

ARTICLE X

Sec. 19-167 ROAD HUMP POLICY FOR RESIDENTIAL NEIGHBORHOODS

(A) Definitions

- (1) Application means the written initial request and the petition submitted by a resident or representative of a neighborhood group.
- (2) Residential dwellings include single family houses, townhouses and duplexes
- (3) Road hump is a geometric design feature of a roadway, consisting of a raised area in the roadway pavement surface extending transversely across the travelway, whose sole purpose is to reduce the speed of vehicles traveling along the roadway.
- (4) Street refers to the street segment that must be petitioned. It should be a continuous street between two intersecting streets and should be a minimum of one thousand feet (1,000') in length.

(B) Eligibility requirements

Many factors must be considered in locating road humps for optimal effectiveness. Isolated humps provide only point speed reductions and do not achieve an overall speed reduction effect.

- (1) A petition documenting that a minimum of 90 percent of the property owners of all residential dwellings on the street support installation of the requested road hump(s).
- (2) The street where the road hump is proposed must be composed primarily of residential dwellings.
- (3) Conditions for locating road humps, including operational and geometric characteristics of the street, are as follows:
 - (a) The street must be a local residential street or a residential collector street.
 - (b) The street must be paved. If the road hump is located on a street with no curb and gutter, then a special design must be used to prevent vehicles from driving around a road hump.
 - (c) The street pavement width can be no wider than thirty-six (36') wide.
 - (d) There must be no more than one moving lane of traffic in each direction.

- (e) Traffic volumes must be more than four hundred (400) vehicles per day but less than three thousand (3,000) vehicles per day.
- (f) The street must not be identified as a primary route for emergency vehicles.
- (g) The street must have a speed limit of thirty miles per hour (30 MPH) or less in accordance with State law.
- (h) Vehicle speed must equal or exceed an 85th percentile speed of five (5) miles over the posted speed limit.
- (i) The street must have adequate sight distance to safely accommodate the hump(s) as determined by the Public Works Department.
- (j) The street must not have curves or grades that prevent safe placement of the hump(s). Road humps may be located on streets that contain curves and/or grades but the hump itself must be located not less than two hundred feet (200') from any horizontal curve with a radius of one thousand feet (1,000') or less. The vertical grade of the street may not exceed 8 percent.
- (k) The elevation of property adjacent to a hump location must be above the top of the curb, or as determined by the Public Works Department, to minimize potential flooding due to the presence of the hump in the roadway.
- (l) A road hump must be located downstream of drainage inlets.
- (m) A road hump must be placed perpendicular to the direction of travel.
- (n) A road hump must not be installed within one hundred fifty feet (150') of an intersection.
- (o) A road hump should be located on property lines rather than in front of a residence, however it must not be located in front of a property if the owner objects to its placement. It is the responsibility of the applicant(s) to obtain approval from the property owner of majority of households to place road humps on property lines or in front of a residence.
- (p) A road hump should not be located at driveways or between ends of a loop driveway that presents an attractive run-around route.
- (q) A road hump must not be located over manholes, gate valves, utility vault accesses and similar features.
- (r) A road hump should be installed to take advantage of existing street lighting.

C. Cost Responsibility

The cost for the road hump installation (including signs, pavement markings and, if necessary, special design features such as curbing or guard rail) and/or removal is the property owner's responsibility. The cost for transportation engineering studies and maintenance of the road hump is the responsibility of the City. The term property owner, when used in cost sharing, does not necessarily refer to the petitioners, but is used to define the share of the cost that is not the responsibility of the City and should be paid by one or more of the residents or from other private resources. The City Council reserves the right to waive the cost in cases of financial hardship.

D. Design Standards and Procedures

The Director of Public Works shall prepare and maintain current design standards and installation procedures for road humps in accordance with this ordinance.

E. Procedure for Road Hump Installation

- (1) The initial request for the installation of road humps must originate from the property owners living on the street. A request in writing from a property owner or representative of a neighborhood group must be forwarded to:

Road Hump Program
Department of Public Works City
of Duncanville
P.O. Box 380280
Duncanville, Texas 75138

- (2) Upon receipt of the request, a preliminary determination of eligibility based on compliance with this ordinance and available traffic data will be made in a timely manner.
 - (a) If the street is determined not to be eligible, the applicant will be notified in writing of the reason for the denial.
 - (b) The decision may be appealed in writing to the City Manager within fifteen (15) days of the notification date. The City Manager will review the determination and respond to the applicant within thirty (30) days of the appeal request. Any subsequent petitions must show the reason for the original denial.
 - (c) If the street is determined to be eligible for consideration of road hump installations, a meeting will be arranged between the applicant and staff to determine the petition area and the approximate road hump location range. The applicant will then be instructed to submit a petition containing the signatures of 90 percent of the property owners of all residential dwellings on the street in support of the installation of the road humps. Only petition forms (Exhibit A) supplied by the City of

Duncanville or photocopies of petition forms may be used for this purpose.

- (3) Once the petition has been verified, the Public Works Department will conduct the necessary studies and solicit comments and recommendations from other City departments. A determination of the street's eligibility for road hump installation will be made in a timely manner, based on the road hump ordinance.
 - (a) If the street is determined not to be eligible for road hump installation, the applicant will be notified in writing giving the reason.
 - (b) The decision may be appealed in the same manner as in section 2 (b) above.
 - (c) If the street is determined to be eligible, the street will be placed on a list of streets eligible for road hump installation.
- (4) The City of Duncanville will make a determination of total installation cost.
- (5) Once eligible for road hump installation, owners of real property lying within the notification area will be notified of the action by the City of Duncanville. The notification area consists of the area within 200 feet of the boundary of the street. The measurement of the 200 feet includes streets and alleys. The notice will include a return form to indicate support or objection to the proposed installation.
- (6) If owners of 20 percent or more of the real property (as measured by front footage) within the notification area object to the installation within thirty (30) days of the notice, the request will then be scheduled before a public hearing before the City Council. The Public Works Department will notify the applicant, and the owners of all property within the study area of the public hearing.
- (7) If objections from less than 20 percent of the real property owners within the notification area are received or the City Council approves the installation after a public hearing, then the City of Duncanville will place the street on a list of streets approved from road hump installation.
- (8) Once a street is placed on the list of streets approved for road hump installation, the City will submit a statement on the applicant for the cost of the road hump installation. Upon receipt of payment of the cost, the humps will be installed as scheduling permits. If full payment has not been received within six months from the statement date, the street will be removed from the list of streets approved for road hump installation and all monies received, if any, returned to the payor.

F. Road Hump Removal/Alteration

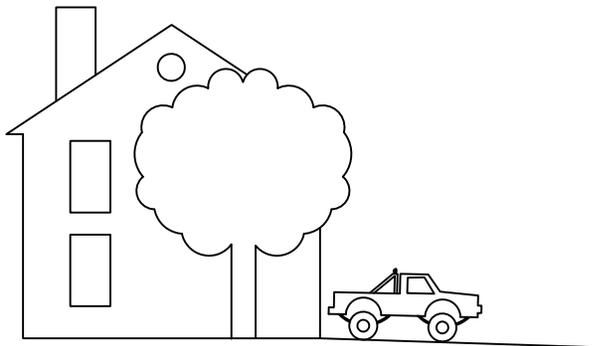
The process for road hump removal or alteration by the property owners is the same as the process for installation. Ninety percent of the property owners of all residential dwellings on the street must sign a petition in favor of removal. The cost for removal or alteration will be determined by the City and is the property owners' responsibility to pay.

G. Road Hump Design

For information purposes only, the attached Exhibit "B" shows typical road hump designs.

*NEIGHBORHOOD TRAFFIC
MANAGEMENT*

ROAD HUMPH DESIGN



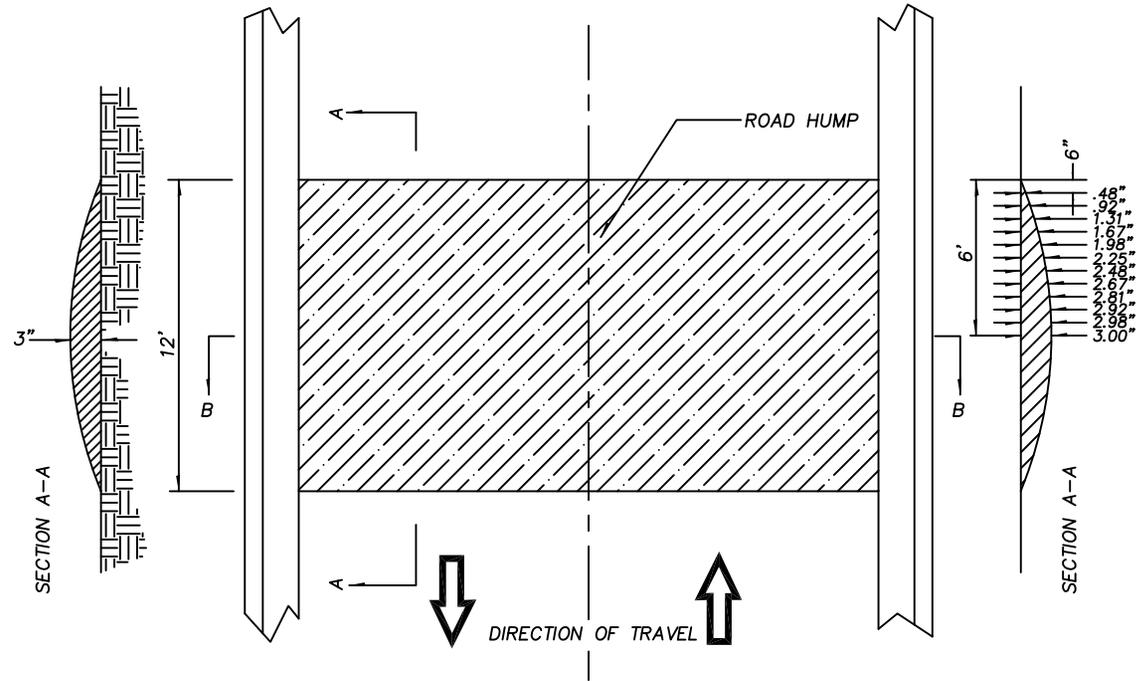
*CITY OF DUNCANVILLE
PUBLIC WORKS DEPT*

GENERAL CONDITIONS FOR LOCATING ROAD HUMPS

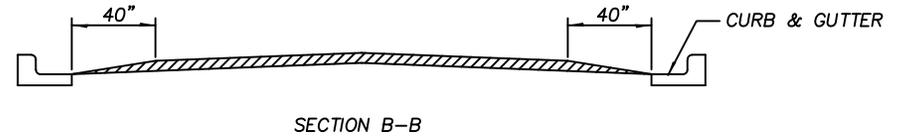
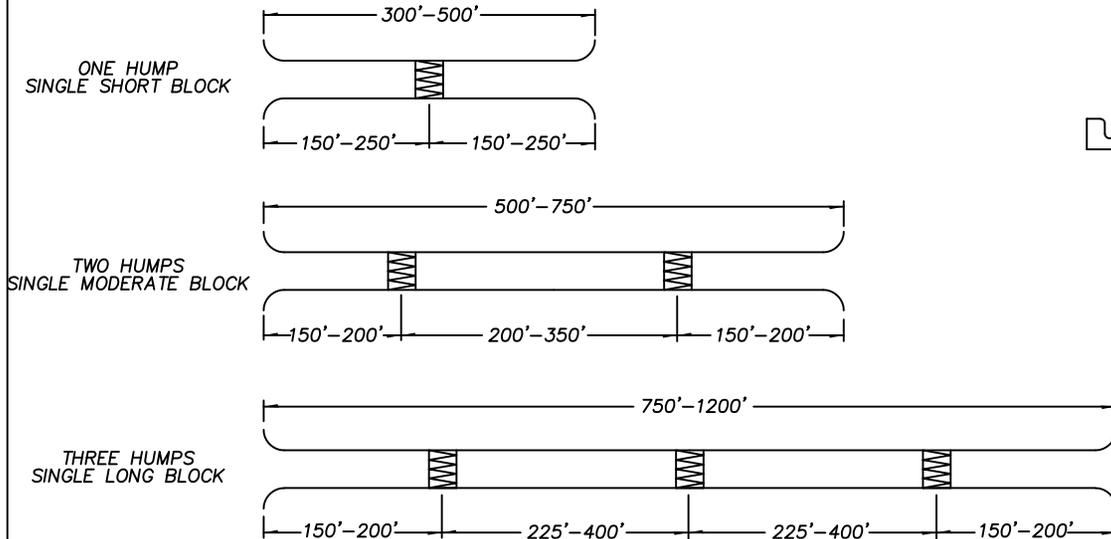
ROAD HUMP INSTALLATIONS MUST BE CONSIDERED ON A SYSTEM BASIS FOR OPTIMAL EFFECTIVENESS. ISOLATED HUMPS PROVIDE ONLY POINT SPEED REDUCTIONS AND DO NOT ACHIEVE AN OVERALL SPEED REDUCTION EFFECT.

SITE DETAILS SHOULD BE THE DOMINANT CONSIDERATION IN DETERMINING THE ACTUAL LOCATION FOR EACH ROAD HUMP RATHER THAN AN EXACT SEPARATION DISTANCE. THE FOLLOWING ITEMS SHOULD BE TAKEN INTO CONSIDERATION WHEN LOCATING THE ROAD HUMPS.

1. DO NOT LOCATE THE HUMPS OVER MANHOLES, GATE VALVES, UTILITY VAULT ACCESSES AND SIMILAR FEATURES.
2. IF A DRAINAGE INLET IS NEAR WHERE A ROAD HUMP WOULD BE PLACED ACCORDING TO THE GENERAL SPACING CRITERIA, ATTEMPT TO LOCATE THE HUMP JUST DOWNSTREAM OF THE INLET.
3. LOCATE HUMP TO TAKE ADVANTAGE OF EXISTING STREET LIGHTING.
4. LOCATE HUMP TO PROVIDE ADEQUATE SIGHT DISTANCE TO MOTORIST. DO NOT LOCATE WITHIN A HORIZONTAL CURVE.
5. DO NOT PLACE HUMPS AT DRIVEWAYS.
6. DO NOT LOCATE A ROAD HUMP BETWEEN ENDS OF A LOOP DRIVEWAY THAT PRESENTS AN ATTRACTIVE RUNAROUND ROUTE.
8. THE ROAD HUMP SHOULD BE PLACED PERPENDICULAR TO THE DIRECTION OF TRAVEL.
9. DO NOT LOCATE A ROAD HUMP WITHIN 50 FEET OF AN INTERSECTION.
10. IF THERE ARE NO CURBS, PROVIDE ALTERNATE MEANS TO DISCOURAGE RUNAROUNDS.

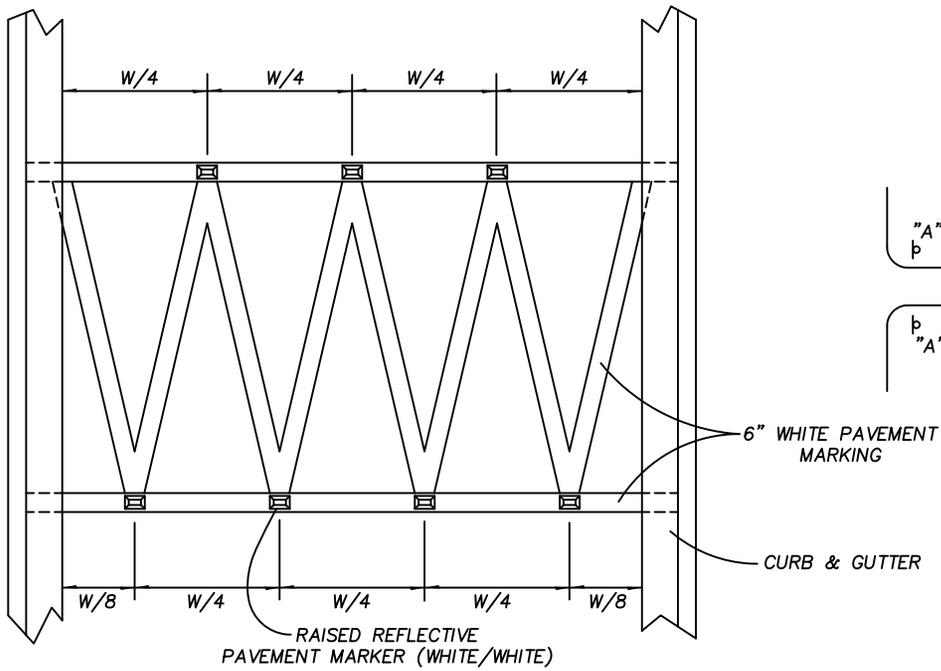


TYPICAL LOCATION WITHIN STREET

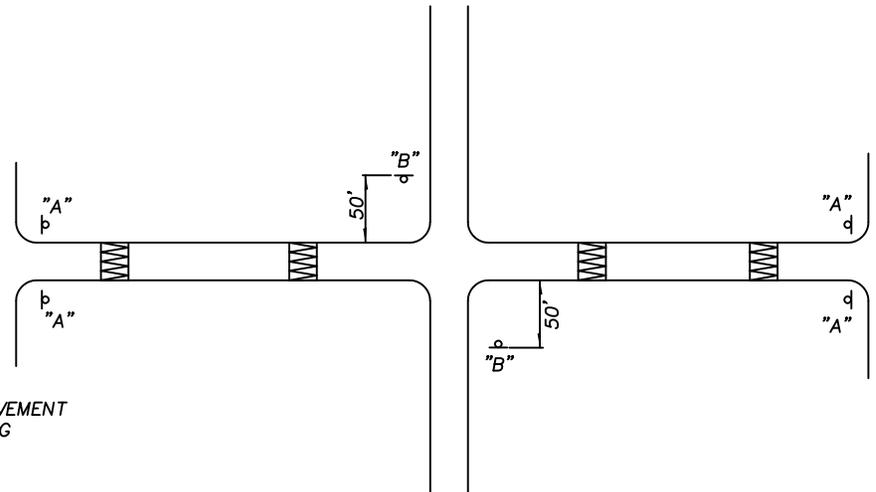


TYPICAL ROAD HUMP DESIGN

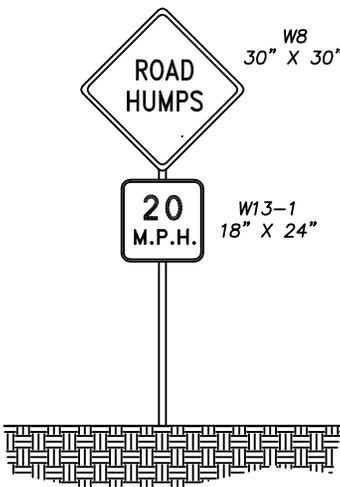
CITY OF DUNCANVILLE
PUBLIC WORKS DEPT.



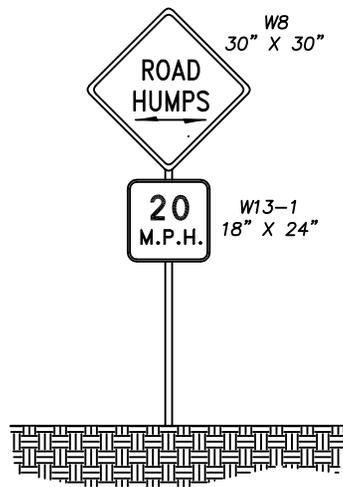
TYPICAL ROAD HUMPS MARKING



TYPICAL SIGN LOCATIONS



SIGN INSTALLATION "A"

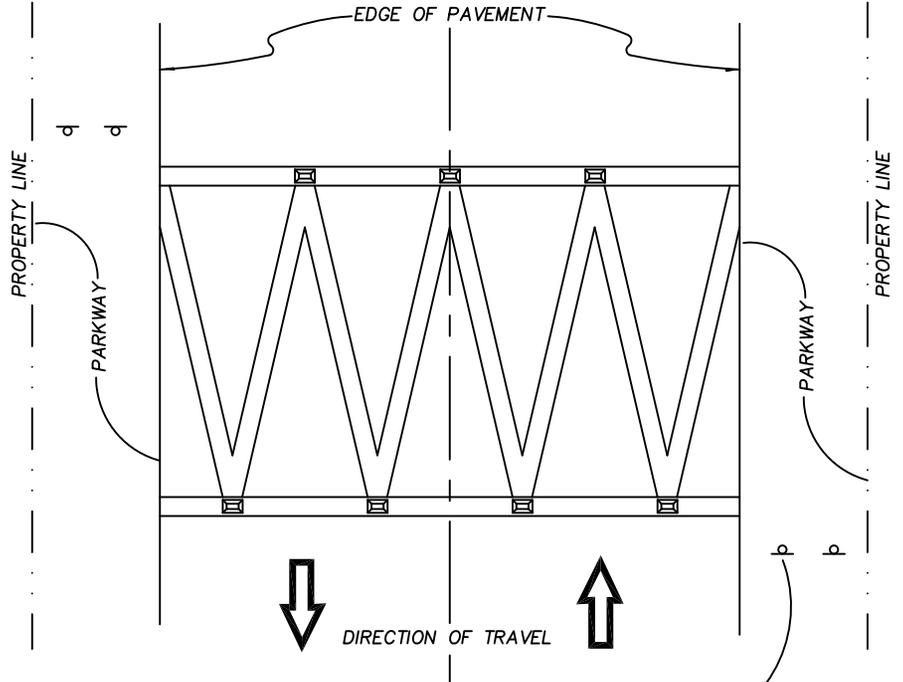


SIGN INSTALLATION "B"

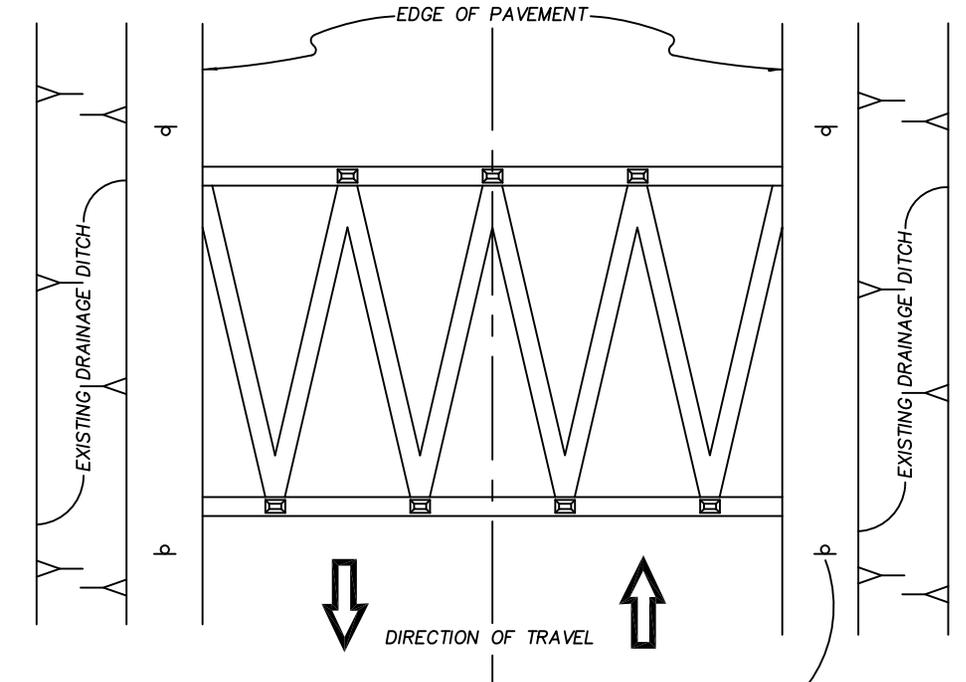
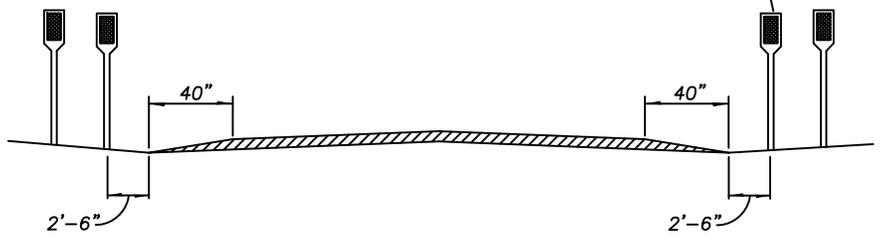
- NOTES:
1. FOR ROADWAYS GREATER THAN 30' IN WIDTH, INCREASE W8 TO 36" X 36", W13-1 TO 24" X 24".
 2. FOR MULTI-BLOCK LOCATIONS, INCLUDE "NEXT X BLOCKS" SIGN AT "A" INSTALLATION.
 3. AFFIX TEMPORARY RED FLAGS TO W8 SIGNS AT "A" INSTALLATIONS.
 4. INSTALL "B" SIGNS AS APPROPRIATE.

TYPICAL ROAD HUMPS SIGNS & MARKINGS

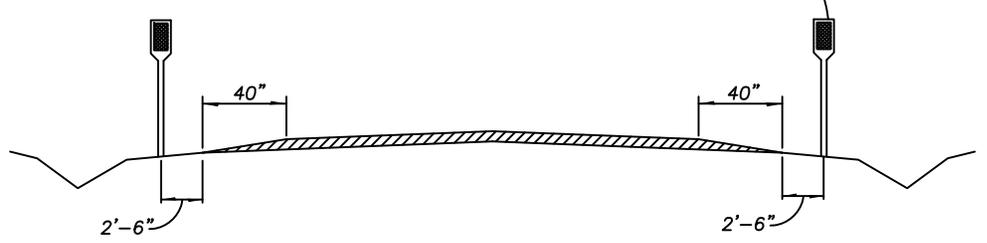
CITY OF DUNCANVILLE
PUBLIC WORKS DEPT.



FLEX STAKE OR SIMILAR MARKER



FLEX STAKE OR SIMILAR MARKER



ALT. INSTALLATION ON
STREETS WITHOUT CURBS

CITY OF DUNCANVILLE
PUBLIC WORKS DEPT.