

INSTALLATION OF SPEED HUMPS

Speed hump district may be established within the county upon the presentation of a petition to the Board of Commissioners by the owners of eighty-five (85) percent or more of the property within the proposed speed hump district. Names, addresses and phone numbers (work and home) to be included in the petition. A verification process will take place prior to any evaluation of the district for potential speed humps. This petition would initiate an evaluation process by the Rockdale County Public Services Department to determine whether the street(s) are eligible for speed humps and if they would function properly.

A speed hump district is defined as the entire subdivision or a unit or phase of a large subdivision where speed humps have been requested.

The need for speed humps will be determined based on the following criteria:

1. Speed humps should be used on streets with no more than two traveled lanes or where pavement width is not greater than forty (40) feet.
2. Street grade must be less than eight percent.
3. Speed humps cannot be placed within severe horizontal or vertical curves. Geometrics of a road must satisfy current residential guidelines.
4. Speed humps should generally be installed where minimum safe stopping distance is available.
5. Speed studies may be performed to confirm the existence of a speeding problem and also to ensure that hump installation will address the problem. The maximum posted speed limit on any street requesting speed humps will be 35 miles per hour.
6. Average daily traffic volume should be between 200 to 1,000 vehicles. Placement of humps outside this range will require special evaluation. Traffic counts must be performed.
7. Speed humps should not be installed on streets that carry a significant number (greater than 5%) of long wheelbase vehicles unless a reasonable alternative exists for these vehicles.
8. Speed humps should not be installed on streets that are used as the primary emergency vehicle access unless a reasonable alternative exists for these vehicles.
9. Since speed humps may divert traffic to other streets, an estimate of the amount and location of that diversion must be made so the potential impact of the humps can be identified.
10. Speed humps will only be considered on the streets categorized as residential.
11. Adequate signing and marking at each speed hump location shall be required.
12. Upon petition by eighty-five (85) percent of the property owners in a speed hump district, the county will reassess the need for speed humps and determine if any reason exists to remove the speed humps from the speed hump district. This action would only be considered after an adequate review period of the subsequent engineering analysis has been performed to determine the traffic characteristics along the route and the impact to the remaining street system.

Approved:

2-24-98
Date

Attest:

[Signature]
Executive Clerk

BOARD OF COMMISSIONERS:

[Signature]
Chairman

[Signature]
Commissioner

[Signature]
Commissioner