

OFFICE OF THE JUDGE/EXECUTIVE  
**McCREARY COUNTY**  
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## McCreary County Speed Hump Policy and Procedure

June 10, 2014

Kentucky Revised Statutes Section 189.337 is the controlling statute that states "all traffic control devices shall be controlled by a manual of standards and specifications for a uniform system of official traffic control devices for use upon all roads and streets in the state, including incorporated cities." The Kentucky Transportation Cabinet issued 603 Kentucky Administrative Regulation 5:050 Uniform Traffic Control Devices, which establishes the manual referenced by KRS 189.337, and states the standards and specifications set forth in the Federal Highway Administration publication *Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)* shall apply to all traffic control devices installed on any publicly used highway, road or street in Kentucky.

In 1999, the Federal Highway Administration (FHWA) announced their plans to release a revised edition of the MUTCD. The FHWA announced they were including a section on the proper signage and markings for jurisdictions choosing to install Speed Humps. The FHWA chose signage and marking standards based on research conducted and published by the Institute of Transportation (ITE). The ITE published standards for construction, signage and markings of Speed Humps in their recommended practice entitled *Guidelines for the Design and Application of Speed Humps* and this was adopted by the FHWA for inclusion in the MUTCD.

Based on the adoption of the ITE guidelines by FHWA, the revised MUTCD now refers to Speed Humps. Speed Humps are traffic calming devices that require motorists to reduce travel speeds as they drive over the device. Speed Humps differ from speed bumps in that they are wider (12 to 14 feet) and shorter in height (3 inches) than speed bumps. The longer width of the Speed Hump increase impact to vehicles at higher speeds and is more comfortable at lower speeds. The McCreary County Fiscal Court is interpreting the action of the FHWA to include reference to Speed Humps and exclude reference to speed bumps to infer that use of Speed Humps is a local decision for traffic control and will not violate KRS 189.337.

The McCreary County Fiscal Court, in conjunction with the County Road Department, has adopted the following policy regarding public request of and installation of speed humps:

#### Policy and Procedure

1. The decision to install or remove speed humps is solely within the discretion of the McCreary County Fiscal Court and County Road Supervisor. Decisions made, when possible, will be sensitive to both residents of the affected area and traveling public.
2. Speed humps will only be considered for placement in residential areas, or areas of large gatherings of citizens on a regular basis, along county roads where 50 percent or more of the residents are single family residential dwellings.
3. First priority is given to county road locations near schools, daycare centers, playgrounds, parks, churches and medical facilities where there is a high concentration of pedestrian traffic.
4. Second priority will be given to neighborhoods and residential areas requesting the devices.
5. Devices will be installed only on single lane, asphalt-based county roads with posted speeds of no more than 25 miles per hour and delivery of emergency services is not impaired. A signed request form (attached) along with the signature on a petition of 75 percent of the road residents on the given road (between two consecutive intersections on the road) must be provided for any consideration of placement of the devices.
6. The County Road Supervisor, upon receipt of the request, will review request, the road for which device was requested for engineering complications ITE implementation and signage requirements, and make a recommendation for placement of the device. Prior to construction, a public hearing regarding installation of the device will be held by the Fiscal Court with the Court deciding final determination of the device installation (the Fiscal Court may authorize the Judge-Executive, Road Supervisor and others to hold a hearing regarding implementation of the devices with the County Judge making final determination).
7. Once approved, either through contract or under own capabilities, the County Road Department will install the device as funds are available. Devices must be installed in plain fields of view away from hills and curves, will give consideration of placement to an objecting landowner, will install appropriate warning signs and inform local residents of the amended snow removal policy as it pertains to roads utilizing speed humps.
8. The process to remove the devices is the same as installation with 75 percent of road residents requesting removal, public hearing and final determination made by the Fiscal Court or County Judge.
9. The design and installation of speed humps shall comply with the Institute of Transportation Engineers' Recommended Practice, *Guidelines for the Design and Application of Speed Humps*.
10. All signage and pavement markings shall comply with the current edition of the MUTCD and ITE's Recommended Practice, *Guidelines for the Design and Application of Speed Humps*.

**Speed Hump Request Form**

**Return to:**      McCreary County Judge-Executive  
                      1 North Main Street, PO Box 579  
                      Whitley City, KY 42653  
                      (606) 376-2413

**Date:** \_\_\_\_\_

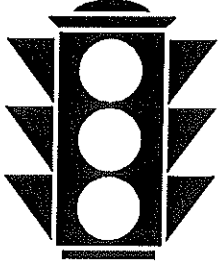
In accordance with the attached policy, I/we request that a "Speed Hump(s)" be installed in the  
\_\_\_\_\_  
\_\_\_\_\_ neighborhood. The hump(s) should be considered for  
placement on \_\_\_\_\_ (road). A written response will be  
provided to the request originator only.

**Originator of Request:**      **Name:** \_\_\_\_\_  
  **Address:** \_\_\_\_\_  
  \_\_\_\_\_  
  **Telephone:** \_\_\_\_\_

Additional endorsers of the requested speed hump(s) are required: (75% of road residents between two consecutive intersections on the road) Attach additional pages as necessary:

<b>Name</b>	<b>Address</b>	<b>Phone</b>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

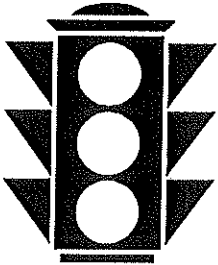
**Received:** \_\_\_\_\_ **Reviewed:** \_\_\_\_\_ **Approved:** \_\_\_\_\_

 TRAFFIC OPERATIONS	<i>Chapter</i> MISCELLANEOUS TOPICS
	<i>Subject</i> Speed Humps

**SPEED HUMPS:** Speed humps are traffic calming devices that require motorists to reduce travel speeds as they drive over the device. Speed humps differ from speed bumps in that they are typically wider (12 feet to 14 feet) and shorter in height (3 inches) than speed bumps. The longer width of the speed hump increases the impact to vehicles at higher speeds and is more comfortable at lower speeds.

Speed humps are recognized by the *Manual on Uniform Traffic Control Devices*. However, they typically are not installed on state-maintained highways because they often hinder the efficient flow of vehicles, serve as hazards to emergency vehicles, and create obstacles to roadway maintenance. In rare instances, speed humps may be installed on state-maintained highways. In all cases, the installation of speed humps shall require the approval of the division.



 <b>TRAFFIC OPERATIONS</b>	<i>Chapter</i> MISCELLANEOUS TOPICS
	<i>Subject</i> Speed Bumps

**SPEED BUMPS:** Attorney General's opinion #81-90, in reference to Kentucky Revised Statute 189.337 and 603 KAR 5:050, states that there is no statutory or regulatory authority for the placement or installation of speed bumps on public highways. In the opinion of the Attorney General's office, the absence of any reference to speed bumps in the *Manual on Uniform Traffic Control Devices* implies its deliberate exclusion.

