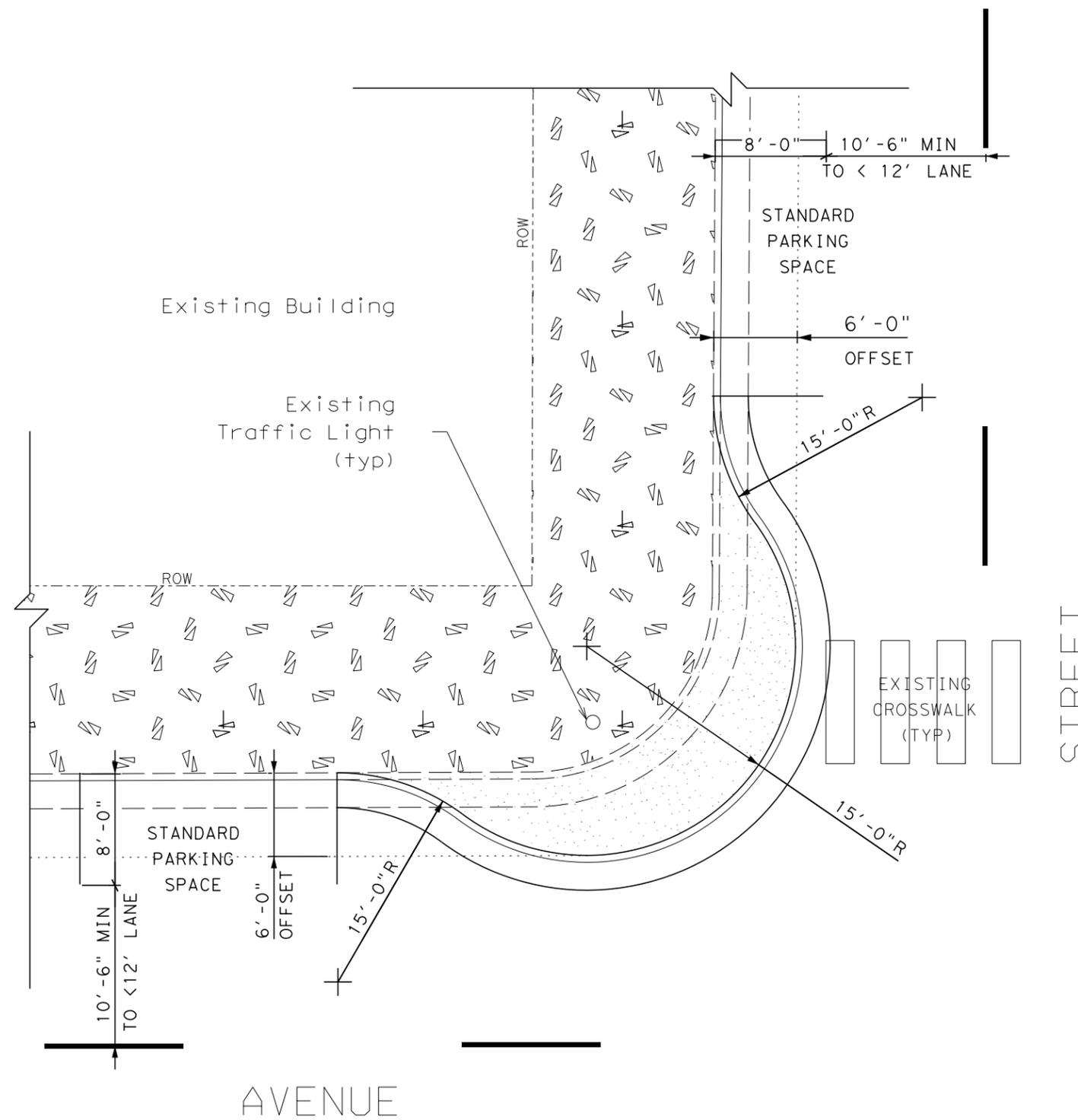


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GENERAL NOTES

1. ADA ramps shall be required at each intersection. Location and details are to be determined by the Architect/Engineer and approved by Building Safety Department.
2. Traffic signals and Pedestrian signals shall remain at existing locations unless relocation and/or adjustment is approved by the Traffic Engineering Department.
3. Sidewalks shall be required at each intersection. Location and details to be determined by the Architect/Engineer and approved by Building Safety Department.
4. Landscape requirements, including tree placement, shall be determined by the Architect/Engineer and approved by the Planning and Zoning Department.
5. Illumination poles to remain at existing locations unless relocation and/or adjustment is approved by the Traffic Engineering Department.
6. Positive drainage must be maintained in the curb and gutter at all times. Storm sewer inlets may need to be relocated or new inlets/storm sewer pipe installed as determined by the Architect/Engineer and approved by the Engineering Department.
7. Driveway placement adjacent to curb bulb-outs shall be at locations determined by the Architect/Engineer and approved by the Building Safety Department or TxDOT, depending on location.
8. The owner is responsible for all costs associated with installing curb bulb-outs. This responsibility shall include all materials and labor necessary for maintaining positive drainage, providing full ADA access and maintaining pedestrian and vehicle safety both during and after construction.



LEGEND

	R.O.W. / PROPERTY LINE
	OFFSET LINE
	PROPOSED CURB AND GUTTER
	EXISTING CURB AND GUTTER
	EXISTING CURB AND GUTTER TO BE REMOVED
	PROPOSED CONCRETE
	EXISTING CONCRETE
	STANDARD LANE STRIPING

6' OFFSET WITH LANES LESS THAN 12'



BULB-OUT STANDARD DETAIL

DRAWN BY: RLH	
DESIGNED BY: RLH	
HORZ. SCALE 1" = 10'	DATE 3/09/10
JOB NO.	SHEET 1

TYPICAL FOR STREETS WITH DRIVING LANES LESS THAN 12' PLUS 8' PARKING LANE