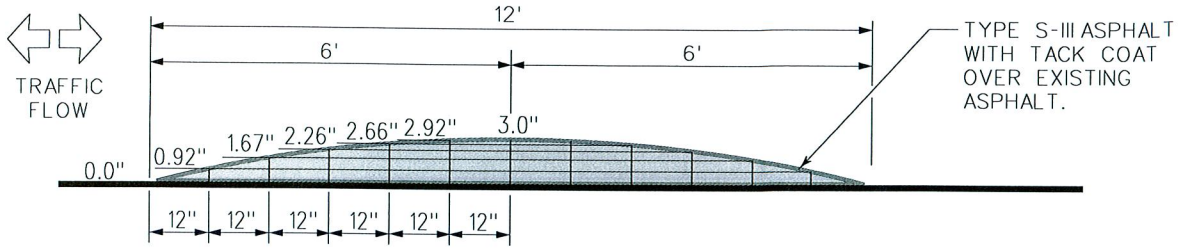
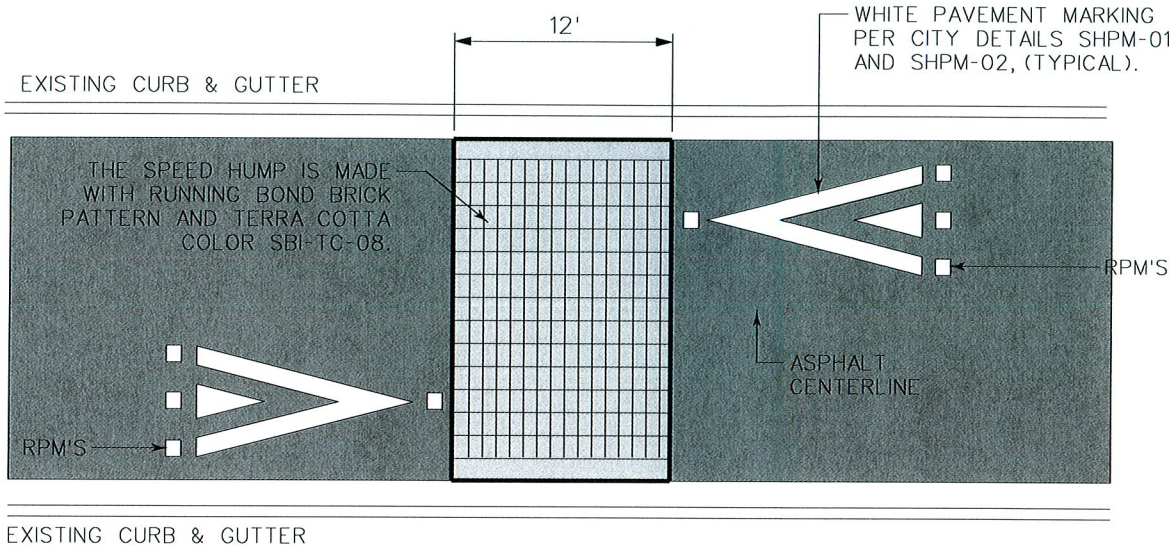
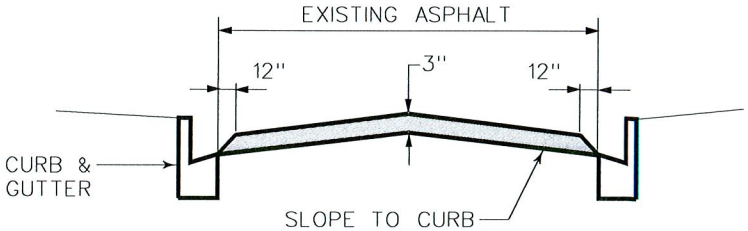


DRIVING PROFILE



PLAN VIEW

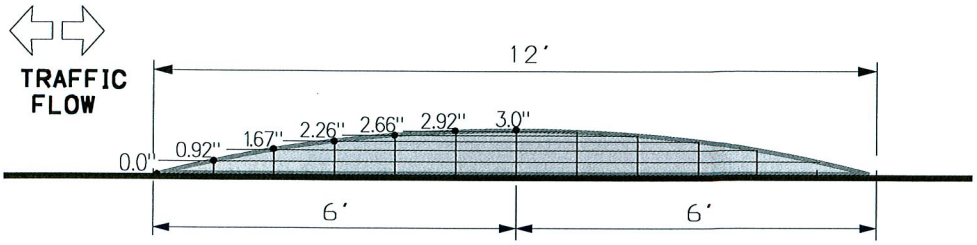
ADVANCE WARNING SIGNS WILL BE INSTALLED BY THE CITY AHEAD OF FIRST RAISED HUMP FROM EACH DIRECTION. CONTRACTOR SHALL REMOVE SIGN COVERING WHEN CONSTRUCTION BEGINS.



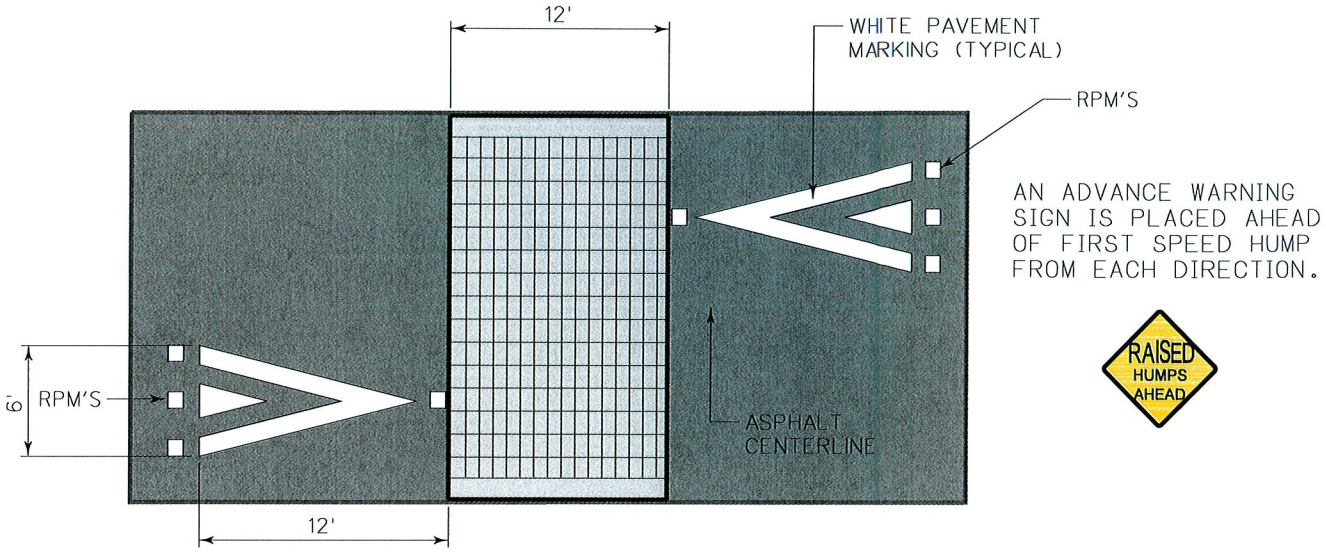
CROSS SECTION

	CITY OF ORLANDO DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING DIVISION NEIGHBORHOOD TRAFFIC MANAGEMENT	APPROVED BY: Frank A. Consoli DATE FRANK A. CONSOLI, P.E. 07-16-14	**SPEED HUMP WITH CURB & GUTTER** DETAIL NO. SH-03

5/18/2010 1:06:18 PM



DRIVING PROFILE

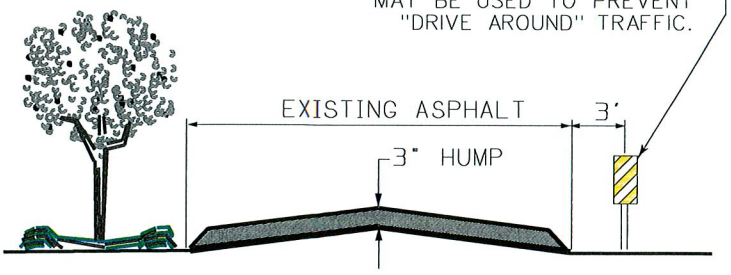


AN ADVANCE WARNING SIGN IS PLACED AHEAD OF FIRST SPEED HUMP FROM EACH DIRECTION.

PLAN VIEW

THE SPEED HUMP IS MADE WITH COLORED ASPHALT THAT IS STAMPED FOR A BRICK APPEARANCE.

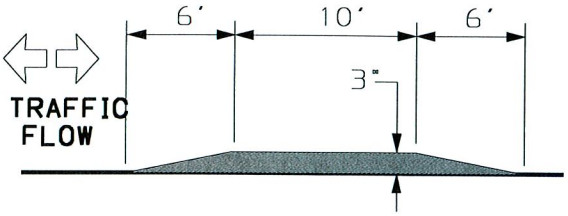
IN CASES WHERE THERE IS NO CURB, AN OBJECT MARKER MAY BE USED TO PREVENT "DRIVE AROUND" TRAFFIC.



HOMEOWNERS MAY CONSIDER LANDSCAPING IN LIEU OF AN OBJECT MARKER.

CROSS SECTION

	CITY OF ORLANDO DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING DIVISION NEIGHBORHOOD TRAFFIC MANAGEMENT	APPROVED BY: DATE Frank A. Consoli FRANK A. CONSOLI, P.E. 07-16-14	**SPEED HUMP WITHOUT CURB** DETAIL NO. SH-04

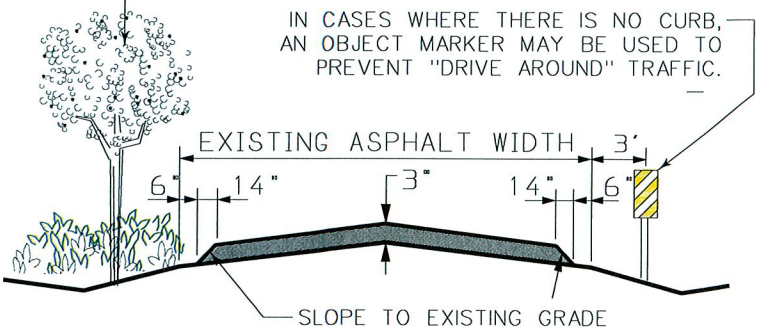


DRIVING PROFILE

WARNING SIGNS ARE INSTALLED AHEAD OF FIRST TRAFFIC CALMING DEVICE FROM EACH DIRECTION.

HOMEOWNERS MAY CONSIDER LANDSCAPING IN LIEU OF AN OBJECT MARKER.

IN CASES WHERE THERE IS NO CURB, AN OBJECT MARKER MAY BE USED TO PREVENT "DRIVE AROUND" TRAFFIC.

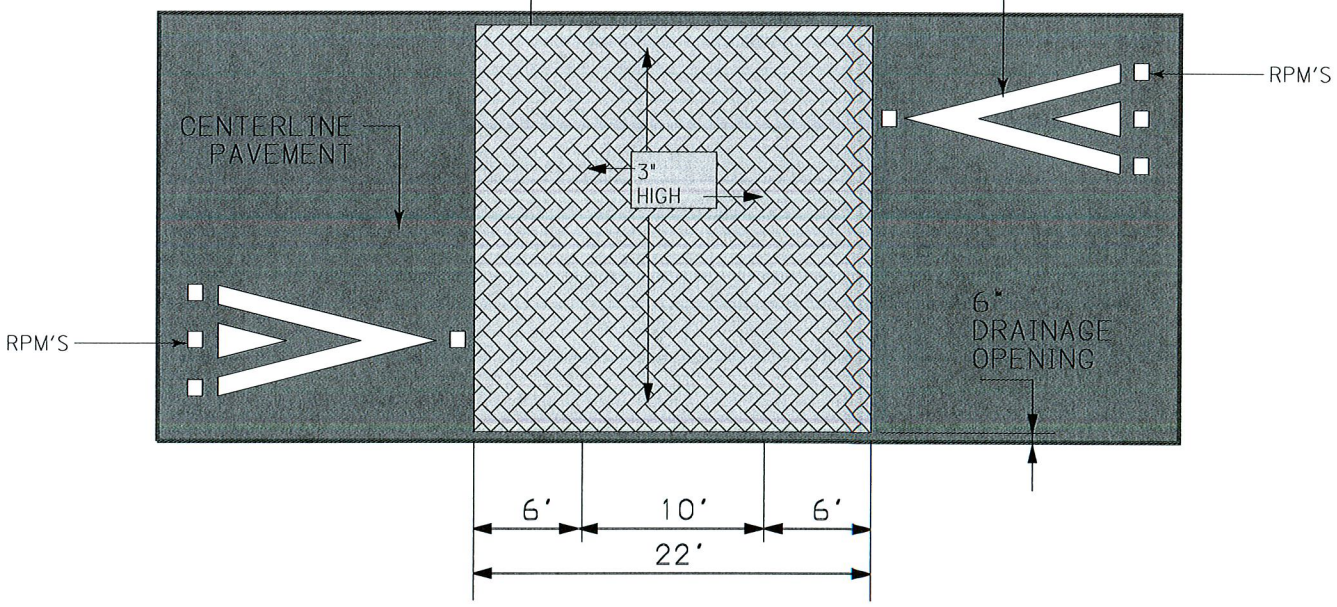


THE SPEED TABLE IS MADE WITH ASPHALT THAT IS STAMPED & COLORED FOR A BRICK APPEARANCE.

TYPICAL SECTION

BRICK "HERRING BONE" PATTERN WITH TERRACOTTA BRICK COLOR.

WHITE MARKINGS, CENTERED IN DRIVE LANE WIDTH.



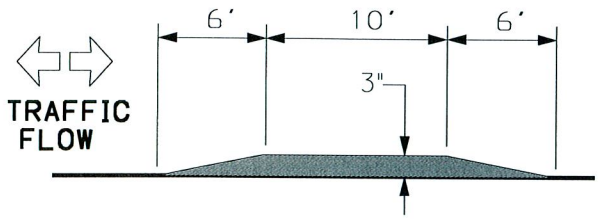
CITY OF ORLANDO
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION ENGINEERING DIVISION
NEIGHBORHOOD TRAFFIC MANAGEMENT

APPROVED BY: Frank A. Consoli DATE
FRANK A. CONSOLI, P.E. 07-16-14

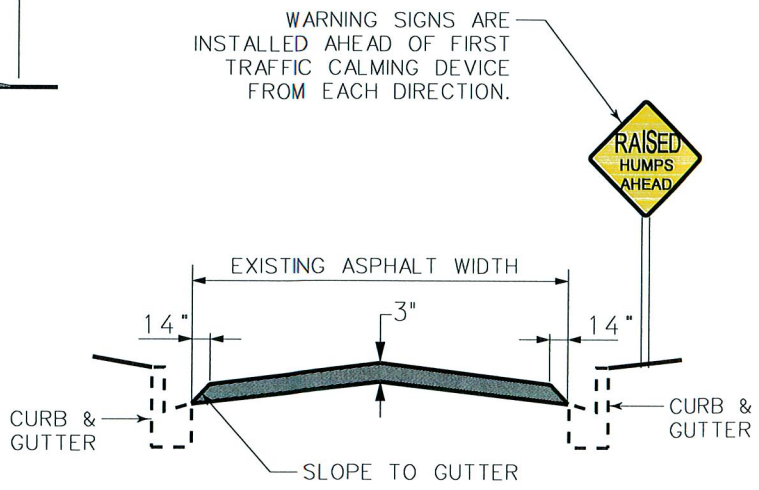
SPEED TABLE WITHOUT CURB

DETAIL NO. STP-03

5/18/2010 1:06:18 PM

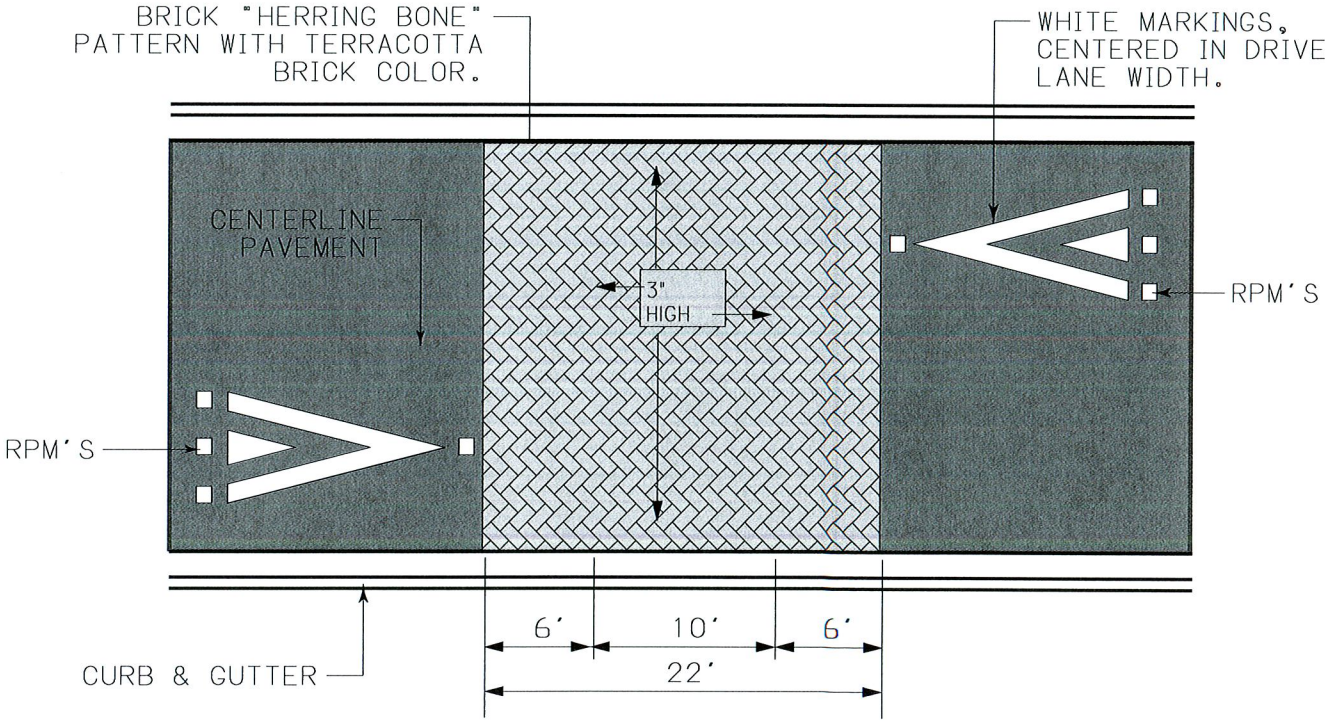


DRIVING PROFILE



TYPICAL SECTION

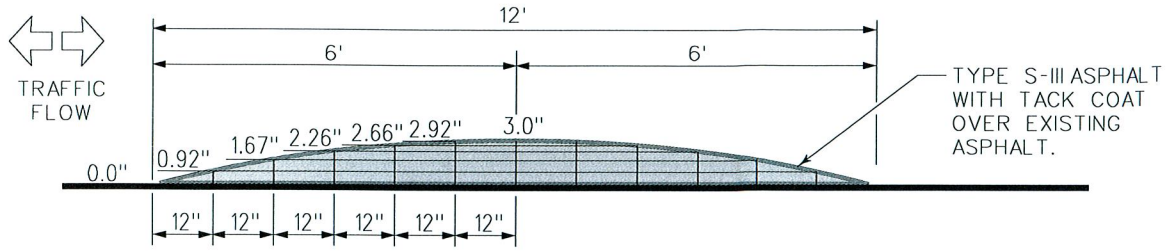
THE SPEED TABLE IS MADE WITH ASPHALT THAT IS STAMPED AND COLORED FOR A BRICK APPEARANCE.



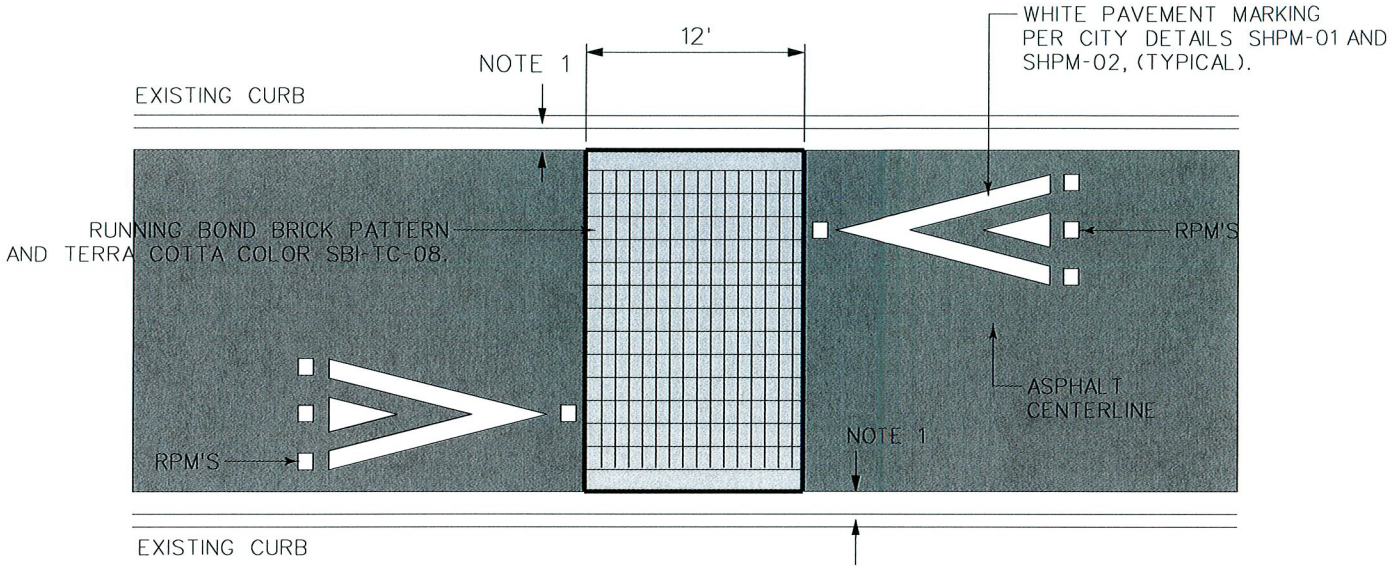
PLAN

CITY OF ORLANDO DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING DIVISION NEIGHBORHOOD TRAFFIC MANAGEMENT	APPROVED BY: Frank A. Consoli DATE FRANK A. CONSOLI, P.E. 07-16-14	SPEED TABLE WITH CURB & GUTTER DETAIL NO. STP-02

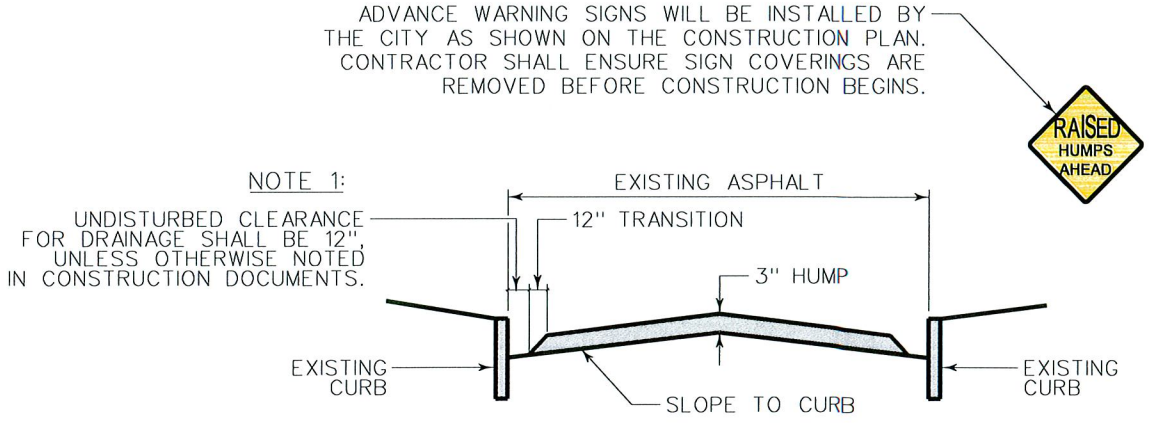
5/18/2010 1:06:18 PM



DRIVING PROFILE



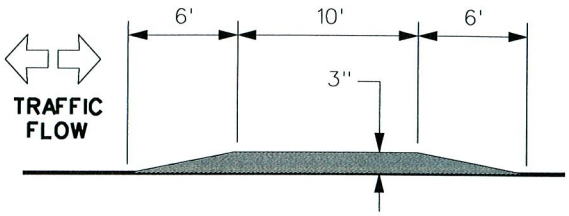
PLAN VIEW



CROSS SECTION

	CITY OF ORLANDO DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING DIVISION NEIGHBORHOOD TRAFFIC MANAGEMENT	APPROVED BY: Frank A. Consoli DATE FRANK A. CONSOLI, P.E. 07-16-14	SPEED HUMP WITH CURB DETAIL NO. SHC-01

5/18/2010 1:06:18 PM

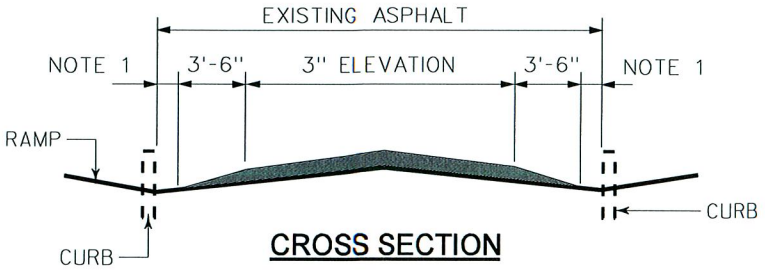


DRIVING PROFILE

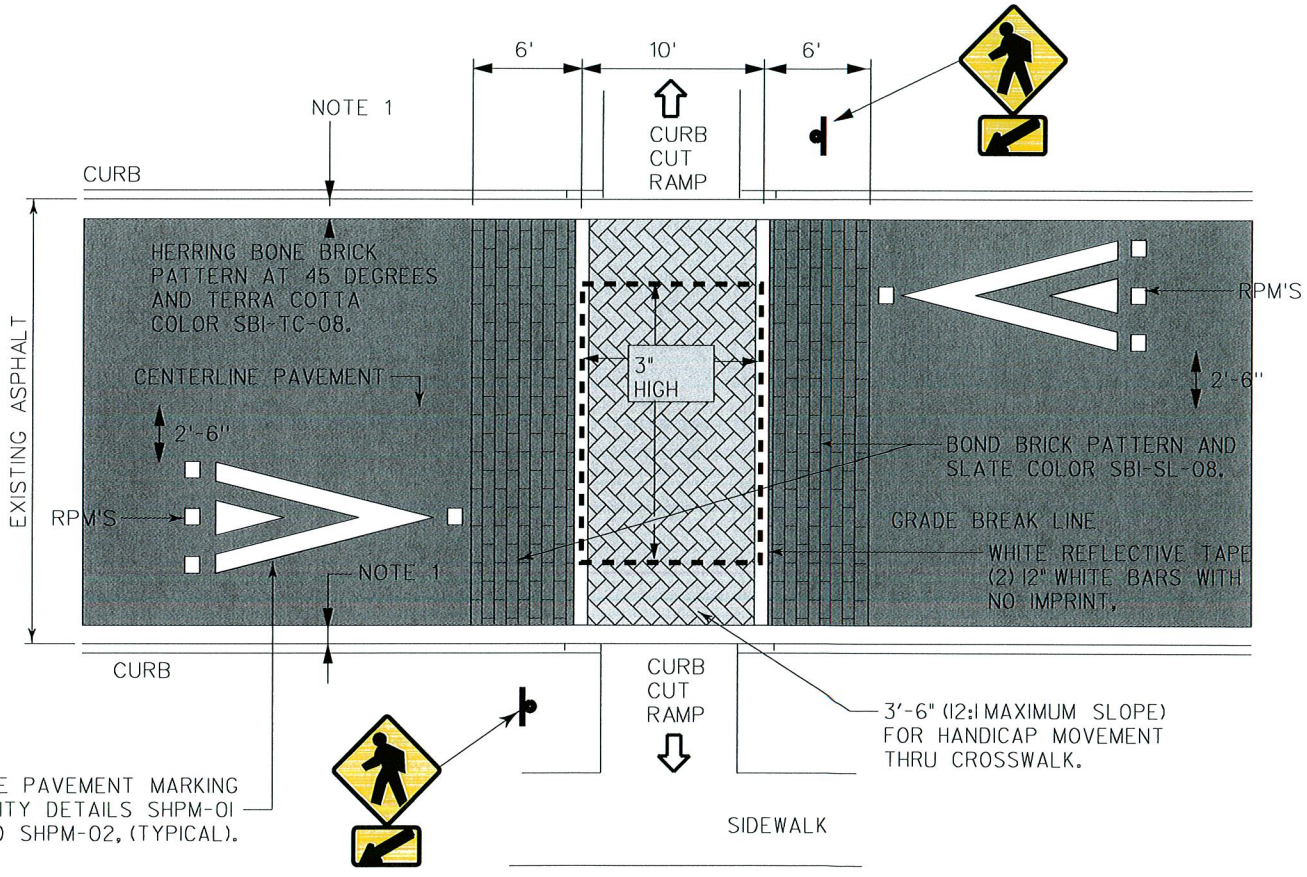
ADVANCE WARNING SIGN PLACED AHEAD OF FIRST RAISED HUMP FROM EACH DIRECTION. CONTRACTOR SHALL REMOVE SIGN COVERING WHEN CONSTRUCTION BEGINS.

NOTE 1:

UNDISTURBED CLEARANCE FOR DRAINAGE VARIES 12" TO 18". SEE SPECIFIC DETAILS FOR EACH STREET. FOR CURB & GUTTER APPLICATIONS, THE TRANSITION SHALL END AT THE EDGE OF ASPHALT.



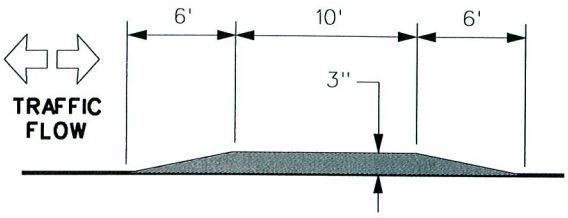
CROSS SECTION



PLAN

CITY OF ORLANDO DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING DIVISION NEIGHBORHOOD TRAFFIC MANAGEMENT	APPROVED BY: Frank A. Consoli DATE FRANK A. CONSOLI, P.E. 07-16-14	RAISED CROSSWALK MID-BLOCK LOCATION	
		DETAIL NO.RCC-01	

5/18/2010 1:06:18 PM



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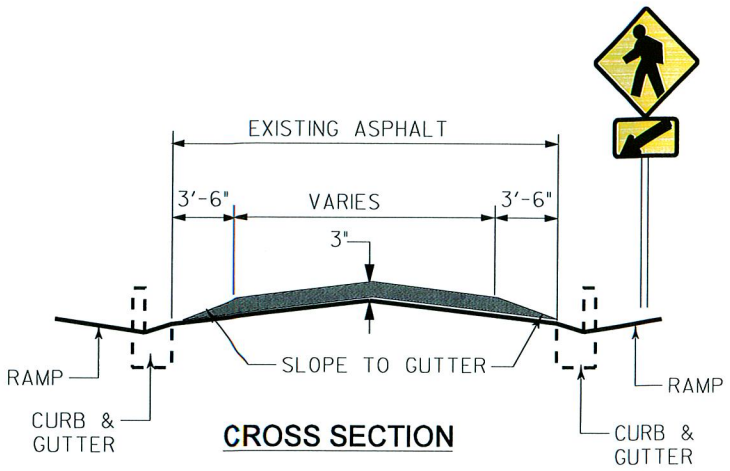
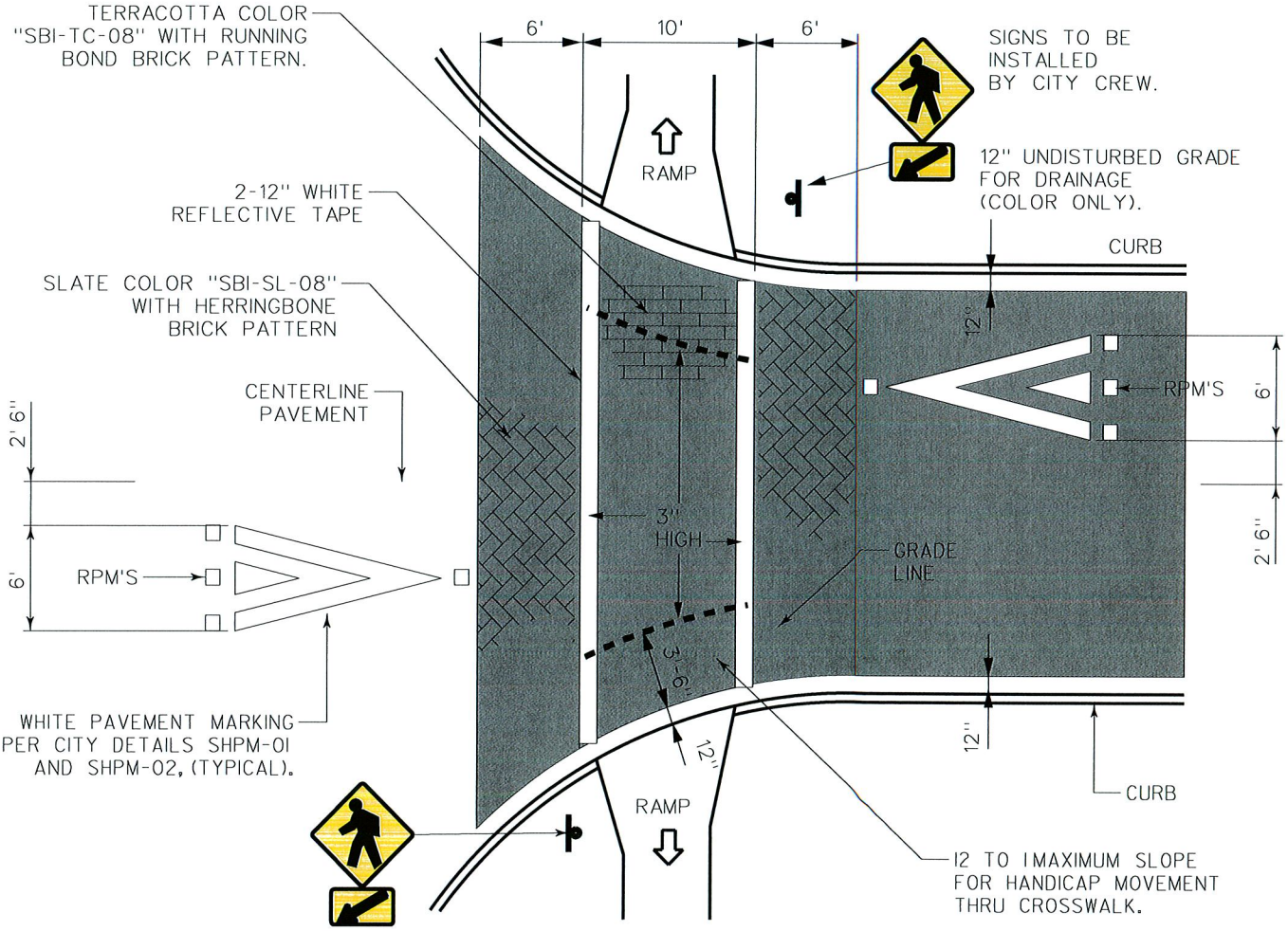


CROSS SECTION

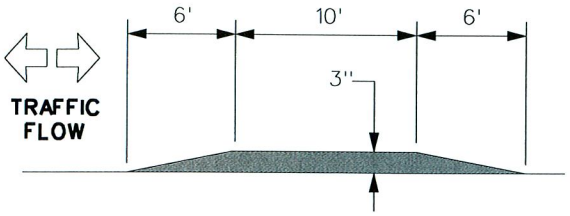


PLAN

CITY OF ORLANDO DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING DIVISION NEIGHBORHOOD TRAFFIC MANAGEMENT	APPROVED BY: Frank A. Consoli FRANK A. CONSOLI, P.E.	DATE 07-16-14	RAISED CROSSWALK DETAIL AT INTERSECTION WITH CURB & GUTTER DETAIL NO. 12-19-07

<mcj> 5/19/2010 3:14:43 PM

ADVANCE WARNING SIGN PLACED AHEAD OF FIRST RAISED HUMP FROM EACH DIRECTION. CONTRACTOR SHALL REMOVE SIGN COVERING WHEN CONSTRUCTION BEGINS.



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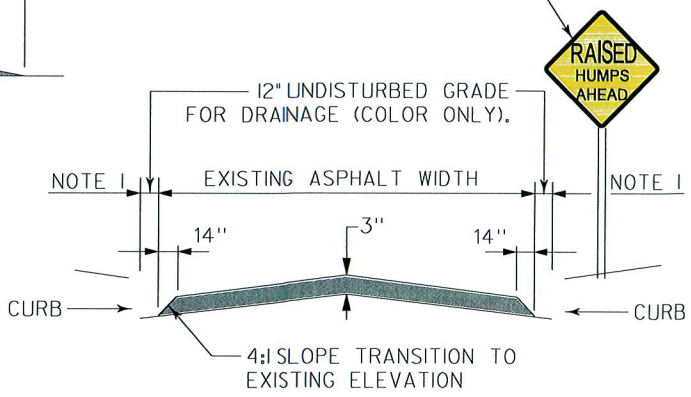
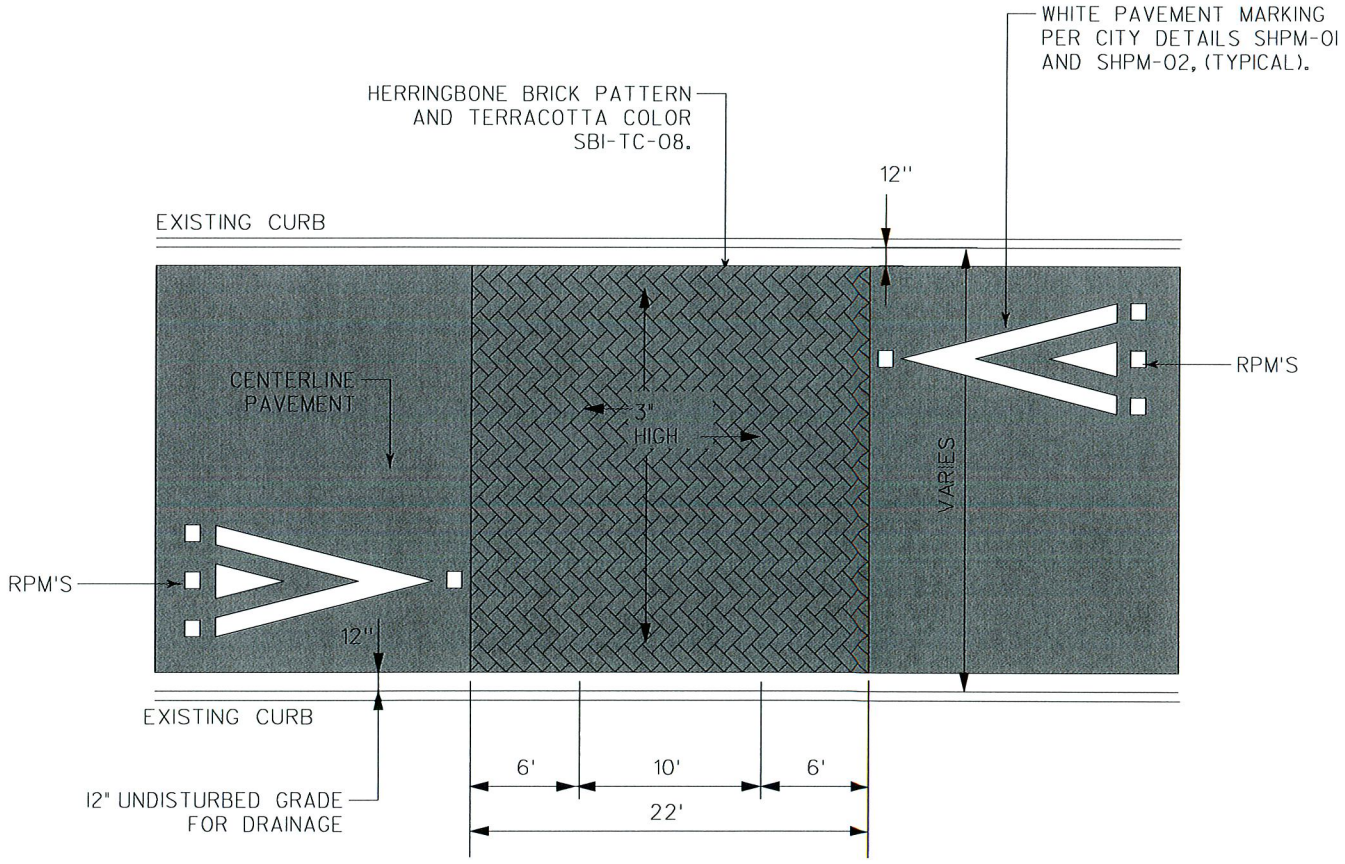


CROSS SECTION

NOTE 1:

UNDISTURBED CLEARANCE FOR DRAINAGE VARIES 12" TO 18". SEE SPECIFIC DETAILS FOR EACH STREET. FOR CURB & GUTTER APPLICATIONS, THE TRANSITION SHALL END AT THE EDGE OF ASPHALT.



PLAN

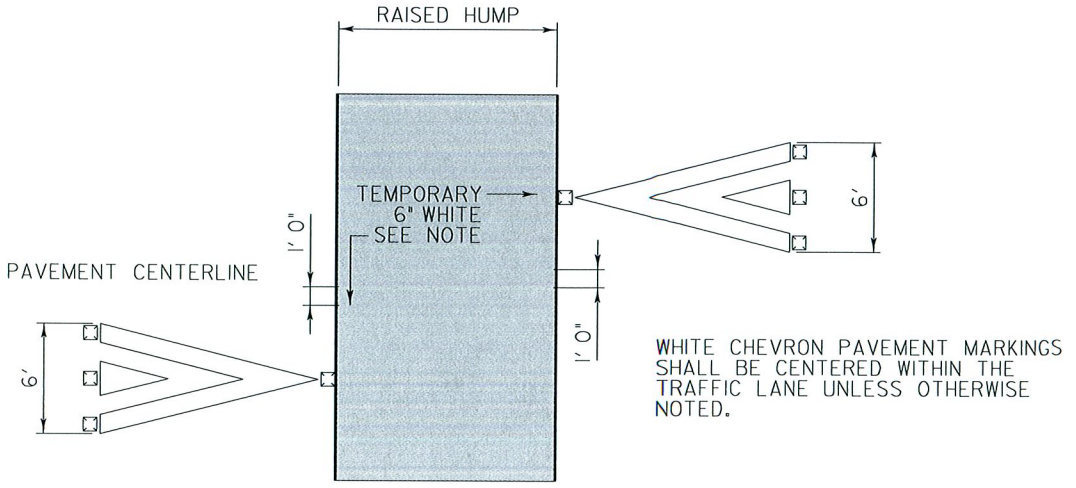
CITY OF ORLANDO
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION ENGINEERING DIVISION
NEIGHBORHOOD TRAFFIC MANAGEMENT

APPROVED BY: Frank A. Consoli DATE
FRANK A. CONSOLI, P.E. 07-16-14

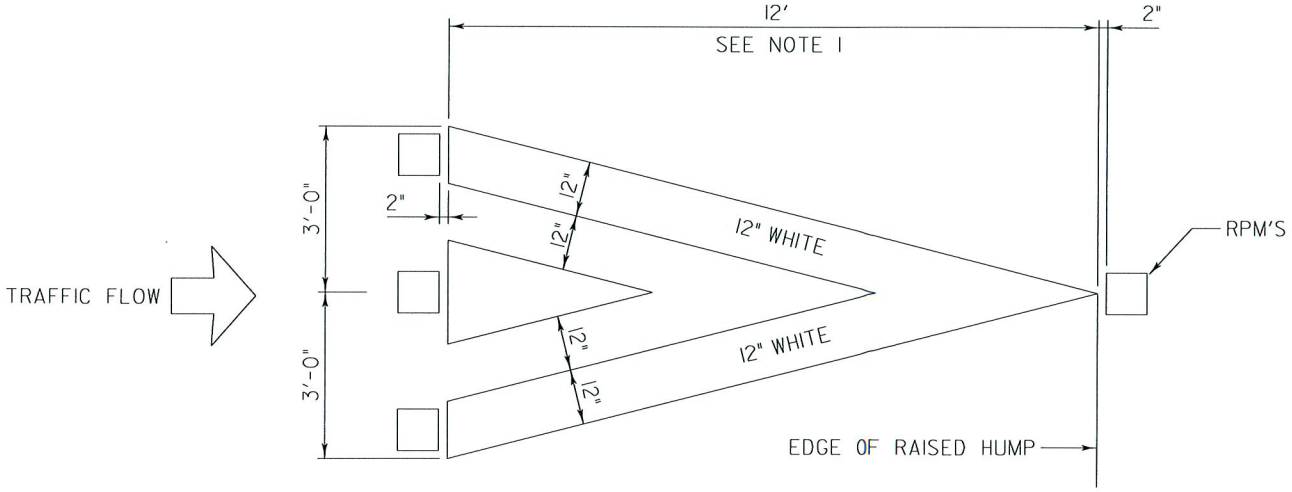
SPEED TABLE WITH CURBS AND 12" DRAINAGE WAY

DETAIL NO. STC-01

<mcj> 5/19/2010 3:17:24 PM



WHITE CHEVRON PAVEMENT MARKINGS SHALL BE CENTERED WITHIN THE TRAFFIC LANE UNLESS OTHERWISE NOTED.



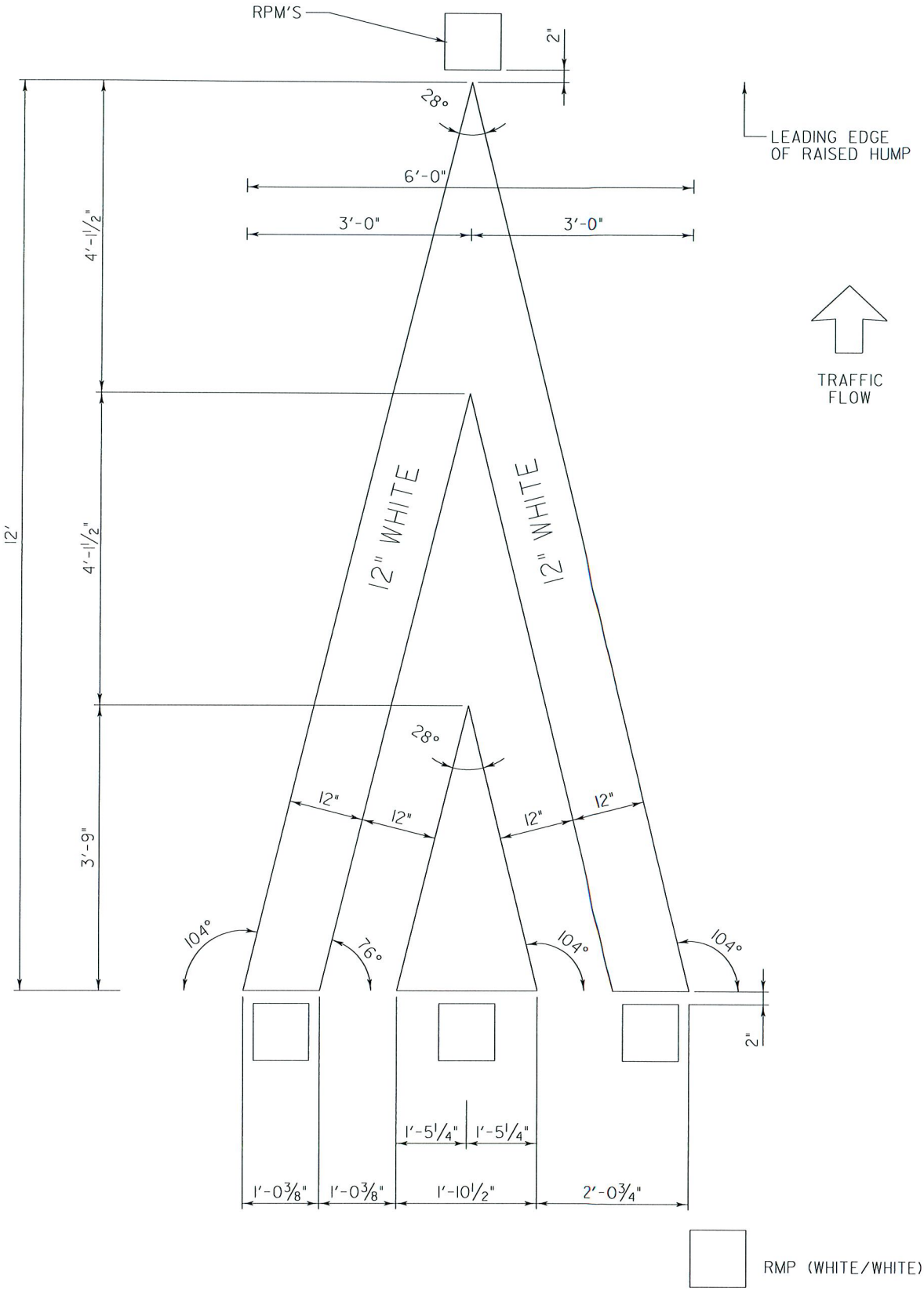
NOTES:

1. PERMANENT PAVEMENT MARKINGS SHALL BE ALKYD THERMOPLASTIC WITH GLASS BEADS OR REFLECTIVE HEAT TRANSFER TAPE. CONTRACTOR TO SUBMIT SPECIFICATIONS TO CITY FOR APPROVAL PRIOR TO INSTALLATION.
2. IF PERMANENT PAVEMENT MARKINGS ARE NOT INSTALLED PRIOR TO MOUNDED ASPHALT BEING OPEN TO TRAFFIC, THEN THE CONTRACTOR SHALL PROVIDE TEMPORARY 6" WHITE STRIPING ON THE HUMP AS SHOWN. UPON COMPLETION OF PERMANENT MARKINGS, ALL TEMPORARY MARKINGS SHALL BE REMOVED BY THE CONTRACTOR. PERMANENT PAVEMENT MARKINGS SHALL BE INSTALLED WITHIN A MAXIMUM OF SEVEN (7) DAYS AFTER ASPHALT MOUND INSTALLATION.

RMP (WHITE/WHITE)

	CITY OF ORLANDO DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING DIVISION NEIGHBORHOOD TRAFFIC MANAGEMENT	APPROVED BY: Frank A. Consoli DATE FRANK A. CONSOLI, P.E. 07-16-14	**PAVEMENT MARKING FOR RAISED HUMP** DETAIL NO. SHPM-01

<mcj> 5/20/2010 10:09:42 AM



CITY OF ORLANDO
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION ENGINEERING DIVISION
NEIGHBORHOOD TRAFFIC MANAGEMENT

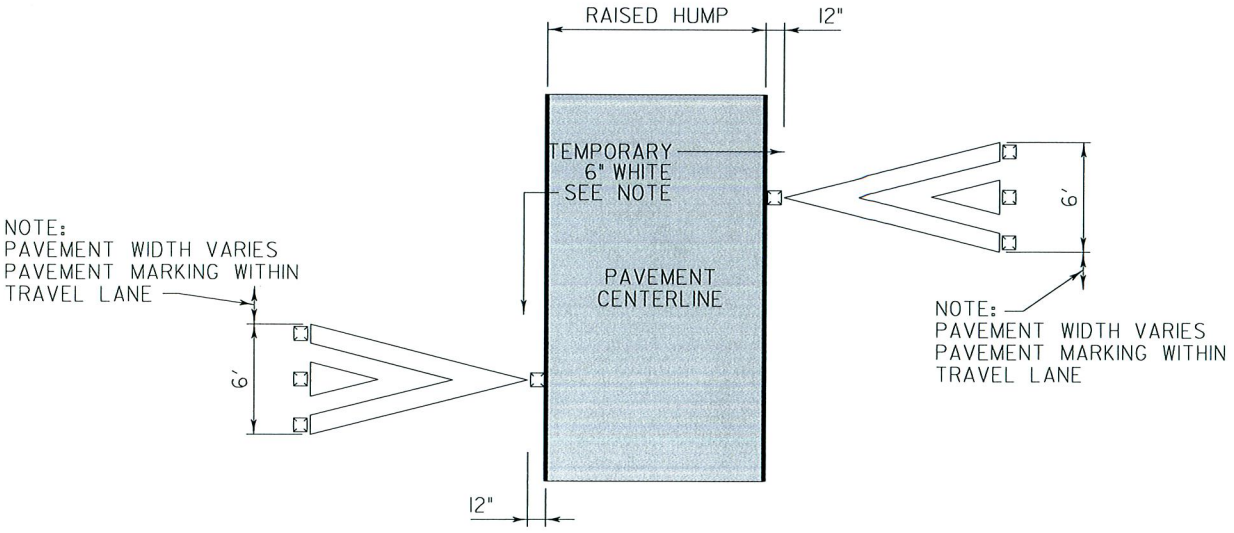
APPROVED BY: DATE

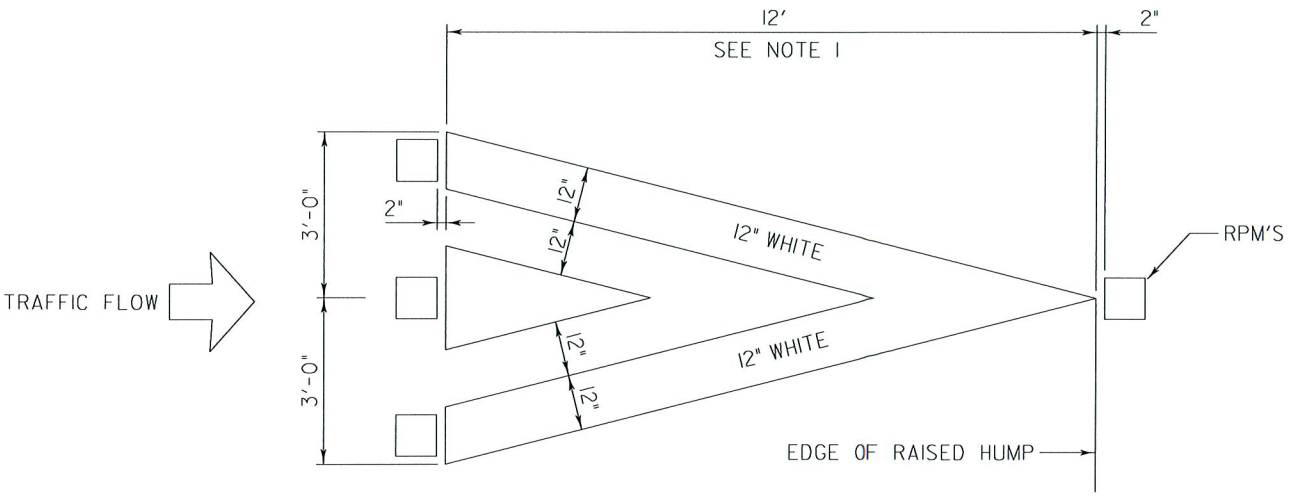
FRANK A. CONSOLI, P.E. 07-16-14

PAVEMENT MARKING FOR RAISED HUMP

DETAIL NO. SHPM-02

<mcj> 5/20/2010 10:09:42 AM





NOTES:

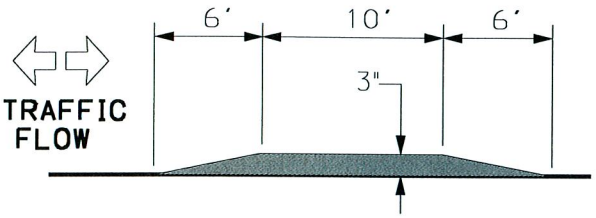
1. PERMANENT PAVEMENT MARKINGS SHALL BE ALKYD THERMOPLASTIC WITH GLASS BEADS OR REFLECTIVE HEAT TRANSFER TAPE. CONTRACTOR TO SUBMIT SPECIFICATIONS TO CITY FOR APPROVAL PRIOR TO INSTALLATION.
2. IF PERMANENT PAVEMENT MARKINGS ARE NOT INSTALLED PRIOR TO MOUNDED ASPHALT BEING OPEN TO TRAFFIC, THEN THE CONTRACTOR SHALL PROVIDE TEMPORARY 6" WHITE STRIPING ON THE HUMP AS SHOWN. UPON COMPLETION OF PERMANENT MARKINGS, ALL TEMPORARY MARKINGS SHALL BE REMOVED BY THE CONTRACTOR. PERMANENT PAVEMENT MARKINGS SHALL BE INSTALLED WITHIN A MAXIMUM OF SEVEN (7) DAYS AFTER ASPHALT MOUND INSTALLATION.

☐ RMP (WHITE/WHITE)

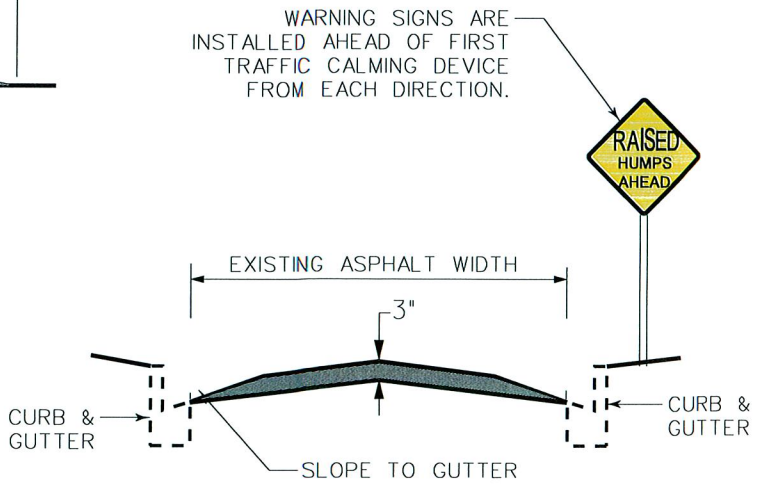
NARROW PAVEMENT WIDTH DETAIL

CITY OF ORLANDO, FLORIDA "THE CITY BEAUTIFUL"	**CITY OF ORLANDO** DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING DIVISION NEIGHBORHOOD TRAFFIC MANAGEMENT	APPROVED BY: Frank A. Consoli DATE FRANK A. CONSOLI, P.E. 07-16-14	**PAVEMENT MARKING FOR RAISED HUMP** DETAIL NO. SHPM-03

<mcj> 5/20/2010 10:09:42 AM

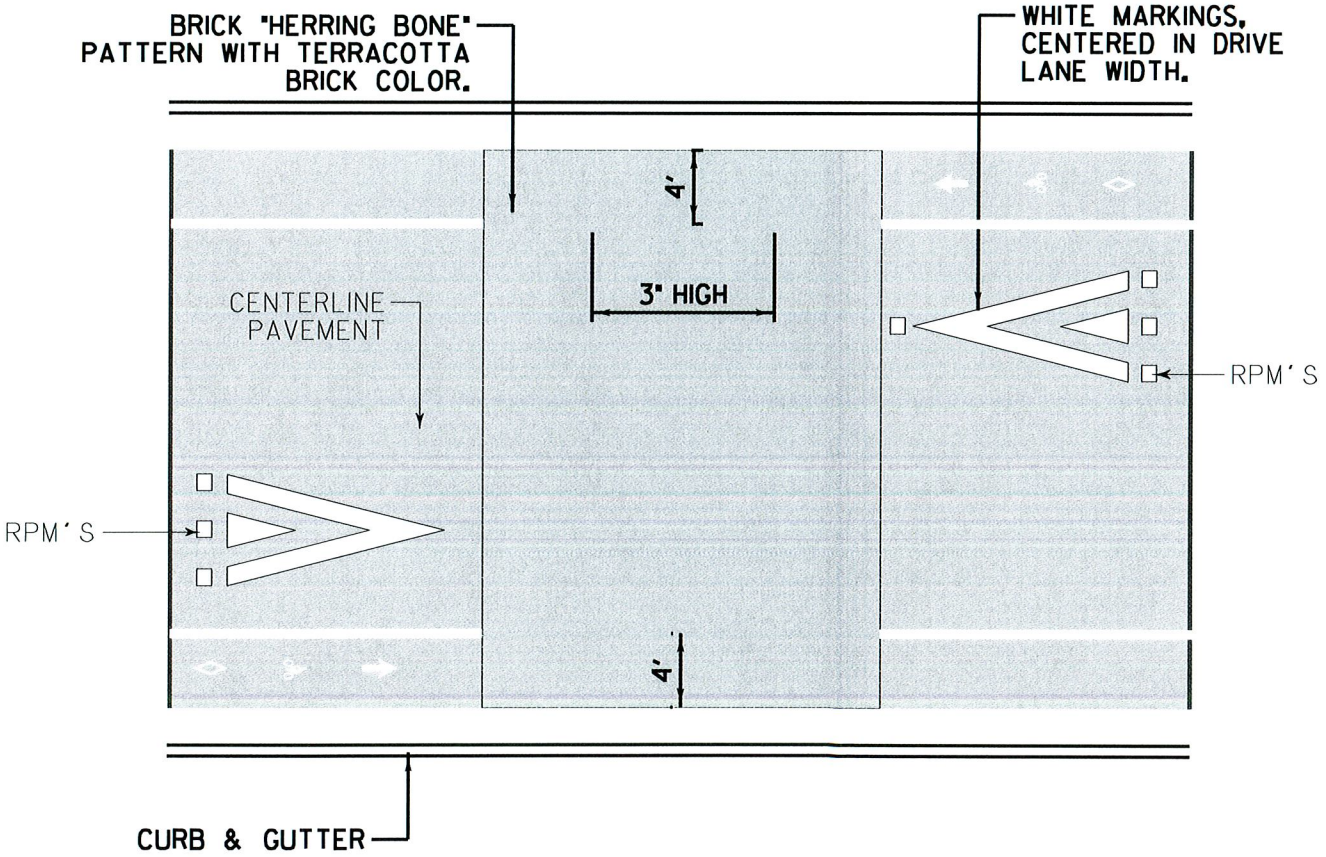


DRIVING PROFILE



TYPICAL SECTION

THE SPEED TABLE IS MADE WITH ASPHALT THAT IS STAMPED AND COLORED FOR A BRICK APPEARANCE.



PLAN

CITY OF ORLANDO
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION ENGINEERING DIVISION
NEIGHBORHOOD TRAFFIC MANAGEMENT

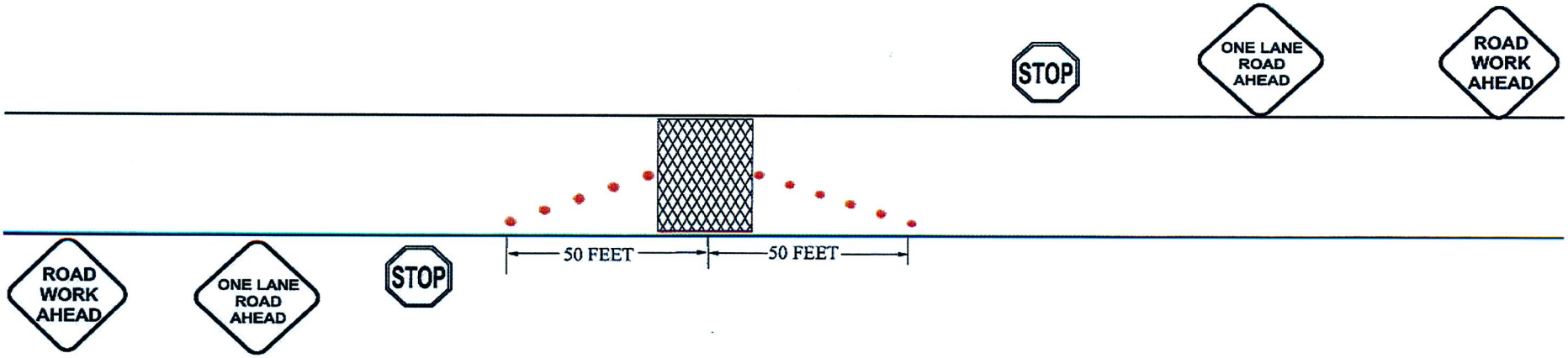
APPROVED BY: Frank A. Consoli DATE
FRANK A. CONSOLI, P.E. 07-16-14

SPEED TABLE WITH BIKE LANES AND WITH CURB & GUTTER

DETAIL NO. STP-B-03

6/26/2010 8:31:11 AM

Typical 2 Lane 2 Way Traffic Contol Plan



● = Type I, II VP or Drum with Steady Burn Light

Notes:

1. Road Work Ahead and One Lane Road shall have Type "B" Lights nad Flags.
2. Installation of Asphalt Speed Hump shall occur utilitizing F.D.O.T. Design Standards index 603 or 605.
3. Sealing and Coloring of speed Hump shall use the above detail. Spacing of Channelizing Devices shall not be greater than 10 Feet on Center.
4. Contractor shall call (407) 246-3704 prior to start of work to request Street, Lane or Sidewalk Closure Authorization.
5. Traffic Control shall be in compliance with the Manual on Uniform Traffic Control Devices (Latest Edition and Revisions) and Florida Department of Transportaion (FDOT) Roadway Design Standards Index 600 Series (Latest Edition and Revision.)
6. Traffic Control shall be installed and maintained by certified traffic control personel. Certification shall meets current FDOT requirements. Copies of Certification shall be provided to the City's Traffic Control Manager prior to implementing any traffic control.

Date: 8/5/2011 **Project:** City of Orlando

Comments:

Not to Scale

Designed by: W. Scott Walker

Approved By: Frank A. Consoli, P.E.

Date: 08-05-11