



NOTES:

1. SPEED HUMPS ARE ONLY PERMITTED IN SELECT LOCATIONS. REFER TO CITY DESIGN STANDARDS.
2. WHERE SPEED HUMP IS A RETRO-FIT TO AN EXISTING ROAD:
 - 2.1. GRIND / KEY-IN PERIMETER TO THE DIMENSIONS SHOWN OR AS DIRECTED BY THE ENGINEER.
 - 2.2. APPLY TACK COAT TO ALL EXISTING SURFACES WHERE SPEED HUMP WILL BE IN CONTACT.
3. HOT Poured JOINT SEAL THE ENTIRE PERIMETER AFTER INSTALLATION.
4. ALL VERTICAL DIMENSIONS HAVE A REQUIRED MAXIMUM TOLERANCE OF $\pm 1/4^{\prime \prime}$.
5. THE DISTANCE BETWEEN CURB AND EDGE OF THE SPEED HUMP VARIES. SEE ENGINEERED PLANS.
6. PAVEMENT MARKINGS ON SPEED BUMP SHALL BE INSTALLED CONCURRENTLY WITH THE ASPHALT STRUCTURES. PAVEMENT MARKINGS SHALL BE THERMO-PLASTIC.
7. PAVEMENT MARKINGS SHALL BE INSTALLED BEFORE OPENING ANY LANE TO TRAFFIC THAT IS OCCUPIED BY A NEW SPEED BUMP.
8. SPEED HUMPS ARE NOT PERMITTED IN ACCESSIBLE ROUTES OR WHERE IN CONFLICT WITH DRIVEWAYS.

DRAWN	AJD	 CITY OF BEND	CITY OF BEND STANDARD DRAWING 710 NW WALL ST., BEND, OREGON 97701 SPEED HUMPS AND SHARROW PLACEMENT	SCALE NTS
DIV	ROADWAY			DATE 01/31/2022
REV	DATE			APPR
				STD DWG R-32