



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 +/- 1/4".
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
DIV ROADWAY
REV DATE



CITY OF BEND

CITY OF BEND

STANDARD DRAWING

710 NW WALL ST., BEND, OREGON 97701

SPEED HUMPS AND SHARROW PLACEMENT

SCALE NTS

DATE 01/31/2022

APPR

STD DWG R-32