



DEPARTMENT OF PUBLIC WORKS AND UTILITIES
TRAFFIC ENGINEERING DIVISION
HALL COUNTY, GEORGIA

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Hall County has adopted the speed table program to address traffic related concerns within neighborhoods. It is for residential neighborhood roadways only (subdivisions); other roadways are not eligible.

Please read the attached information in order to understand how this program works and what is required of you and your neighborhood. To begin the process we must receive an application which is the last page in the information packet – print, complete and return the application to the address shown or scan and email to spuckett@hallcounty.org. The remainder of the information is for you to keep for future reference.

If you have any questions please contact me at (770) 531-6800 or by email at spuckett@hallcounty.org

Thanks,

Scott Puckett
Hall County Traffic Engineer



HALL COUNTY
G E O R G I A

HALL COUNTY TRAFFIC ENGINEERING
NEIGHBORHOOD TRAFFIC CALMING
SPEED HUMP PROGRAM

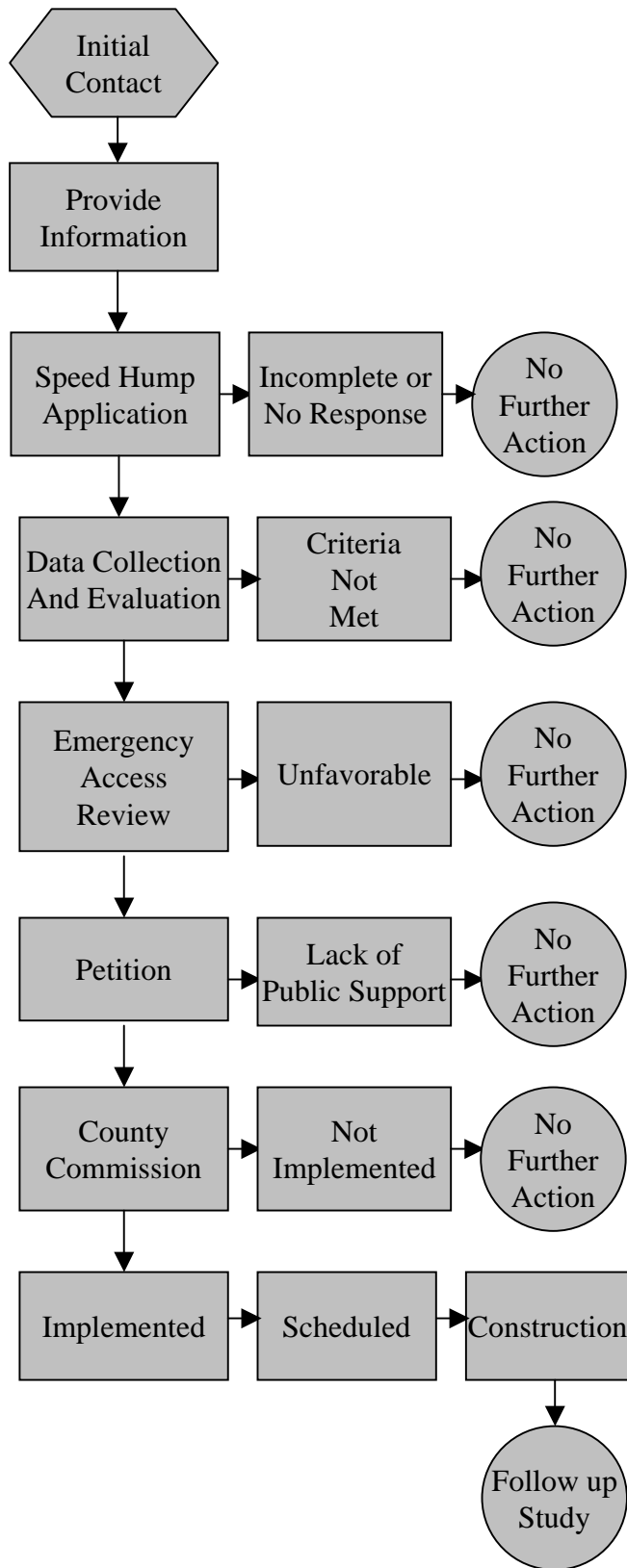
Table of Contents

<u>Item</u>	<u>Page</u>
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Neighborhood Traffic Calming

Speed Moderation Hump Program

Speed Moderation Hump Program Flow Chart.....	2
Speed Moderation Hump Procedure for Investigation and Installation.....	3
Speed Moderation Hump Evaluation Criteria.....	4
Speed Moderation Hump Program Petition (Sample).....	5
Speed Moderation Hump Design.....	6
Speed Moderation Hump Signing Plan.....	7
Speed Moderation Hump Marking Plan.....	8
Speed Moderation Hump Program Application.....	9



HALL COUNTY TRAFFIC ENGINEERING

SPEED MODERATION HUMP PROGRAM

PROCEDURE FOR INVESTIGATION AND INSTALLATION

1. A subdivision resident or neighborhood association submits a request to the Hall County Traffic Engineering Division.
2. Staff will check the subject roadway(s) classification. If the location qualifies under the roadway designation criterion, an informational packet will be sent to the applicant. A written explanation will be sent to the applicant if the location does not qualify based on the roadway designation.
3. Upon receipt of an official application, the Traffic Engineering Division will conduct a comprehensive engineering study to determine if the subject location complies with each of the selection criteria. Due to the volume of neighborhood traffic calming requests, and limited engineering staff and equipment, the engineering study may take up to four months to complete. As a minimum, the engineering study will include the gathering of traffic speed and volume data, a site review, and a review of accident history. If the engineering study reveals any area of noncompliance with the selection criteria, a written explanation will be sent to the applicant.
4. If the area meets the selection criteria, the applicant will be supplied with a sketch depicting general speed hump locations within their neighborhood an official petition and the total cost for installation. It will be the applicant's responsibility to obtain affirmative signatures from at least 90% of owners of fronting properties (100 % of all applicable owners must sign the petition and the subdivision must be at least 75% built out). Apartments and condominiums must also have 100% of residents/owners sign the petition with at least 90% in favor.
5. After submission and verification of the petition, the request will go before the Board of Commissioners as scheduling allows. The request must successfully complete two readings and public hearings. Letters indicating the meeting dates, times and locations will be mailed to each applicable property owner. If the request is denied, the applicant will be notified in writing.
6. If approved by the Board of Commissioners, the Traffic Engineering Division will prepare the appropriate documents and forward the project to the Purchasing Department for bidding. The bidding process generally takes 45 – 90 days.
7. When a contractor has been secured, staff will mark the location(s) and the humps, along with the associated signage and markings, will be installed.
8. **Payment for the full installation costs will be required from the neighborhood prior to installation.**

EVALUATION CRITERIA

1. *Roadway Type:* Speed humps shall only be installed on local roadways whose primary function is to provide access to abutting residential properties (subdivision roadways). Speed humps shall not be installed in front of commercial property, on major collectors, or arterial roadways.
2. *Traffic Volume:* Speed Humps shall only be installed on roadways with traffic volumes greater than 400 and less than 2000 vehicles per day.
3. *Traffic Diversion:* Speed Humps shall not be placed on a roadway if an engineering study reveals a significant potential for traffic diversion to another residential roadway.
4. *Roadway Alignment:* Speed Humps shall not be installed on roadways with severe vertical or horizontal alignment (curves). Speed hump installations shall be visible to oncoming motorists for a minimum of two hundred (200) feet.
5. *Roadway Grade:* Speed humps shall not be installed on roadways with a grade greater than five percent (five foot vertical rise or fall in one hundred feet of roadway) in the section where humps are to be installed.
6. *Roadway Drainage:* Speed humps shall not be installed on roadways with significant drainage problems or on roadways where the hump will cause significant drainage problems.
7. *Street Width:* Speed humps shall not be installed on roadways less than eighteen (18) feet wide or on roadways greater than forty (40) feet in width.
8. *Number of Lanes:* Speed humps shall not be installed on roadways with more than one lane in each direction.
9. *Road Length:* Speed humps shall not be installed on roadways less than 600 feet in length. The minimum length is required to provide adequate distance for the installation of advance warning signs and pavement markings.
10. *Roadway Use:* Speed humps shall not be installed on designated truck or transit routes or on any roadway identified as a primary emergency route by any emergency response agency.
11. *Speed Limit:* Speed humps shall not be installed on roadways with speed limits greater than thirty (30) miles per hour as determined in accordance with State law.
12. *Prevailing Speed:* The measured 85th percentile speed shall be greater than ten (10) miles per hour above the posted speed limit. In no case shall speed humps be installed on a roadway where the prevailing speed exceeds forty-five (45) miles per hour.
13. *Physical Conditions:* Speed humps shall not be installed adjacent to or in driveways, over underground access covers, or adjacent to catch basins or drainage structures. Additionally, speed humps shall not be installed on roadways in poor condition – the roadway must first be resurfaced.
14. *Other Considerations:* Other issues not specifically addressed here may be reasons for denial, based on an engineering evaluation.

Speed hump criteria may be updated and modified to address community needs, while providing for the safe and efficient movement of traffic. The Traffic Engineering Division is continuing to study the effectiveness of speed moderation humps and reserves the right to experiment with alternate designs and applications.

PETITION FOR THE INSTALLATION OF SPEED MODERATION HUMPS IN HALL COUNTY

The undersigned property owners hereby request the Hall County Board of Commissioners to contract for the installation of speed moderation humps within our subdivision. There will be a one-time fee to cover all installation costs payable upon approval of a suitable installation contractor.

We understand that **all** owners of property that front on a roadway within the affected subdivision must sign this petition, and of those, at least ninety percent (90%) must sign this petition with a "yes" vote prior to submission to the Hall County Board of Commissioners. We further understand that no signatures can be removed or altered after the petition has been submitted.

We understand that, along with speed hump installation, Hall County will install a minimum of two (2) warning signs and special pavement markings for each speed moderation hump.

We further understand that speed moderation humps will increase the response times of fire and rescue vehicles by approximately 8 – 12 seconds per hump, may cause undue discomfort to the elderly and disabled, and may cause vehicular damage to low profile vehicles or trailers.

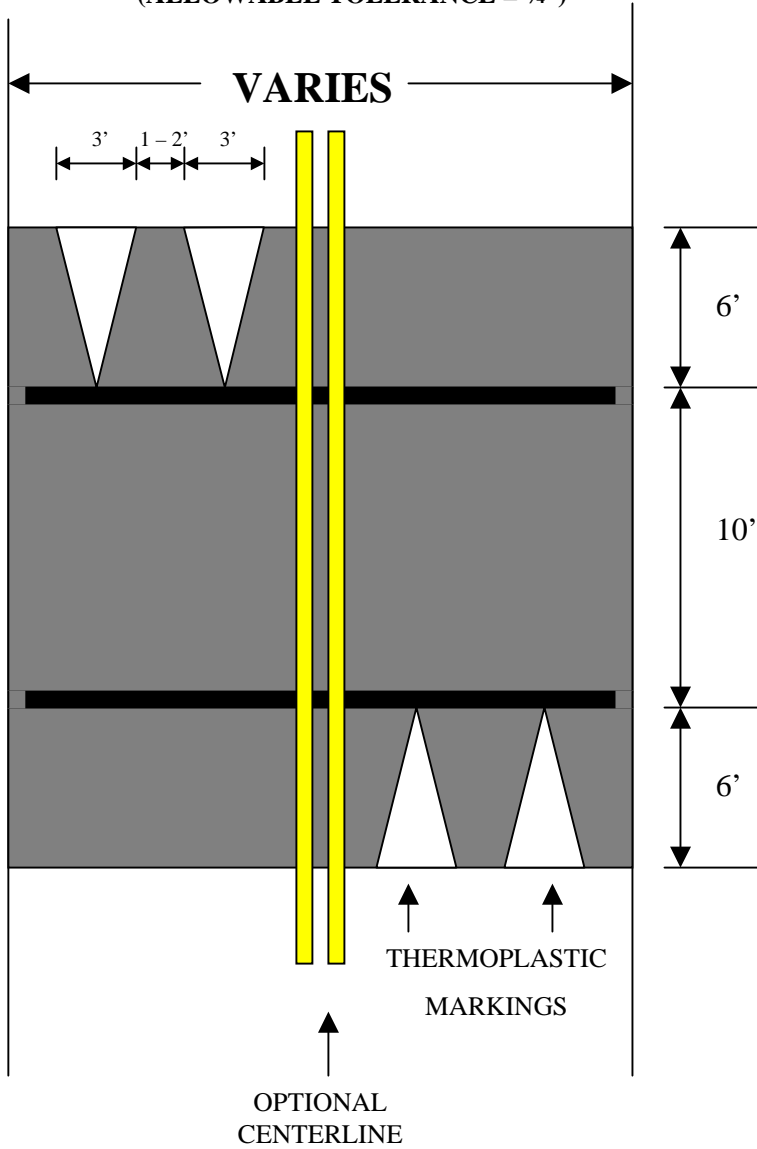
By signing "yes" the undersigned agrees to hold harmless Hall County, its agents, and representatives from any and all liability related to speed moderation humps. This includes, but is not limited to, personal injury and property damage.

We certify that all signatures listed below are not tenants, but owners of the property located at the address beside the signature, this _____ day of _____ 20____.

Name (Please Print)	Signature	Lot #	Address of Property	Daytime Telephone	Yes or No
SAMPLE					
Do Not Use Until Instructed					

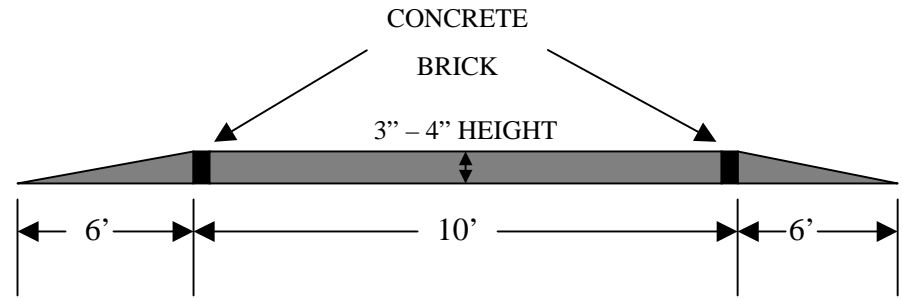
PLAN VIEW

(ALLOWABLE TOLERANCE = 1/4")



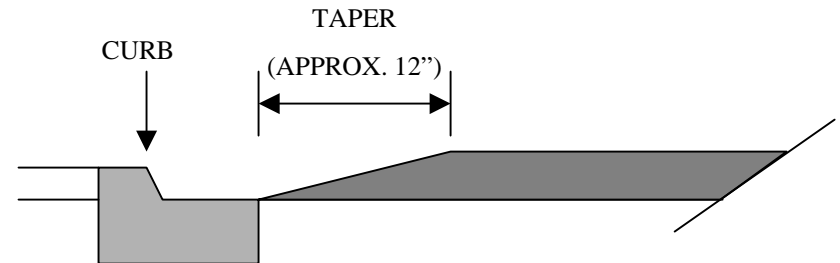
SIDE VIEW

(ALLOWABLE TOLERANCE = 1/4")



EDGE TREATMENT

(ALLOWABLE TOLERANCE = 1/4")



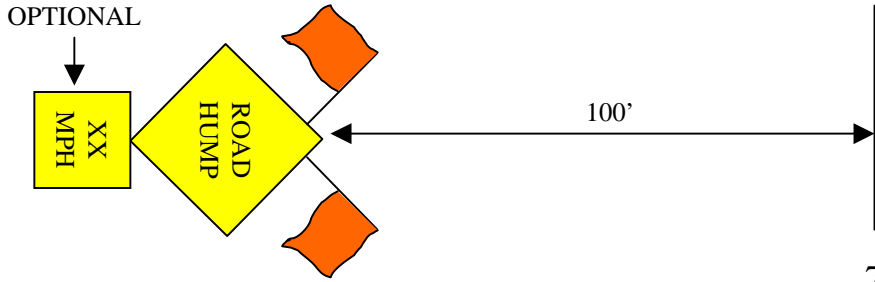
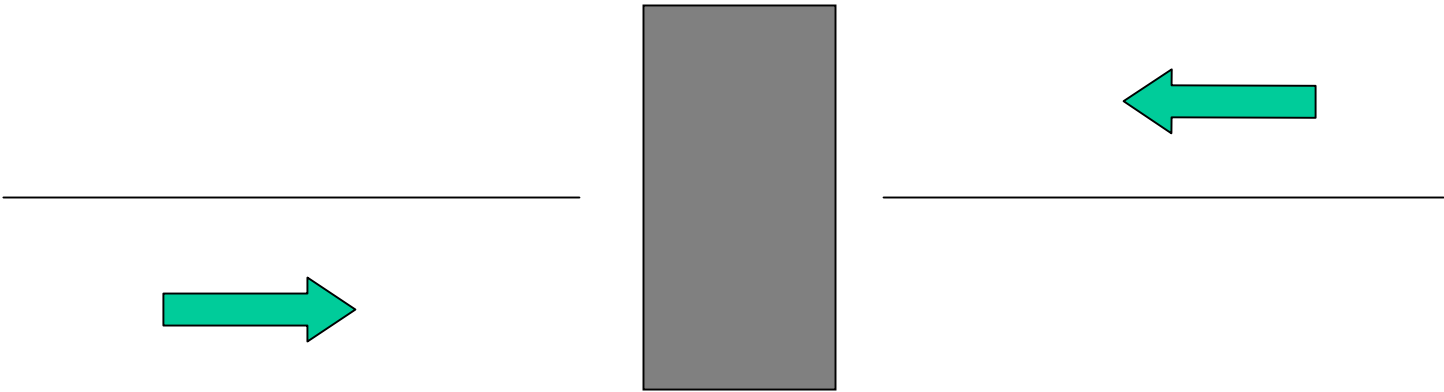
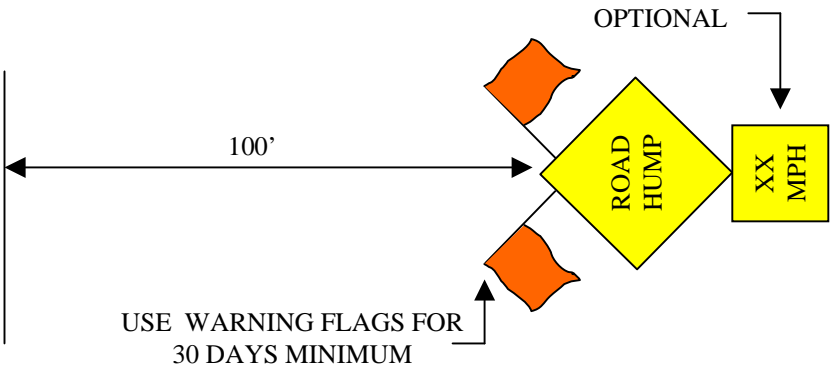
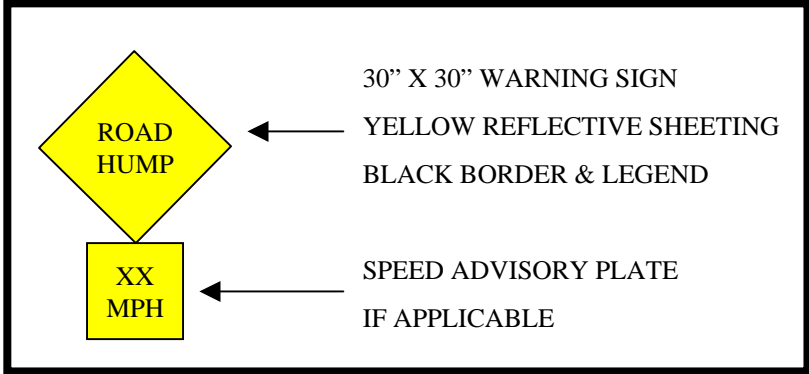
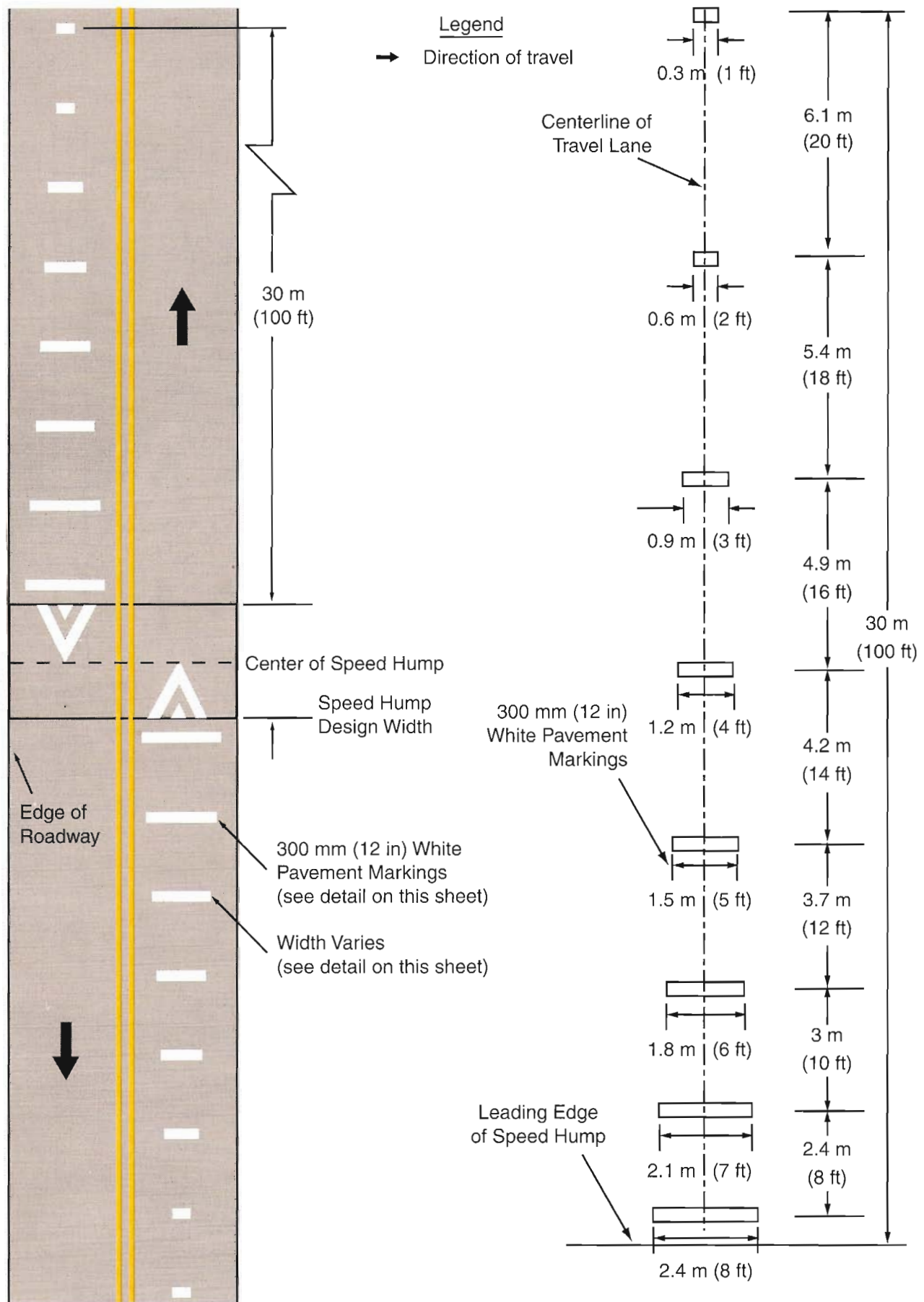


Figure 3B-30. Typical Advance Warning Markings for Speed Humps



DETAIL—SPEED HUMP ADVANCE WARNING MARKINGS

**HALL COUNTY TRAFFIC ENGINEERING
NEIGHBORHOOD SPEED MODERATION HUMP PROGRAM
APPLICATION**

INSTRUCTIONS:

Fill out this sheet and mail/fax/email to:

**Hall County Traffic Engineering
P.O. Drawer 1435
Gainesville, Ga. 30503
Phone: (770) 531-6800
Fax: (770) 531-3945**

Email: spuckett@hallcounty.org

INFORMATION NEEDED (Please Print Clearly):

Neighborhood Contact Person:

Name: _____

Address: _____

_____ **Zip:** _____

Tel: (Day) _____

Fax: _____

Email: _____

Neighborhood: _____

Comments / Concerns: _____
