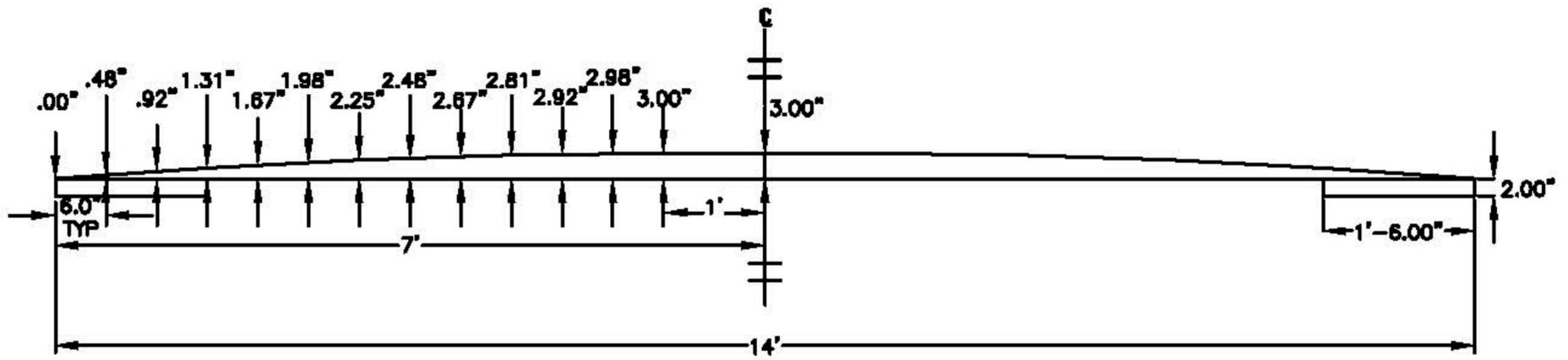
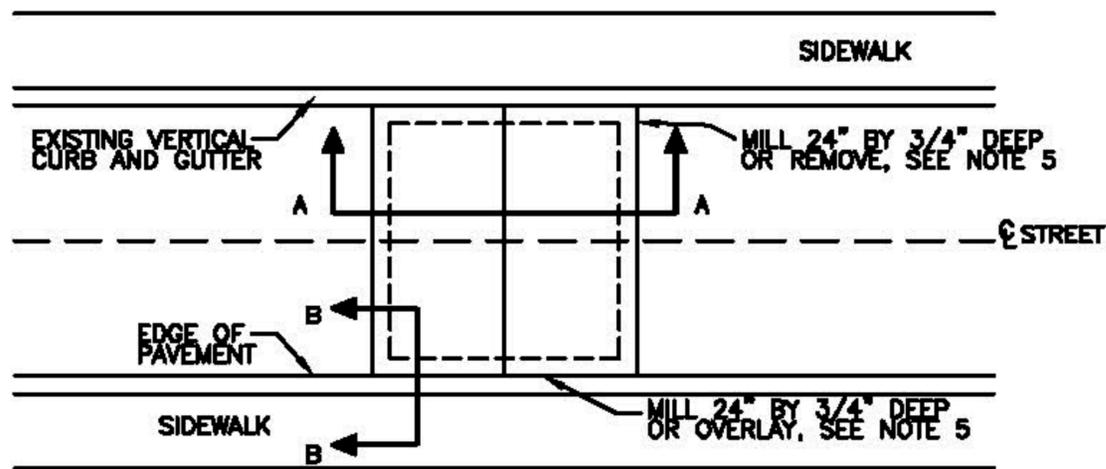


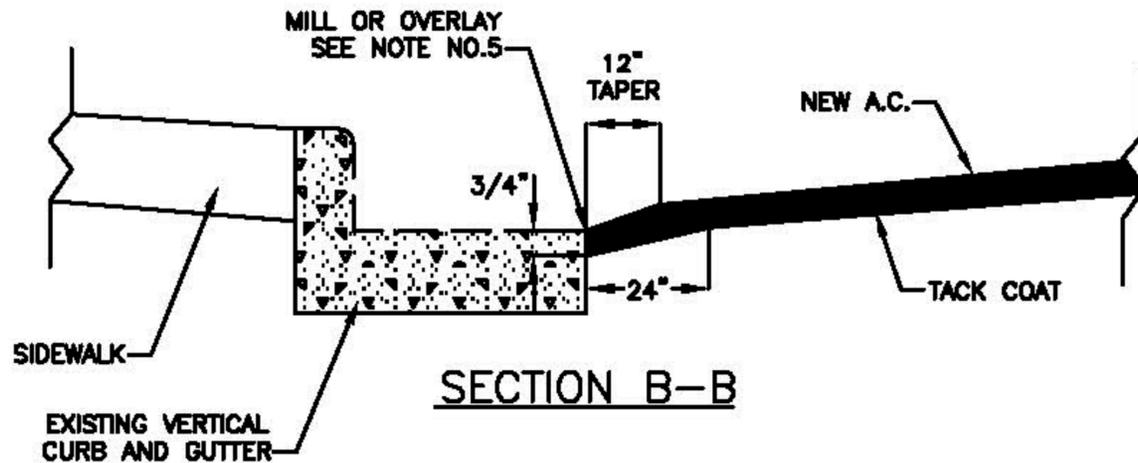
DIRECTION OF TRAVEL



SPEED CONTROL HUMPS  
SECTION A-A



PLAN VIEW



SECTION B-B

**NOTES:**

1. HUMPS TO BE THE FULL HEIGHT AS SHOWN.
2. CROSS-SECTION ELEVATIONS SHALL HAVE A MAXIMUM TOLERANCE OF  $+ .25"$
3. SPEED HUMPS SHALL BE PLACED ONLY AT THE DIRECTION OF THE ENGINEER.
4. HUMP TO BE CONSTRUCTED WITH ASPHALT MIX APPROVED BY THE CITY ENGINEER. ASPHALT COMPACTION SHALL BE 96% OF MAXIMUM. A TACK COAT SHALL BE APPLIED PRIOR TO APPLICATION OF PAVEMENT.
5. INSTALLATION JOINTS:
  - A. STANDARD INSTALLATION:  
THE EXISTING ROADWAY SHALL BE MILLED TO A MINIMUM DEPTH OF  $3/4"$  AROUND THE PERIMETER. CROSS SECTION DIMENSIONS DO NOT INCLUDE THE  $3/4"$  MILLING. CONTRACTOR MUST PROVIDE VERIFICATION OF CROSS-SECTION DIMENSIONS.
  - B. ALTERNATIVE INSTALLATION:  
FOR TRANSVERSE JOINTS (CROSS ROADWAY), THE EXISTING ASPHALT SHALL BE SAW CUT AND REMOVED FOR A WIDTH OF 18". THE ASPHALT SHALL BE REPLACED WITH THE SAME ASPHALT AND AT THE SAME TIME AS THE HUMP ASPHALT. FOR LONGITUDINAL JOINTS, THE EXISTING ASPHALT SHALL BE OVERLAID AND TAPPED IN 12". CROSS-SECTION DIMENSIONS REFLECT DISTANCES FROM THE SURFACE OF EXISTING ASPHALT.
6. CONTACT THE AGENCY (OR INSPECTOR) ONE WEEK PRIOR TO INSTALLATION TO COORDINATE PAVEMENT MARKINGS AND SIGNING.
7. HUMP TO BE STRIPED PER CITY ENGINEER.

CONSTRUCTION  
STANDARDS

RESIDENTIAL SPEED HUMPS

STANDARD No. D-328 SHEET 1 OF 1

CITY OF  
AZTEC  
PUBLIC WORKS  
DEPARTMENT