



**ENGINEERING & OPERATIONS DEPARTMENT**

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**TRANSPORTATION DESIGN BULLETIN 21-05**

**DATE:** January 11, 2021

**TO:** County Director of Capital Programs Department,  
County Manager of Construction Services,  
Division Director of Transportation Maintenance,  
County Project Managers, and Project Engineers of Record

**FROM:** County Engineer,  
County Director of Engineering & Operations Department,  
County Director of Technical Services Division,  
County Manager of Transportation Services Section

**COPIES:** County Director of Geospatial & Land Acquisition Services Department

**SUBJECT: SPEED HUMP REPLACEMENT**

This bulletin announces the requirement of Speed Hump Replacement in locations where there are existing speed humps.

**REQUIREMENTS**

Speed humps were placed in residential neighborhoods and on other area roadways through the public involvement process, and as a result, speed humps removed during construction of any Hillsborough County Transportation Project must be replaced at their exact pre-existing location. Permanent removal of any speed hump must be addressed through the public involvement process engaging the concerned neighborhood as outlined in Hillsborough County's [Residential Traffic Calming Handbook](#). Coordination with the County Project Manager is required prior to any changes.

The standard Hillsborough County speed hump replacement detail is provided in Index SSH-001, attached as Page 3.

**BACKGROUND**

Hillsborough County instituted a Residential Traffic Calming program where speed management measures could be placed on County roadways as traffic-calming countermeasures to decrease cut through traffic and speeding through residential areas. This public involvement process is initiated by a neighborhood, and consensus obtained by petition must be presented to the Hillsborough County Board of County Commissioners for approval. Removal or relocation of a

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John W. Lyons

countermeasure will require a formal public involvement process. Consequently, during Hillsborough County Transportation projects, existing speed humps can only be replaced at their exact pre-existing location.

**IMPLEMENTATION**

Effective Immediately.

**CONTACT**

Please use the email link below to address any questions or comments in reference to this Design Bulletin:

[PW-Standards Inquiry](#)

Recommended / Date:

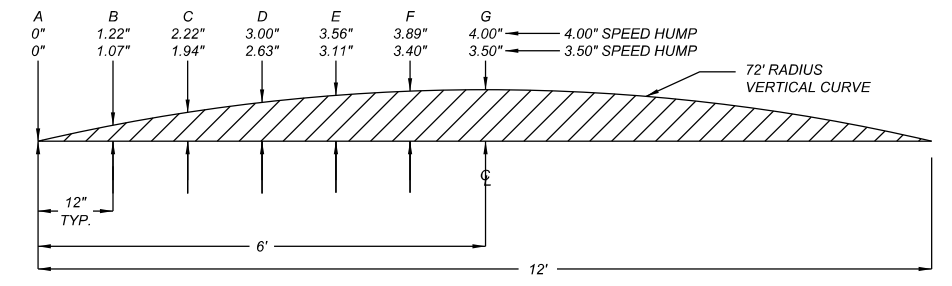
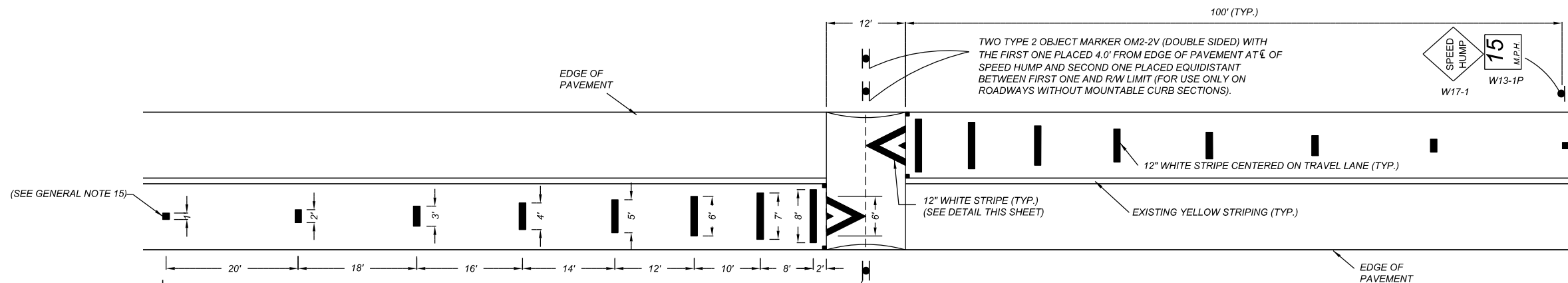
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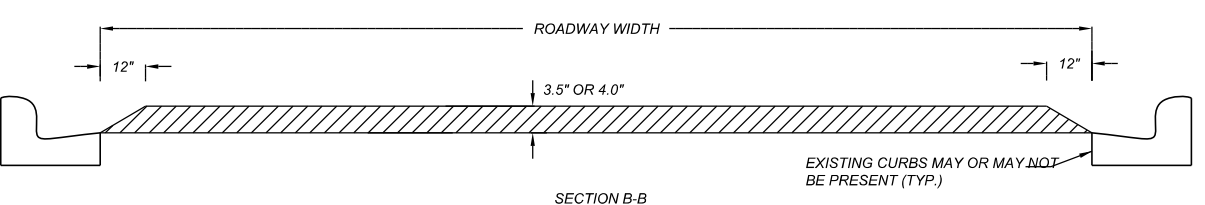
Leland Dicus, Professional Engineer  
Technical Services Division Director

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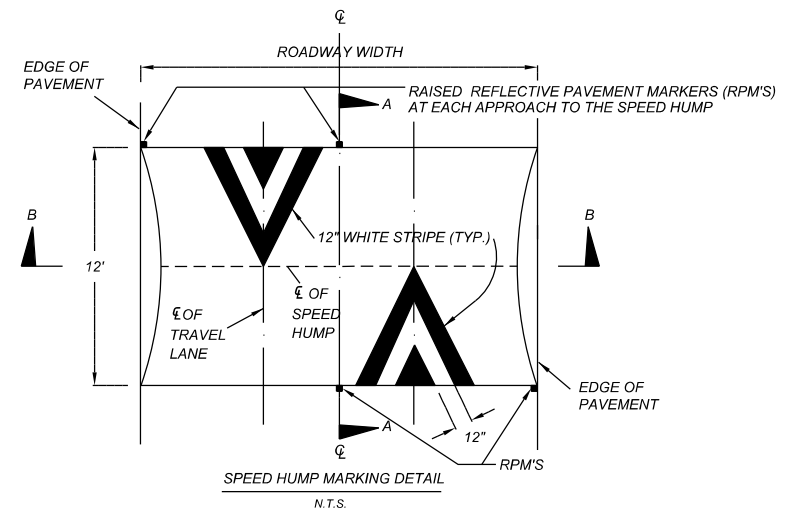
Michael J. Williams, Professional Engineer  
County Engineer



VERTICAL HEIGHT	12" INTERVALS						
	A	B	C	D	E	F	G
3.5"	0"	1.07"	1.94"	2.63"	3.11"	3.40"	3.50"
4.0"	0"	1.22"	2.22"	3.00"	3.56"	3.89"	4.00"



12' PARABOLIC SPEED HUMP SECTIONS  
N.T.S.



QUANTITIES FOR 12' SPEED HUMP CONSTRUCTION

ITEM	ROADWAY WIDTH (FT)		
	20	22	24
12" WHITE STRIPE (LF)	102	102	102
SIGN W17-1 (AS)	2	2	2
SIGN W13-1P (AS)	2	2	2
DELINEATOR OM2-2V (AS)*	4	4	4
ASPHALT (CY)	1.41	1.56	1.70

\* FOR ROADWAYS WITHOUT MOUNTABLE CURBS ONLY

GENERAL NOTES

1. SPEED HUMPS SHALL BE PLACED AT 300 TO 500 FOOT INTERVALS.
2. THERE SHALL BE A MINIMUM DISTANCE OF 150 FEET BETWEEN A SPEED HUMP AND AN INTERSECTING STREET.
3. SPEED HUMPS SHALL NOT BE PLACED IN FRONT OF DRIVEWAYS, OVER, OR CONTAIN MANHOLES, WATER VALVES OR BE LOCATED ADJACENT TO FIRE HYDRANTS.
4. SPEED HUMPS SHOULD NOT BE PLACED IN LOCATIONS WHERE THE ROAD IS SHADED FROM AN ISOLATED OVERHANGING TREE OR TREES.
5. EXISTING STREET LIGHTING SHOULD BE TAKEN ADVANTAGE OF AS MUCH AS POSSIBLE TO INCREASE NIGHTTIME VISIBILITY WHEN LOCATING SPEED HUMPS.
6. SPEED HUMPS SHOULD NOT BE LOCATED IN HORIZONTAL OR VERTICAL CURVES OR AT LOW POINTS IN ROADWAYS.
7. SPEED HUMPS SHALL NOT BE LOCATED OPPOSITE CURB INLETS.
8. WHEN POSSIBLE, SPEED HUMPS SHOULD BE PLACED AT PROPERTY LINES FOR NOISE ABATEMENT AND AESTHETIC REASONS.
9. SPEED HUMPS SHALL NOT BE PLACED ON MAJOR EMERGENCY VEHICLE RESPONSE ROUTES.
10. MAINTENANCE OF TRAFFIC FOR SPEED HUMP CONSTRUCTION SHALL UTILIZE FDOT INDEX 102-603 OR 120-605.
11. SIGN DESIGNATIONS REFER TO THE U.S. DEPT. OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
12. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
13. ASPHALT SHALL CONFORM TO FLORIDA D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, FOR ASPHALTIC CONCRETE TYPE SP. TACK COAT SHALL BE INCLUDED IN THE COST OF THE ASPHALT.
14. SPEED HUMP VERTICAL HEIGHT SHALL BE A MINIMUM OF 3.5" WITH MAXIMUM VERTICAL HEIGHT OF 4.0".
15. RESIDENTIAL SUBDIVISIONS: PAVEMENT MARKINGS IN ADVANCE OF SPEED HUMPS ARE OPTIONAL. RAISED REFLECTIVE PAVEMENT MARKERS (RPM'S) SHALL BE PLACED AT THE CENTER AND OUTSIDE EDGE AT THE BASE TO THE APPROACH OF THE SPEED HUMP, (SEE SPEED HUMP MARKING DETAIL)
16. SPEED HUMPS REMOVED FOR ANY TYPE OF CONSTRUCTION MUST BE REPLACED AT THEIR PREEXISTING LOCATION.
17. THIS DETAIL IS TO BE APPLIED AS A TRAFFIC CALMING TECHNIQUE ONLY ON LOCAL ROADS.

THRESHOLDS FOR USE

1. AVERAGE DAILY TRAFFIC (ADT) <= 3,000
2. POSTED SPEED LIMIT <= 30 MPH.
3. NUMBER OF ROADWAY TRAVEL LANES = 2.