Hamilton County Policy for Speed Humps

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Transportation Development Engineer
October 6, 1998

Revised/Updated by: James W. Neal, P.E.
County Highway Engineer
January 4, 2006

Approved by: Bradley J. Davis, P.E.
County Highway Director
January 4, 2006

Approved: Hamilton County Board of Commissioners

Steven A Holt, President

Steven C. Dillinger, Member

Christine Altman, Member

Attest: Robin M. Mills Date: 5-8-06
Robin M. Mills

Hamilton County Policy for Speed Humps

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Appendix M: “Duncan tightens road hump guidelines.” Andrew D. Beadle, October 3, 1997. Montgomery County, Maryland.

Appendix N: “Rescuers find speed humps slow response.” Mark Celender, October 7, 1997. Montgomery County, Maryland.

Appendix O: “Residential Speed Hump Program Evaluation Process and Application Guidelines”. Montgomery County, Maryland.

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Appendix Q: “The Legal Aspects of Traffic Calming: Negligence.” Larry Williams, 2000. Washington (DC): Institute of Transportation Engineers

Appendix R: “The Influence of Traffic Calming on Emergency Response Times.” Resource Papers for ITE International Conference, 1997. Washington (DC): Institute of Transportation Engineers

Hamilton County Policy for Speed Humps

This policy was originally written in 1998 by then County Highway employee Jeff Hill. Due to renewed interest in utilizing speed humps, the report has been reviewed and updated to incorporate changes that have occurred in the seven years since written.

Reason for Report

Growing amounts of vehicular traffic due to increased population, the reduction of lot sizes, and under designed arterial-type roads whose capacity has been reached has led to the diversion of vehicular traffic into residential areas. In addition, there is increasing disregard for signed restrictions, such as speed limits and stop signs, because drivers have become less tolerant to these approaches to traffic control. Increased congestion on arterial roads resulting in higher traffic volumes and greater speeds on local streets has prompted concern from Hamilton County residents.

The following are some of the commonly experienced problems regarding neighborhood traffic concerns:

- Traffic Safety: The occurrence of vehicular crashes or the fear for crashes is a common concern of residents.
- Traffic Speeds: Excessive speed on local roads is a frequent complaint from County residents.
- Traffic Volumes: Total amounts of vehicular traffic in residential communities are a frequent cause of complaints.
- Traffic Composition: Often citizens are concerned with types of vehicles. Trucks, school buses and construction traffic are considered to be greater hazards than automobiles.

Based on the previously mentioned concerns vocalized by the residents of Hamilton County, coupled with the demand placed on the County's arterial road system plus the on going need to maintain the quality of life that Hamilton County residents demand, it is not only desirous, but imperative, to establish certain guidelines for a speed hump traffic calming program.

Definition of a Speed Hump

A speed hump is a raised area in the roadway pavement surface extending across the roadway. Speed humps are roadway geometric design features that create a gentle vehicle rocking motion that causes most vehicles to slow to approximately 15 miles per hour (MPH) or less at each hump, and approximately 25 MPH to 30 MPH between properly spaced humps. Speeds humps should not be confused with speed bumps which cause discomfort to motorists and a shock to vehicles only at low speeds.

Depth of Investigation and Sources Searched

To complete an in-depth investigation to deliver a speed hump policy that will meet and exceed the needs of the fastest growing county in the State of Indiana, many technical sources regarding the design of speed humps and speed hump systems were studied. Additionally, existing enacted speed hump policies from other municipalities in the United States were investigated. Finally, there is supporting information about local speed hump programs that were eliminated or had a moratorium established, limiting the installation of speed humps.
The many sources investigated are included as a separate part of this report and are detailed in Appendices F through N.

Summary of Findings

The Hamilton County Highway Department has studied different potential uses of many devices to calm traffic in existing neighborhoods. During this study, it has been determined that the installation of speed humps as a retrofitted calming measure would be the most effective and would result in a quality solution which can be installed in a reasonably timely manner, at a moderate cost. This policy has narrowed its vision, focused its scope, and has studied in depth, the installation of speed humps.

This policy is for the retrofitting of existing subdivisions. The Highway Department will continue to strive and work with developers during the preliminary design phase of new subdivisions to ensure quality street design which will limit the number of traffic calming devices needed.

Based on the information gathered, for and against speed humps, it would seem beneficial as a whole to the County to enact a countywide speed hump policy. This policy would satisfy residents of neighborhoods where there is a demonstrated speed problem. In addition, this policy would likely eliminate vehicular crashes on local streets where there is a demonstrated crash problem. Although, the installation of speed humps in a subdivision may cause an inconvenience to some "cut-through" motorists, the policy would benefit the County as a whole.

Speed humps will be installed only in those neighborhoods who have demonstrated their wish as such. The petition form shown in Appendix A will need to be signed by seventy-five percent (75%) of the homeowners in the subdivision, with verification subject to tax records at the Office of the Hamilton County Auditor. We will also require approval by the appropriate fire department and School Corporation on the approved County form letter shown in Appendix C. The *Agreement to Install Speed Humps*, as shown in Appendix D, will need to be completed, as well. The total cost of the materials and the labor for the speed humps, warning signs, and pavement markings will be paid by the Homeowner's Association. The construction of the installation of speed humps will not be a shared cost using County funds because there are so many other greater roadway needs throughout the County. Hamilton County will, via the Highway Department, provide the administration of contracts required for construction of the speed humps and pavement markings, the construction inspection for the aforementioned construction, and the installation of the warning signs. The Hamilton County Highway Department will maintain the speed humps installed as part of this program.

POLICY

Guidelines for Installation

Speed hump installation can be a controversial subject and should only be installed where there is a documented and demonstrated traffic control problem. Their installation should be addressed only after the consideration of alternative traffic control measures.

An engineering study will be completed, not only to determine if speed humps are warranted, but also to determine the effect on adjacent street facilities, because speed humps will undoubtedly direct some traffic to alternate routes. An estimate of the diversion should be made so that the impact of the speed humps can be fully understood. If the installation will have equal or greater impacts on adjacent roads because of diverted traffic, they should not be installed. This study should be done by the Hamilton County Engineer or a by a person designated by the Hamilton County Engineer.

Speed humps will be installed only on local streets, as defined by Hamilton County Code, Title 8, Article, Chapter 1 (e.g. residential subdivision streets). They will only be installed on streets with 2 lanes of travel (40-foot maximum width) with grades of no greater than 7 percent. If possible, the humps will be located on tangent sections of roadways and ideally not on severe vertical or horizontal curves. Speed humps will only be used where there is a minimum safe stopping sight distance as prescribed by the American Association of State Highway and Transportation Officials (AASHTO) Manual *A Policy on Geometric Design of Highway Streets (ed. 2001)*. They will only be installed on streets where the speed limit is posted, with supporting ordinance, at a speed limit not exceeding 30 MPH. The humps will only be installed where the average daily traffic (ADT) is no greater than 3,000 vehicles per day (VPD), and ideally no less than 200 VPD.

When speed humps are being considered to address speeding concerns, studies will be performed to confirm the magnitude and extent of the speeding problem to ensure that speed humps can properly address that problem. Special consideration for installation will be given if the measured 85^{th}-percentile speeds on a street exceed the posted speed limit by more than 15 MPH.

When speed humps are being considered to address high traffic volumes, their use will receive special evaluation and justification prior to approval. When speed humps are being considered to address documented vehicular or pedestrian accidents, the causes of the crashes will be susceptible to correction by speed humps. Proposed hump locations will be investigated to determine that the installation will not increase the crash potential.

All of these issues are those that will be investigated prior to approving the installation of any speed humps. A sample investigation form is included in Appendix B.

Upon execution of this Speed Hump Policy, it is currently unknown what the public demand will be for the installation of speed humps. The point system used to establish warrants and priority will be utilized to limit the number of speed humps installed within the County. It is anticipated that a contract for their installation would be let each summer construction season. This will be governed by a point system detailed in the following paragraphs. This system will consider the following: traffic volumes, crash history, vehicular speeds, and proximity to schools or other pedestrian facilities:

- **Average Daily Traffic**
  The total number of vehicles traveling on the roadway where speed humps are desired will be one basis for point assignment. These vehicular volume numbers will be based on traffic counts taken by the Hamilton County Highway Department using the department's magnetic traffic counters or standard tube counters. A point value is obtained by dividing the total number of vehicles by 100. If the segment of road exceeds 1,000 feet, the average of multiple counts shall be used.
  - Example:
    1,500 total vehicles on the roadway
    1,500/100 = 15.0 points
- **Speed**
  The speed of vehicles traveling on the roadway where speed humps are desired will be one basis for point assignment. These vehicular speed numbers will be based on traffic counts taken by the Hamilton County Highway Department using the department's traffic counters. A point value is obtained by subtracting the posted speed limit from the 85th-percentile speed. If the segment of road exceeds 1,000

feet, the average of multiple counts shall be used.

The speed limit established by either Official Action or by State law may be substituted for the posted speed limit if no posting exists. The 85th percentile speed is the speed resulting from the aforementioned traffic count; the value used will be the greatest 85th percentile speed on the streets being studied for speed humps in an entire subdivision.

- Example:

  37.2 MPH is average 85th percentile speed. 25 MPH is posted speed limit.

  37.2 - 25 = 12.2 points

- **Crash History**

  The vehicular crash totals over the previous three calendar years are tabulated for those crashes within the subdivision being investigated for speed humps will be an additional basis for point assignment. The crash reports used are those reported to police agencies (Hamilton County Sheriff's Department, City of Carmel Police Department, Town of Fishers Police Department, etc.). Any subdivision location will receive four (4) points per reported crash per 1,000 feet on the street being considered for speed humps within the local streets of the subdivision. Any crashes occurring at the intersection of an exiting road and a major arterial or collector road will not be considered in this point assignment.

  - Example:

    2 crashes located on the road segment that is 1,200 feet long.

    $$2 \times 4 \times \frac{1{,}000}{1{,}200} = 6.7 \text{ points}$$

- **Schools (Elementary & Middle)**

  The number of elementary or middle schools located within an area of where speed humps are desired will be an additional basis for point assignment. The candidate subdivision will have three (3) points added to its total for each public or private elementary school or middle school that lies within a 1,000-foot radius of the candidate subdivision street.

- **Pedestrian Served Facilities**

  The locations having pedestrian facilities near those subdivisions where speed

humps are desired will be an additional basis for point assignment. If the subdivision street being considered for speed humps lies within a 500-foot radius of an individual pedestrian facility, such as a County or City park, neighborhood recreation area, church, shopping center or elderly housing, or a grouped pedestrian facility, three (3) points are received for each such facility (six points maximum).

This point system is comprised to establish warrants and a priority system for ranking potential candidate subdivisions for the installation of speed humps. Any given segment of road being considered for speed humps must have a minimum cumulative point total of twenty-five (25) to be considered for speed humps. Any changes to the determination of the priority of any subdivision will be based on sound engineering judgment. Any changes may be made to this priority list at the direction of the Hamilton County Board of Commissioners.

Other Considerations

"Speed humps and other pavement undulations are not traffic control devices as defined by the Manual on Uniform Traffic Control Devices (MUTCD). They are, however, geometric design features of the roadway and should be designed, installed, operated, and maintained using accepted engineering principles and prudent engineering judgment."

"If speed humps are not installed in a proper manner and with due care, and property damage or personal injury occurs, it is possible that the installing agency could be found to be maintaining a public nuisance, i.e. a known defect in the street system that might result in increased liability exposure. Therefore, complete and proper documents should be retained to justify the decisions made. Local and state laws should also be reviewed to identify any regulations pertaining to roadway design, roadway maintenance, traffic control, or other elements that might be related to the use of speed humps or other geometric design features." (Institute of Transportation Engineers (ITE) *Guidelines for the Design and Application of Speed Humps*)

Speed humps have already proven to be a controversial subject across the country. Many neighborhoods are in favor of them on their street, but the commuter despises them. They slow down traffic, if properly installed, but they significantly increase response times of emergency vehicles and cause problems for school buses. They also become an obstacle

for snow removal equipment. **Many communities already have successful speed hump programs, and there are those who have already done away with their policy. Careful consideration to the public as a whole should be considered prior to enacting a speed hump policy.** Documentation depicting the moratoriums placed on existing speed humps are detailed in Appendices K - N. The I.T.E. publication regarding the design of speed humps cites that, some speed hump installations in the United States and other countries have been unsuccessful and ultimately modified or removed. I.T.E. goes on to mention many factors that have resulted in their removal.

The Hamilton County Board of Commissioners may withdraw this policy and/or have the Hamilton County Highway Department remove any speed hump without notifying area residents.

Design of Speed Humps

For the County's purposes of installing speed humps, it is desirous to use currently accepted standards. Many of the following details are borrowed from ITE's *Guidelines for the Design and Application of Speed Humps* with other excerpts taken from established policies from other municipalities across the United States.

Hamilton County will use the most widely-used speed hump design which is the circular, parabolic hump. The City of Indianapolis Department of Capital Asset Management uses a three-inch high speed hump and in the interest of conformity within the Indianapolis Metropolitan Planning area will utilize the same center height. This three-inch height will effectively calm traffic while having an acceptable height for both school buses and emergency vehicles. Figure 1 shows the typical parabolic dimensions for a three-inch high twelve foot wide speed hump.

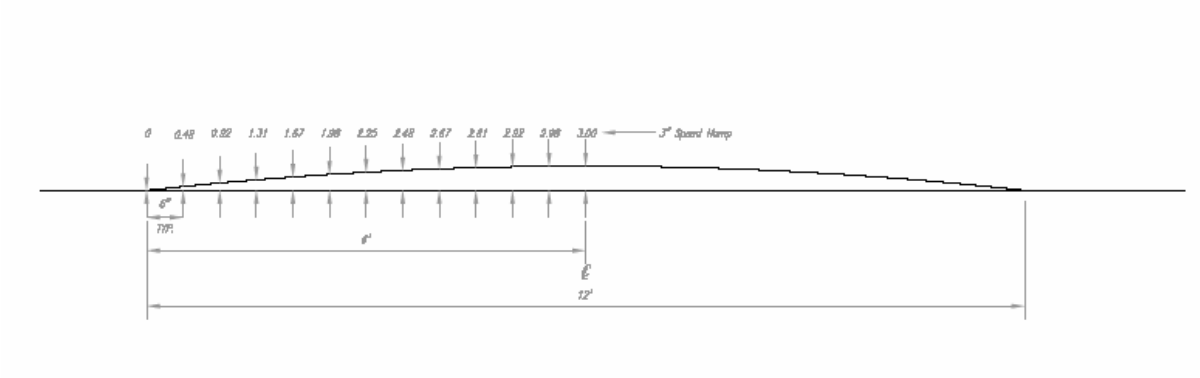


Figure 1: Typical Speed Hump Cross Section

Current practices based on ITE's recommendations suggest a spacing of approximately 200 - 750 feet between speed humps. This spacing is only a suggestion and the actual spacing shall be determined by the County Engineer or his authorized representative based on field verification. As it was previously discussed, the locations of speed humps shall be installed to effectively control speed, but need to minimize the impact on roadway drainage and drainage structures, and utility access.

Speed humps will typically not be installed on blocks or cul-de-sacs shorter than 500 feet. A guideline for spacing based on desired 85th percentile speeds was established by a subcommittee of the California Traffic Devices Committee which is:

$$H_s = 0.5\,[2(V_{85})^2 - 700]$$

where H_s = hump spacing (feet)

V_{85} = 85th percentile speed (MPH)

Utilizing the equation would realize a spacing of 250 feet and 550 feet for the 85th percentile speeds for 25 MPH and 30 MPH, respectively.

Where side ditches have been utilized for subdivision construction, the speed humps shall extend to the edge of pavement. Where streets have been constructed with a curb and gutter installation, the speed hump shall be tapered at each end a minimum of twelve inches as shown in Figure 2.

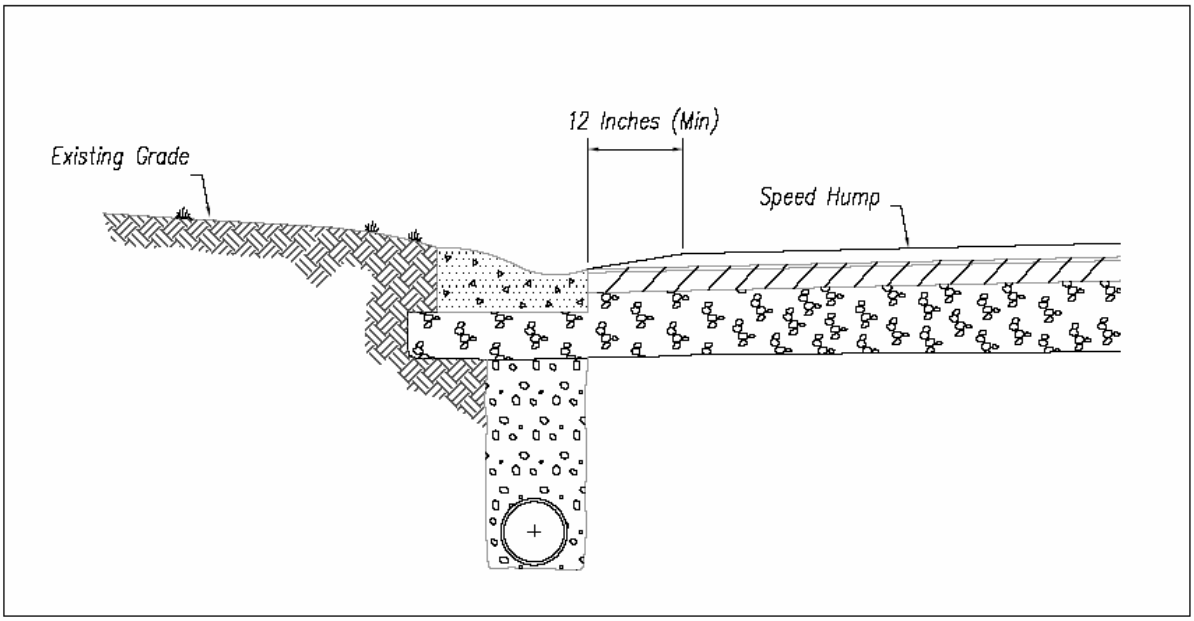


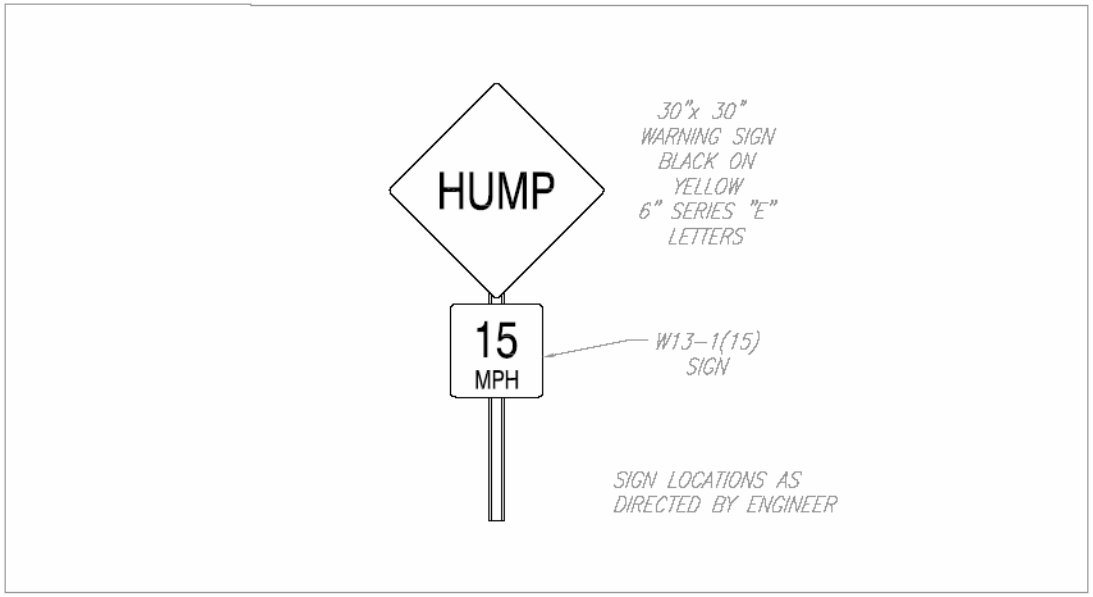
Figure 2: Tapered Speed Hump at Curb and Gutter

Traffic control consisting of a combination of road signs and pavement markings will be needed to warn motorists of the presence of speed humps. This control will also guide

Figure 3: Warning Signs to be Located at Speed Humps

motorists on their actions on such a road. While there are no federal or state requirements for traffic control for speed humps, the following paragraphs demonstrate typical future County installations.

A 30" x 30" WX-1 warning sign (black letters on yellow sign) will be installed at each speed hump facing each direction. This sign shall state the word "HUMP" and be a standard reflective sign in compliance with the Indiana MUTCD. An 18" x 18" W13-1 advisory speed plaque, made of similar materials as the warning sign, stating "15 MPH" will be installed below each warning sign. The sign installation will be placed on a standard three pounds per foot U-channel post. This typical installation is shown in Figure 3.



Pavement markings should be installed as shown in Figure 4 to supplement the aforementioned warning signs. The pavement markings should be ten inch white warning markings. The markings shall be hot-applied thermoplastic or preformed and will aid in seeing the humps during inclement weather and at night.

The typical warning signs and pavement markings are exactly that they are a typical installation. Any variations or deviations from the previously mentioned plan may be approved by the County Engineer or his authorized representative.

Construction of Speed Humps

The preferred construction material for the installation of speed humps is hot mix asphalt (HMA). Likely a #11 or #12 HMA surface will be utilized for their installation. Other materials may be considered, but only utilized if the street is not an asphalt street. Asphalt, although it is a flexible material, is a preferred material on asphalt streets to eliminate shoving at the hump in the direction of travel.

Care should be taken during construction/installation of the speed humps. If the humps are installed incorrectly they will not be effective for speed control. A template will be constructed to verify the accuracy of the hump profile and to ensure that the dimensions of the hump are within reasonable tolerances, normally between 1/4" to ." inch.

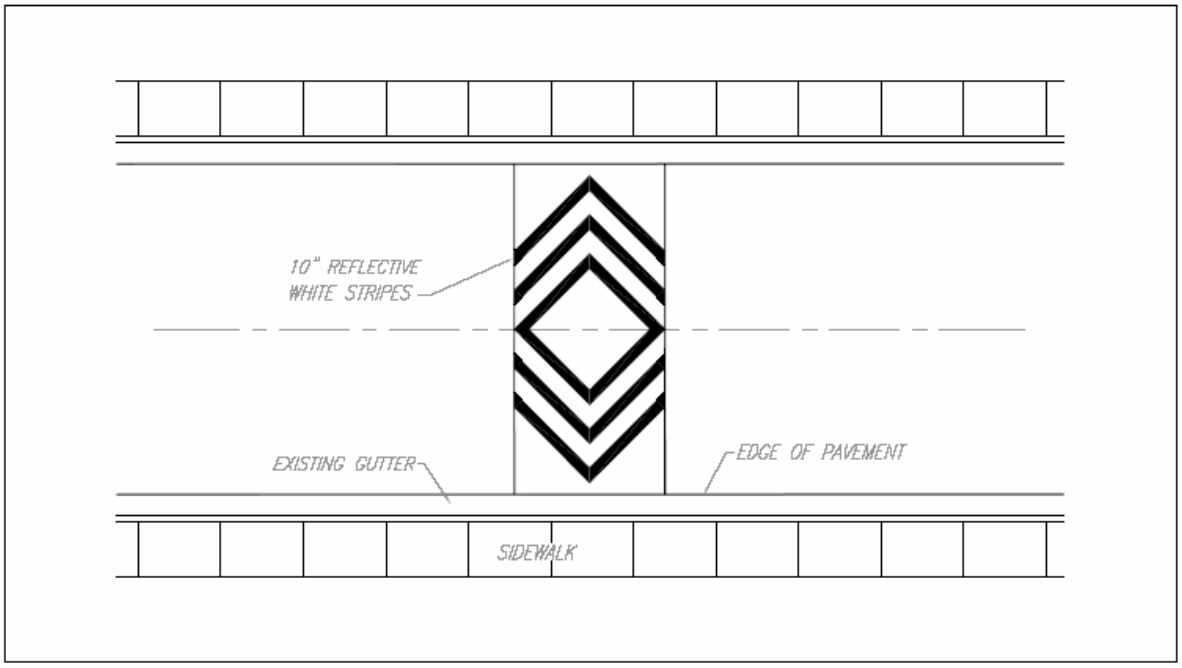


Figure 4: Typical Pavement Markings on Speed Hump

Because speed humps will be installed on existing roads, not on newly constructed roads, the road surface will need to be excavated, or milled, at the hump edges to prevent spalling. This is shown in Figure 5. The speed hump is to be installed in two lifts.

Based on current material unit costs and necessary construction to achieve speed hump installation, the estimated cost per speed hump is $1,500 to $2,000. It is anticipated that a number of speed humps can be installed per day based on clement weather, close proximity of installation, availability of materials, and schedule of contractor.

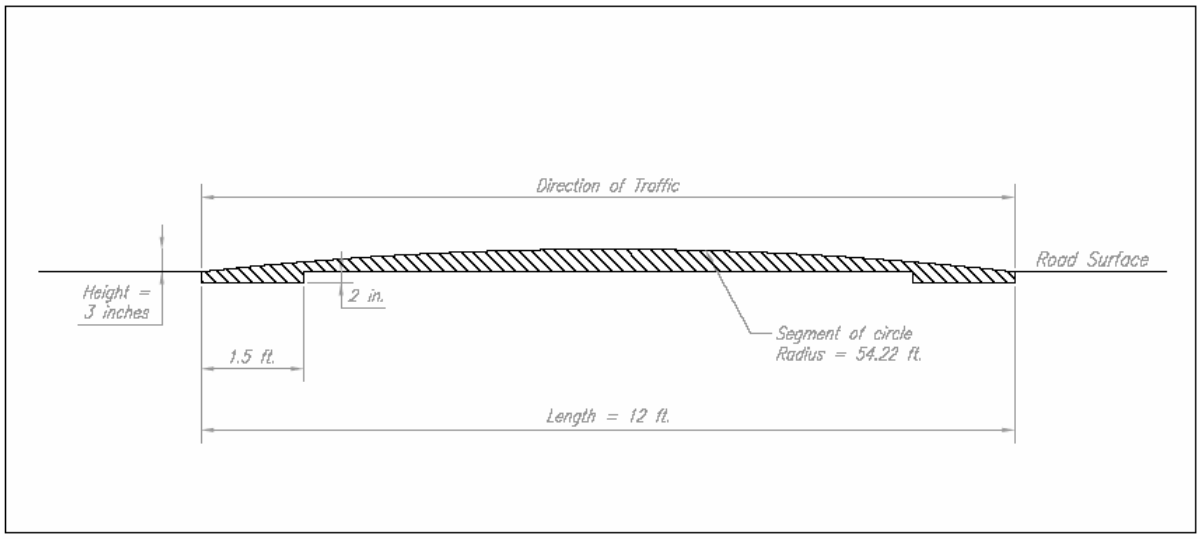


Figure 5: Cross Section of Speed Hump for Construction

Removal of a Speed Humps

Because the speed humps are to be located within Hamilton County rights of way, they may be removed at any time at the direction of the Hamilton County Board of Commissioners at a cost to Hamilton County.

Some reasons for removing a speed hump include but are not limited to if the school corporation, fire department or sheriff's department feel that the speed hump is a safety hazard.

As it is shown in the *Agreement to Install Speed Humps* in Appendix D, if there is a written fifty-one percent (51%) remonstrance regarding the speed humps in a subdivision, they will be removed at a cost to the subdivision homeowner's association.

As this policy has detailed, the Hamilton County Highway Department is to investigate each request for speed humps to determine if they are needed. Upon verification of need, sound engineering judgment will be used to determine the number of speed humps and their most effective locations. This care in the design is to hopefully avoid needing to remove the speed humps in the future.

If the speed humps are to be removed, they can likely be removed at a relatively low cost, in

a short amount of time, with fairly minimal effects on the quality of the roadway. The speed humps are to be milled off with a regular milling machine, with the millings hauled away and disposed of off site. This will likely cause a rough twelve-foot section of pavement. This rough surface will cause a rumbling until such time that the asphalt heals itself.

Appendix A

Petition for Speed Hump Installation

We, the undersigned homeowners of _____ Subdivision, located _____ request that the Hamilton County Highway Department install speed humps in our subdivision, at locations approved by their Engineering Department. We understand that this petition only represents our desire for speed humps and does not warrant or guarantee their installation. It is further understood that seventy-five percent (75%) of all lot owners in the aforementioned subdivision must agree to the installation of the speed humps, ***at a cost to the homeowners or Home Owner's Association***, by affixing their names, addresses, lot numbers, and signatures on the list below. All submitted names are subject to verification at the Office of the Hamilton County Recorder.

Speed humps will more than likely cause: modification in traffic speeds and volumes; increased levels of noise at the hump locations; aesthetic changes to the subdivision streets due to the speed humps, and the associated signs and pavement markings; and impacts on street maintenance and emergency vehicle response times.

Please list only one signature per lot.

LOT #	NAME	ADDRESS	SIGNATURE

Petition for Speed Hump Installation

Please list only one signature per lot.

LOT #	NAME	ADDRESS	SIGNATURE

Do Not Sign this petition if you have not reviewed the front page.

Please do not use any other form. This sheet may be reproduced if necessary.

Appendix B

Speed Hump Installation Investigation Form

Subdivision:

Road: _____ From: _____

Length: _____ To: _____

Street Width: _____

Curbs: Yes / No Speed Limit: _____ MPH

A.D.T.: _____ (Minimum: 200, Maximum: 3,000) Speed Limit Posted: Yes / No

85th% Speed: _____

(Attach Speed Study Reports)

Crash History: Date	Location	Description

Computations for Point System:

A.D.T.	
Crash	
Speed	
Pedestrians	
Schools	

Minimum Points Needed to Warrant: 25 Total:

Speed Humps Warranted: Yes / No

Detailed Sketch: (Include Lot Lines, Existing Street Signs, Storm Sewer Inlet Locations, etc.)

Investigated by: _____ Date: _____

FORM# HCHD8103

Appendix C

January XX, 20XX

Hamilton County Board of Commissioners
c/o Hamilton County Highway Department
1700 S. 10th Street
Noblesville, IN 46060

ATTN: James W. Neal, P.E.

RE: Speed Hump Installation
_____ Subdivision
N. of XXXth Street/E. of XXXXXX Road
XXXXX Township

Our department is in receipt of your submittal regarding the proposed speed hump installation located in _____ Subdivision. Our department has reviewed the locations of the humps, and we do not see any adverse effects pursuant to their installation.

While we understand that the humps will benefit the residents of Subdivision, we also understand that there will be an increase in response time to fire emergencies.

We do not object to the installation.

Sincerely,

Fire Department Chief

January XX, 20XX

Hamilton County Board of Commissioners
c/o Hamilton County Highway Department
1700 S. 10th Street
Noblesville, IN 46060

ATTN: James W. Neal, P.E.

RE: Speed Hump Installation
_____ Subdivision
N. of XXXth Street/E. of XXXXXX Road
XXXXX Township

Our department is in receipt of your submittal regarding the proposed speed hump installation located in _____ Subdivision. Our department has reviewed the locations of the humps, and we do not see any adverse effects pursuant to their installation.

While we understand that the humps will benefit the residents of
Subdivision, we also understand that there will be an increase in response time to police emergencies.

We do not object to the installation.

Sincerely,

Hamilton County Sheriff

January XX, 20XX

Hamilton County Board of Commissioners
c/o Hamilton County Highway Department
1700 S. 10th Street
Noblesville, IN 46060

ATTN: James W. Neal, P.E..

RE: Speed Hump Installation
_____ Subdivision
N. of XXXth Street/E. of XXXXXX Road
XXXXX Township

Our department is in receipt of your submittal regarding the proposed speed hump installation located in _____ Subdivision. Our department has reviewed the locations of the humps, and we do not see any adverse effects pursuant to their installation.

While we understand that the humps will benefit the residents of Subdivision, we also understand that there will be an increase in travel time for school busses.

We do not object to the installation.

Sincerely,

School Superintendent

Appendix D

AGREEMENT TO INSTALL SPEED HUMPS

This Agreement entered into on the dates set out herein by _____ (the "Association"), and the Board of Commissioners of Hamilton County, (the "County").

WITNESS THAT:

WHEREAS, the parties are desirous of installing speed humps in _____ Subdivision in _____ Township, Hamilton County, Indiana (hereinafter referred to as the "Project"); and,

WHEREAS, the Association is desirous of entering into an agreement with the County, whereby the County will provide certain labor, equipment, and material necessary to install said speed humps and the Association will pay for the costs of the project to install said speed humps.

IT IS THEREBY AGREED by the parties as follows:

1. The Project includes installing xxxx (XX) asphalt speed humps to be placed at locations as directed by the County Engineer or his authorized representative.

2. The County shall provide all engineering services, all asphalt and other materials, all labor and equipment, all construction inspection, and all contract administration for the Project.

3. The Association will pay to the County, XXX Thousand XXX Hundred and XXXXX Dollars ($XX,XXX.00) to cover the costs of the material, labor and equipment for the installation of the speed humps, and any necessary street signs and pavement markings required.

4. The parties agree that $XX,XXX.00 is an estimate of the costs of the materials and labor. However, in the event said costs are less than estimated, the County shall apply the balance of the $XX,XXX.00 to reimburse the other costs for the Project such

as engineering and traffic studies.

5. It is agreed that payment in the amount of $XX,XXX.00, will be made by the Association to the Board of Commissioners of Hamilton County ten (10) days from the execution of this agreement.

6. It is agreed that the County, subject to contractor availability, will complete the installation during the summer construction season of XXXX, but may, at its option, delay work until calendar year XXXX to coordinate this project with others similar installations in the area to obtain the best project results and to obtain the bid prices used in the estimate for this agreement.

7. The parties agree that the County may, at any time, terminate this agreement and remove the speed humps from said Project, at the County's expense, if it is deemed necessary.

8. The parties agree that, if in the future, there is a written remonstration from fifty-one percent (51%) of the homeowner's regarding the speed humps remaining in the neighborhood, the Association or its individual members can petition the County to have the humps removed, at the expense of the Association.

9. The County agrees to maintain the street signs and the pavement markings at the expense of the County; until such time that the hump is removed.

IN WITNESS WHEREOF, the Association has set their hands and seals this ___ day of _____ and the Board of Commissioners of Hamilton County has approved this Agreement in open meeting on the _____ day of _____.

Homeowner's Association:

President:_____

Treasurer:_____

Date:_____

Before me, a Notary Public and for said County and State, personally appeared _____ who acknowledged the execution of the foregoing Agreement to be their voluntary act and deed, and who, having been duly sworn, stated that any representation therein contained are true.

Witness my hand and Notarial Seal this _____ day of _____, 20__ __

My commission expires: Signature:_____

Printed: _____ Notary Public

Resident of _____ County, Indiana

Hamilton County Board of Commissioners

President:_____

Member:_____

Member:_____

Date:_____

Attest: _____ _____

Hamilton County Auditor

FORM# HCHD8105