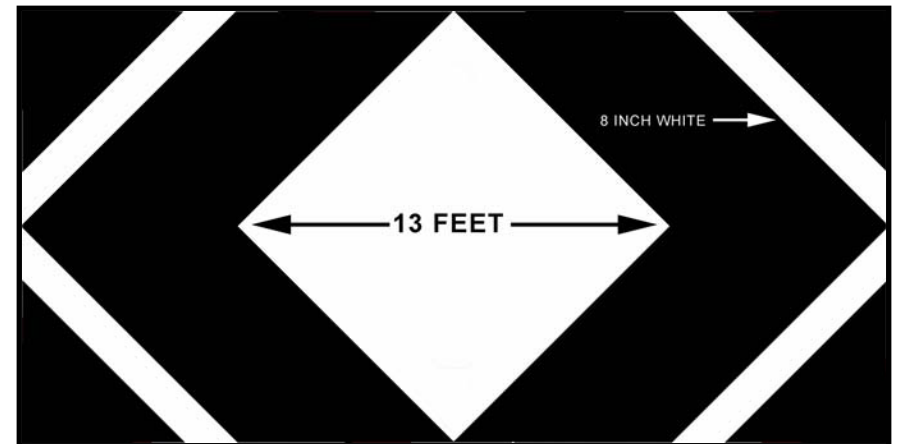
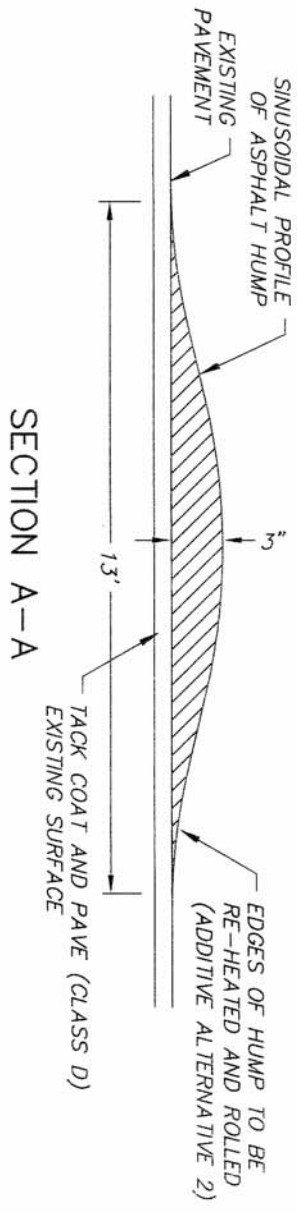
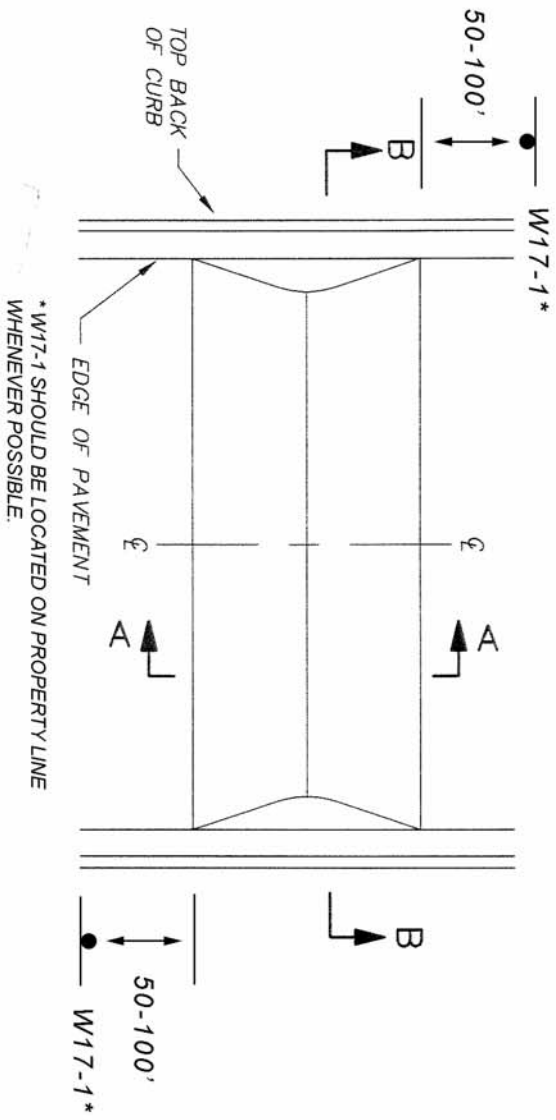


Speed Humps

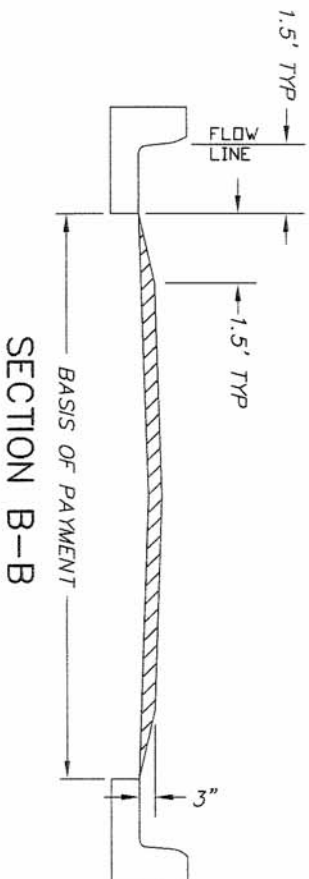


Speed humps are rounded raised areas placed across the road. They are also referred to as *undulations*. The standard or Watts profile hump, developed and tested by Britain's Transport and Road Research Laboratory, is the most common speed control measure in the United States (U.S.). It is the only speed control measure, at present, for which ITE provides design and application guidance.



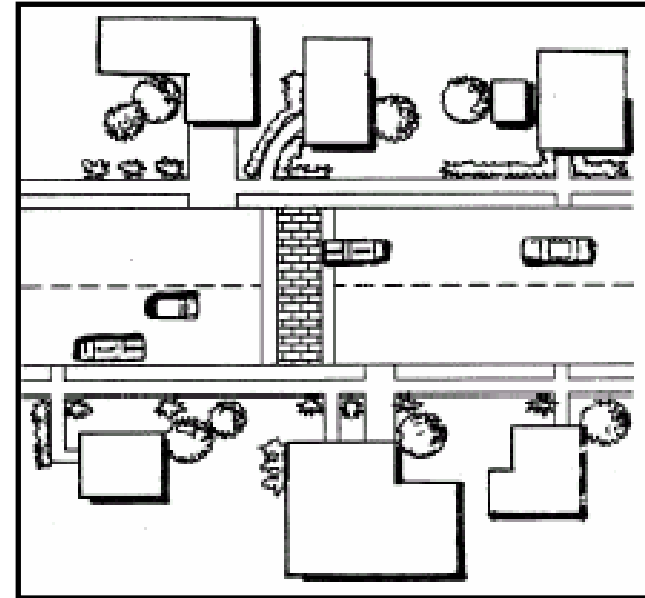
SINUSOIDAL PROFILE OF HUMPH

DISTANCE (FT)	0.0	0.41	0.82	1.23	1.64	2.05	2.46	2.87	3.28	3.69	4.10	4.51	4.92	5.33	5.74	6.00	6.50
FINISHED HT. (IND)	0.0	0.04	0.12	0.26	0.47	0.71	0.98	1.26	1.57	1.89	2.17	2.44	2.68	2.87	2.95	3.00	3.00

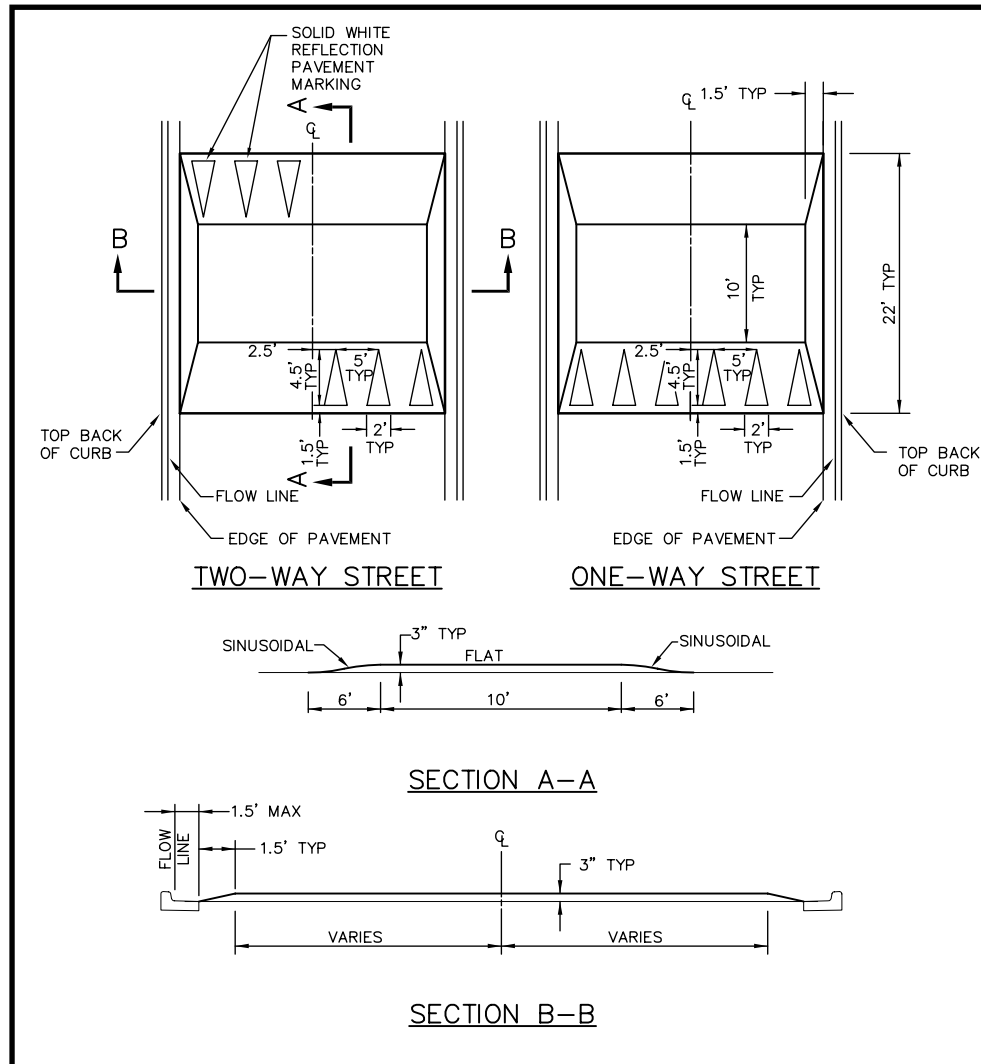


TYPICAL 13' SPEED HUMPH

Speed Tables

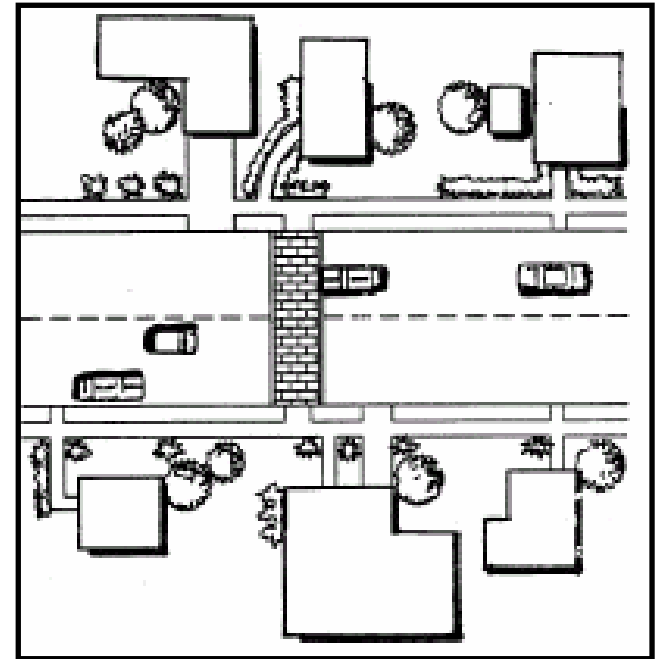


Speed tables are flat-topped speed humps often constructed with a brick or other textured materials on the flat section. They are also called *trapezoidal humps*, *plateaus*, and if marked for pedestrian crossing, *raised crossings* or *raised crosswalks*. Speed tables are typically long enough for the entire wheelbase of a passenger car to rest on top. Their long flat fields give speed tables higher design speeds than humps.

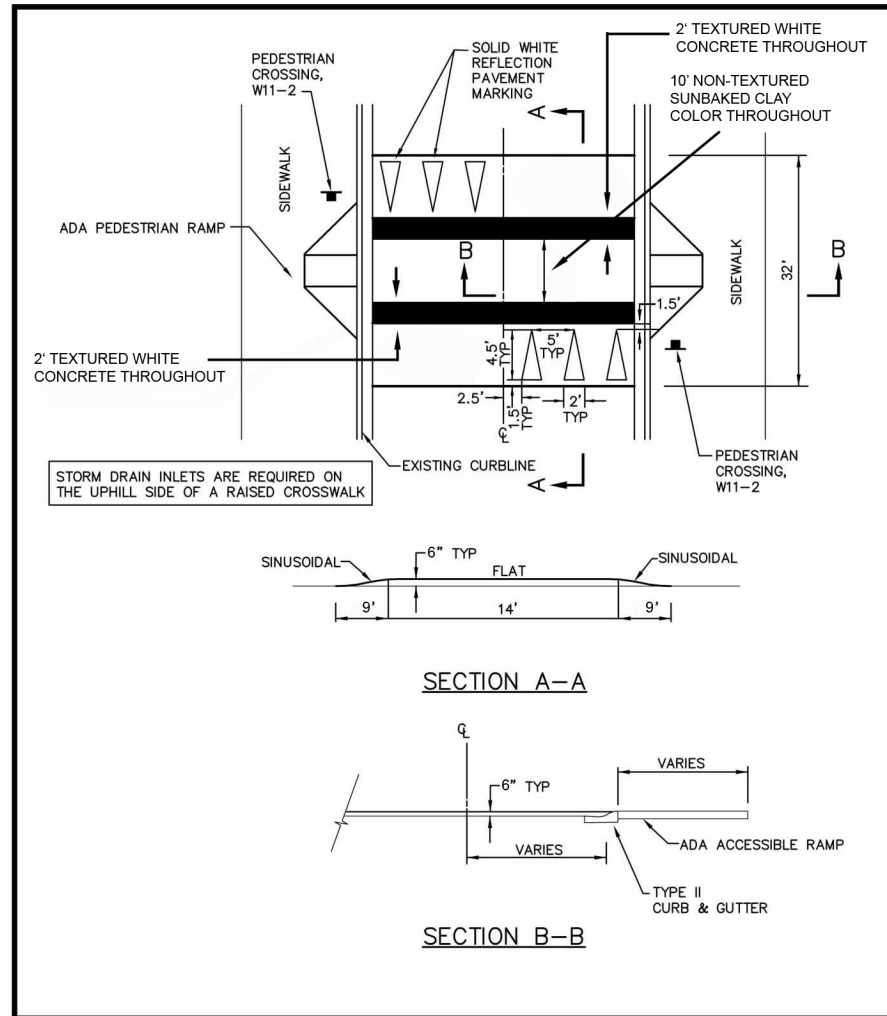


The typical *speed table* is three inches high and 22 feet long in the direction of travel. The plateau (flat top) is 10 feet long and each ramp is six feet long. The plateau is made of asphalt, concrete, stamped asphalt or concrete, or other patterned materials as approved by the MOA Traffic Engineer. The ramps are sinusoidal in shape and ordinarily made of asphalt, though concrete, brick, and concrete pavers are also used. The sides taper off at the gutter.

Raised Crosswalks

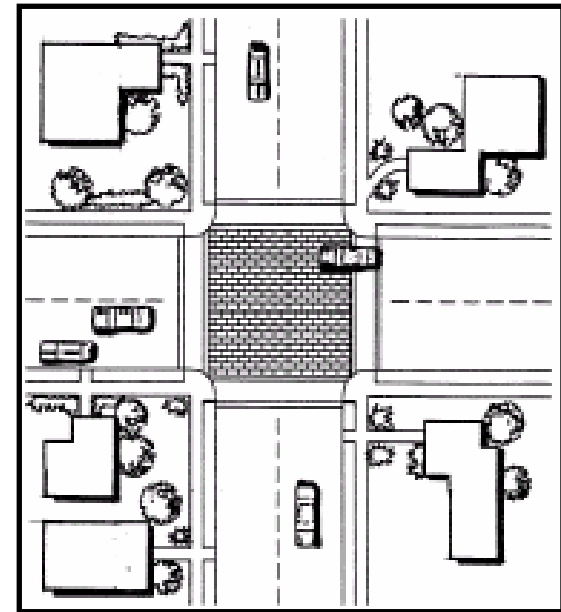


Raised crosswalks are speed tables marked for pedestrian crossing. Unlike speed tables, raised crosswalks extend the full width of the roadway.

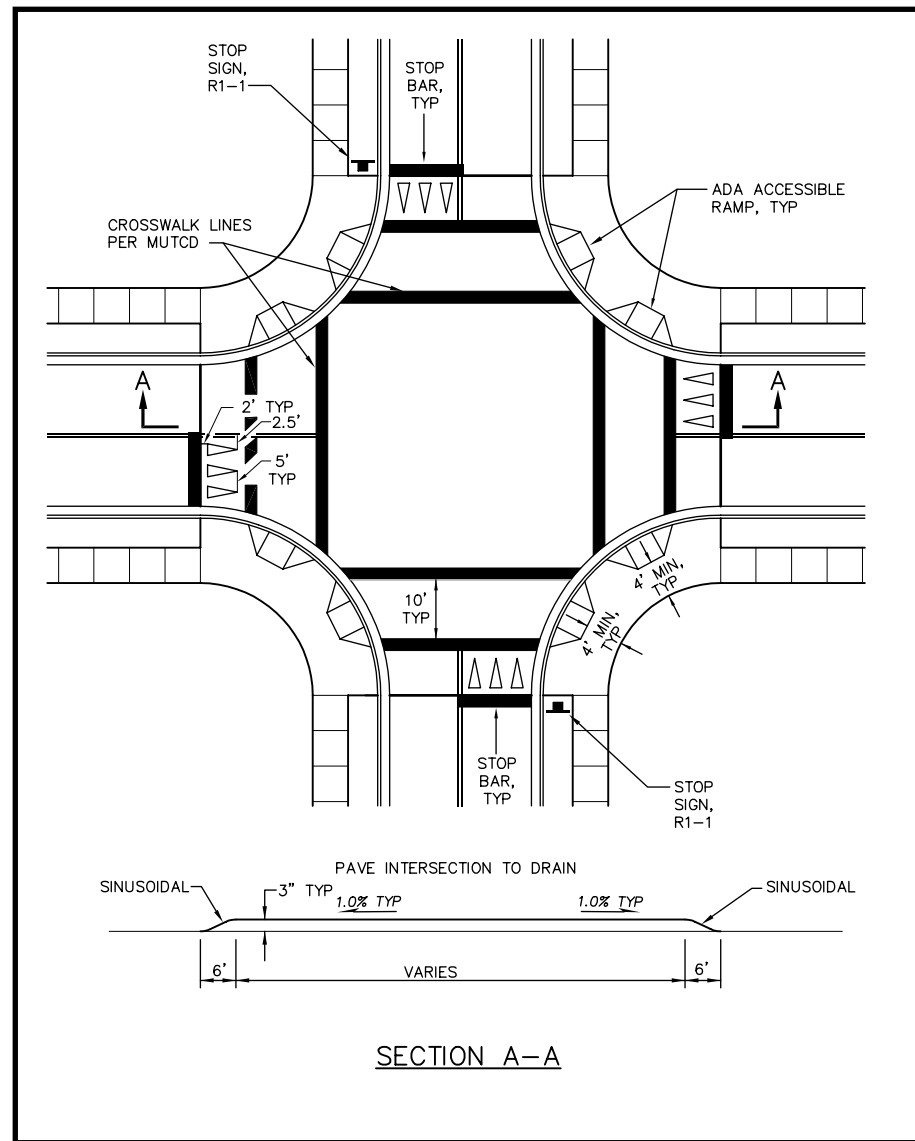


A *raised crosswalk* is a speed table marked and signed for pedestrian crossing. The only geometric differences between the two are: the raised crosswalk extends from curb-to-curb rather than tapering off at the gutter, and a raised crosswalk may be longer and higher than a typical speed table to bring it up to the sidewalk level.

Raised Intersections



Raised intersections are flat raised areas covering entire intersections with ramps on all approaches and often with brick or other textured materials on the flat section. They are also called *raised junctions* or *intersection humps*. They usually rise to sidewalk level or slightly below to provide a “lip” for the visually impaired. They make entire intersections, crosswalks and all, pedestrian territory.



A *raised intersection* is a speed table covering an entire intersection. All other geometric requirements for speed tables apply to raised intersections as well.