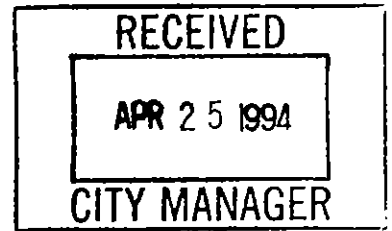


1994 Oaks North Speed Humps

WP





Ray Williamson  
14861 Oaks North Place  
Addison, TX 75240

(214) 350-7792

April 19, 1994

Mr. Ron Whitehead  
City Manager  
Town of Addison  
P. O. Box 144  
Addison, TX 75001

Dear Ron:

Pursuant to our conversation regarding street bumps in the Oaks North development, I am enclosing a proposed location for the traffic inhibitors (bumps).

I appreciate your cooperation in implementing this request as soon as possible.

Warmest personal regards,

A handwritten signature in cursive script that reads "Ray".

Ray Williamson

Enclosure



CITY ENGINEER'S OFFICE

Post Office Box 144 Addison, Texas 75001

(214) 450-2886

16801 Westgrove

M E M O R A N D U M

October 19, 1992

To: Ron Whitehead, City Manager

From: John Baumgartner, Director of Public Works *AB*

RE: Road Hump Policy - Revised

Attached is a draft copy of a road hump policy prepared for Council's consideration. The significant features are as follows:

A. Homeowner's Responsibilities:

1. Homeowner's submit a petition from a minimum of two-thirds of the residential dwellings on the street supporting the installation.

B. Staff

1. Assist interested citizens through the process.
2. Determine if the street qualifies for road humps based on speed and geometrics.
3. Approve location.
4. Provide names and addresses of the property owners on the street.
5. Notify adjacent property owners within 200 feet.
6. Schedule the public hearing.
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1. Conduct a public hearing.
2. Vote to approve/reject the proposed installation.
3. Determine if the city will provide funds for the installation.

Staff recommends council consider a resolution adopting this policy.

/rb

ROAD HUMP POLICY  
AND INSTALLATION PROCEDURES  
FOR RESIDENTIAL STREETS

TOWN OF ADDISON

OCTOBER 1992

## ROAD HUMP INSTALLATION POLICY

### A. GENERAL

Road humps are an effective and appropriate device for safely reducing vehicle speeds on certain types of streets when installed in accordance with the provisions of this policy.

In order for road hump installations to be effective, they should be located selectively in accordance with defined transportation engineering criteria for the purpose of ameliorating documented speeding problems. Proper installation will also minimize driver frustration and encourage safe driving practices.

This policy promotes reasonable opportunities for residents and property owners most affected by a proposed road hump to participate together in the process that leads to its installation.

### B. DEFINITIONS

For the context of this policy only:

APPLICATION for road humps include the petition;

LOW DENSITY RESIDENTIAL DWELLINGS include single-family houses, townhouses, duplexes, triplexes and fourplexes;

ROAD HUMP is a geometric design feature of a roadway, consisting of a raised area in the roadway pavement surface extending transversely across the travel way, whose primary purpose is to reduce the speed of vehicles traveling along that roadway.

SPEEDS are 85th percentile speeds;

STREET refers to the street length that must be petitioned. It is a 1000 foot segment generally centered on the location of the humps, or the length of the block, whichever is greater. If the 1000 foot segment extends into any part of an adjacent block, it includes the entire length of the adjacent block, unless separated by an intervening thoroughfare, traffic signal or offset intersection.

### C. ELIGIBILITY REQUIREMENTS

All of the following criteria must be satisfied for a street to be considered eligible for road hump installation.

1. Petition

A petition that documents that a minimum of two-thirds of the households in low density residential dwellings on the street support its installation.

2. Location Of The Street

The uses on the street where the road hump is proposed must be composed primarily of low density residential dwellings.

3. Operational Characteristics Of The Street

- a. The street must be used to provide access to abutting low density residential properties (local residential street) and/or to collect traffic for such streets (residential collector).
- b. There must be no more than one moving lane of traffic in each direction.
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- d. Vehicle speeds must equal or exceed the Speed Criteria of 5 miles per hour (mph) over the posted speed limit.
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- a. The street must have adequate sight distances to safely accommodate the hump as determined by the Department of Public Works.
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- c. The street must be paved. If there are no curbs, a special design must be used to prevent vehicle run-arounds.

- d. The elevation of property adjacent to a hump location must be above top of curb, as determined by the Department of Public Works, to minimize potential flooding due to the presence of the hump in the roadway.

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The cost for the road hump installation (including signs, pavement markings and, if necessary, special design features such as curbing or guard rail) will be provided by the Town if approved by the council.

E. ROAD HUMP REMOVAL AND ALTERATION

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City Engineer  
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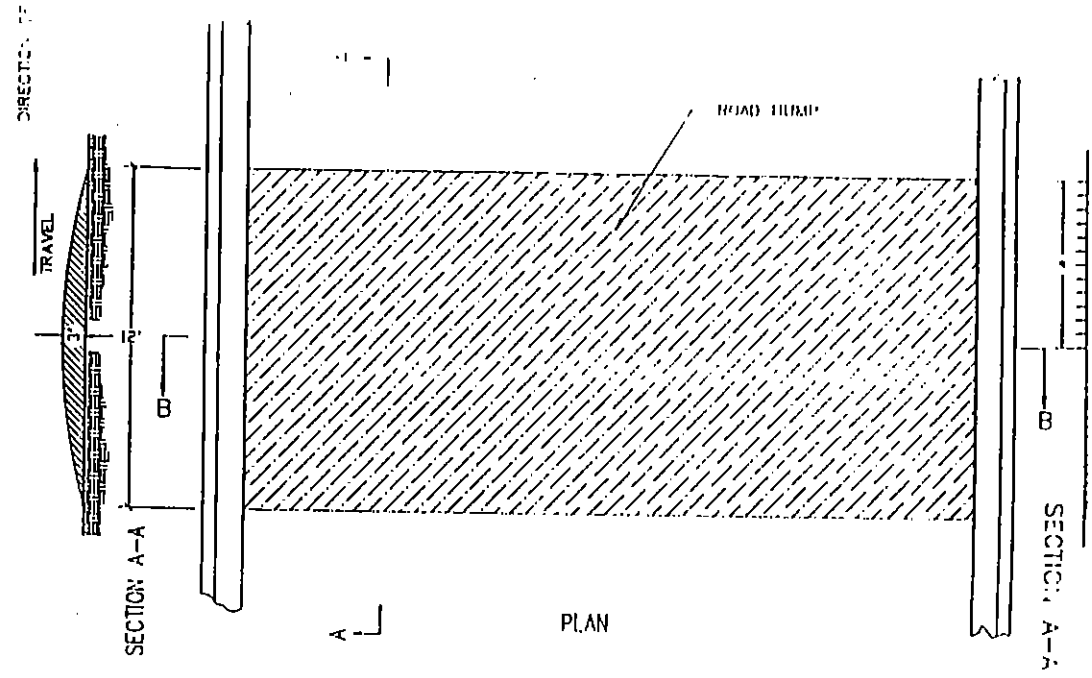
4. The Public Works Department will make a determination of the total installation cost.
5. Once eligible for road hump installation, owners of real property lying within the notification area will be notified of the action by the Public Works Department. The notification area consists of the area within 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. After 15 days from the notice, a public hearing will be held at the next regularly scheduled city council meeting. Notification of the hearing will include the applicant(s) and owners of real property within the notification area. In addition, a reasonable effort will be made to notify each low density residential household along the street and area neighborhood associations of the public hearing.
7. At the Public hearing the Council will determine if the installation is warranted and if the City will provide the funds for the installation.



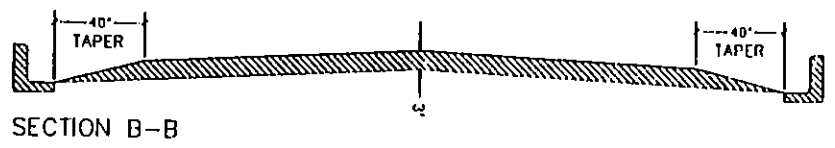
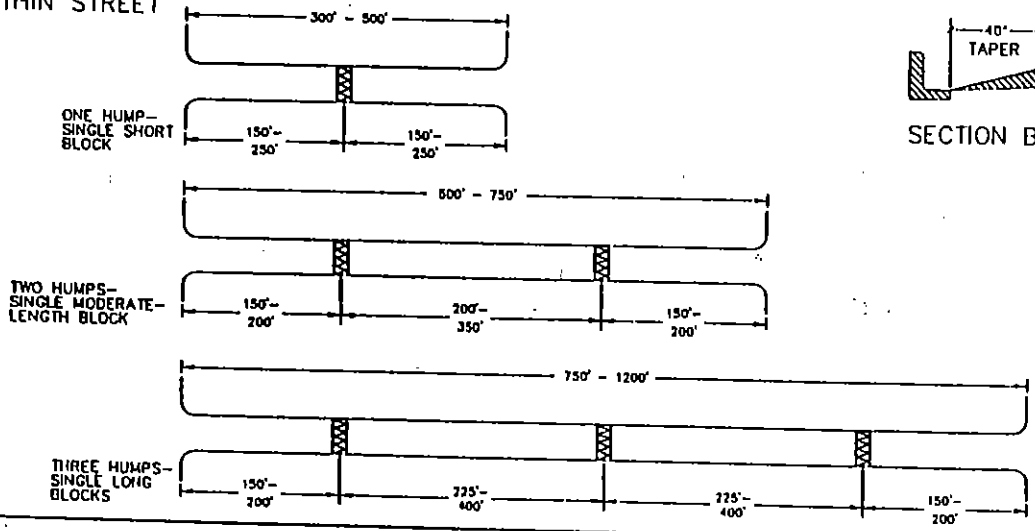
GENERAL GUIDELINES FOR LOCATING ROAD HUMPS

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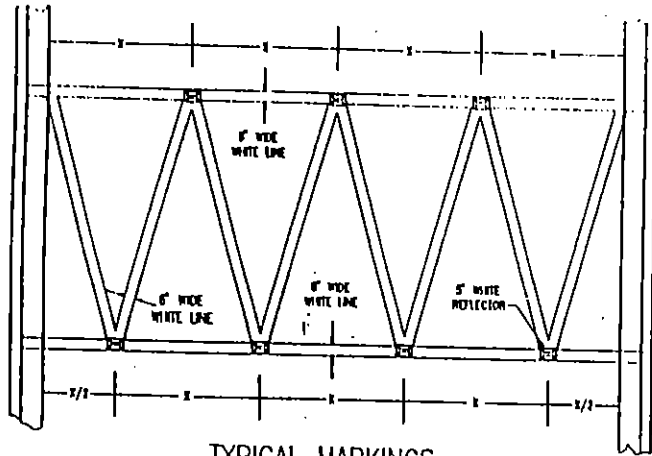
1. DO NOT LOCATE THE HUMPS OVER MANHOLES, GATE VALVES, UTILITY VAULT ACCESSES AND SIMILAR FEATURES.
2. IF A DRAINAGE INLET IS NEAR WHERE A ROAD HUMP WOULD BE PLACED ACCORDING TO THE GENERAL SPACING CRITERIA, ATTEMPT TO LOCATE THE HUMP JUST DOWNSTREAM OF THE INLET.
3. LOCATE HUMP TO TAKE ADVANTAGE OF 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. LOCATE HUMPS ON PROPERTY LINES, RATHER THAN RIGHT IN FRONT OF A RESIDENCE, IF POSSIBLE.
7. 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.



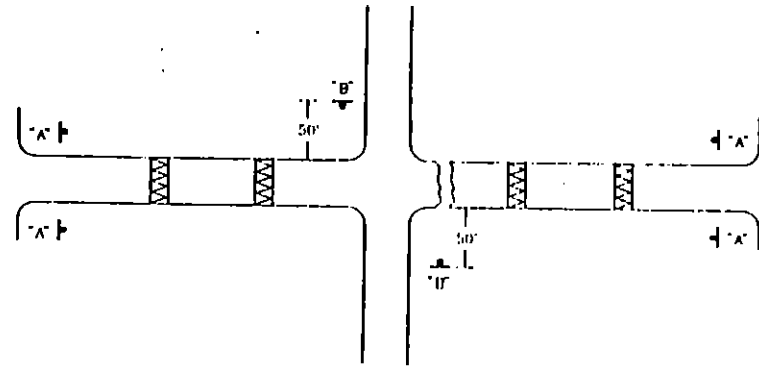
TYPICAL LOCATION WITHIN STREET



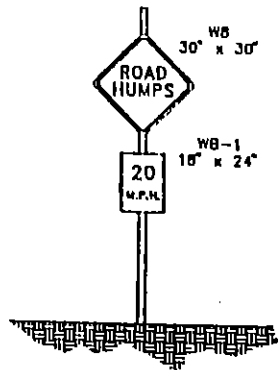
TYPICAL ROAD HUMP DESIGN



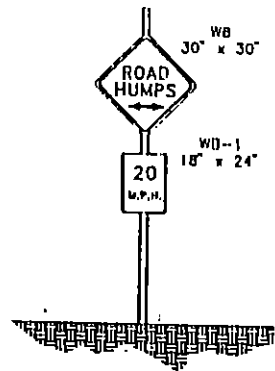
TYPICAL MARKINGS



TYPICAL SIGN LOCATIONS



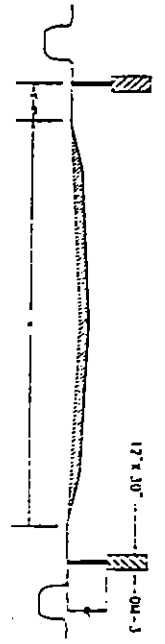
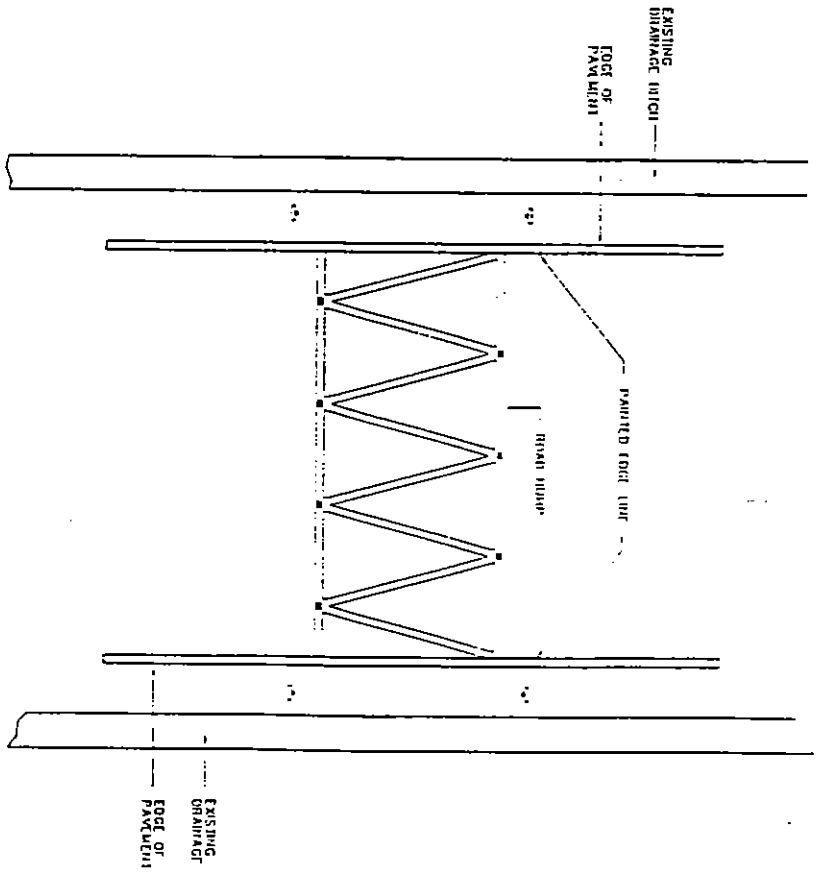
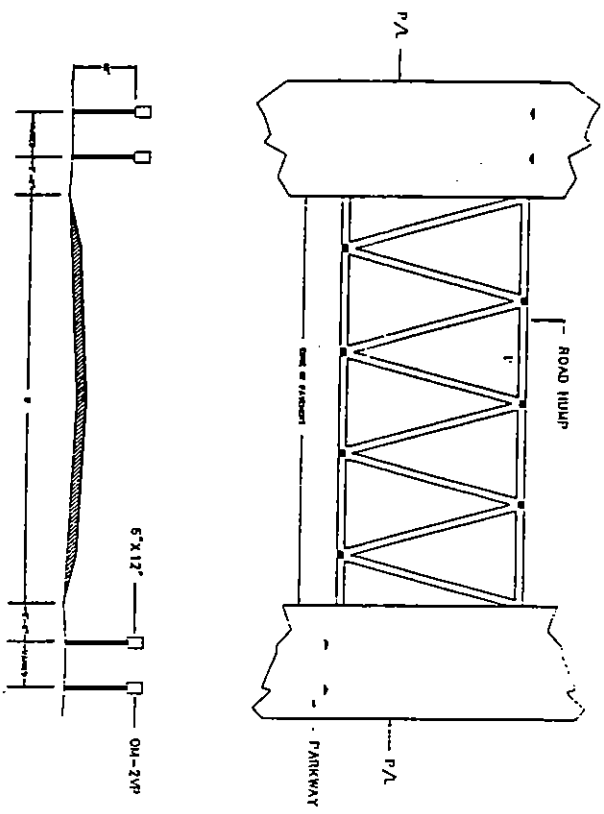
SIGN INSTALLATION  
"A"



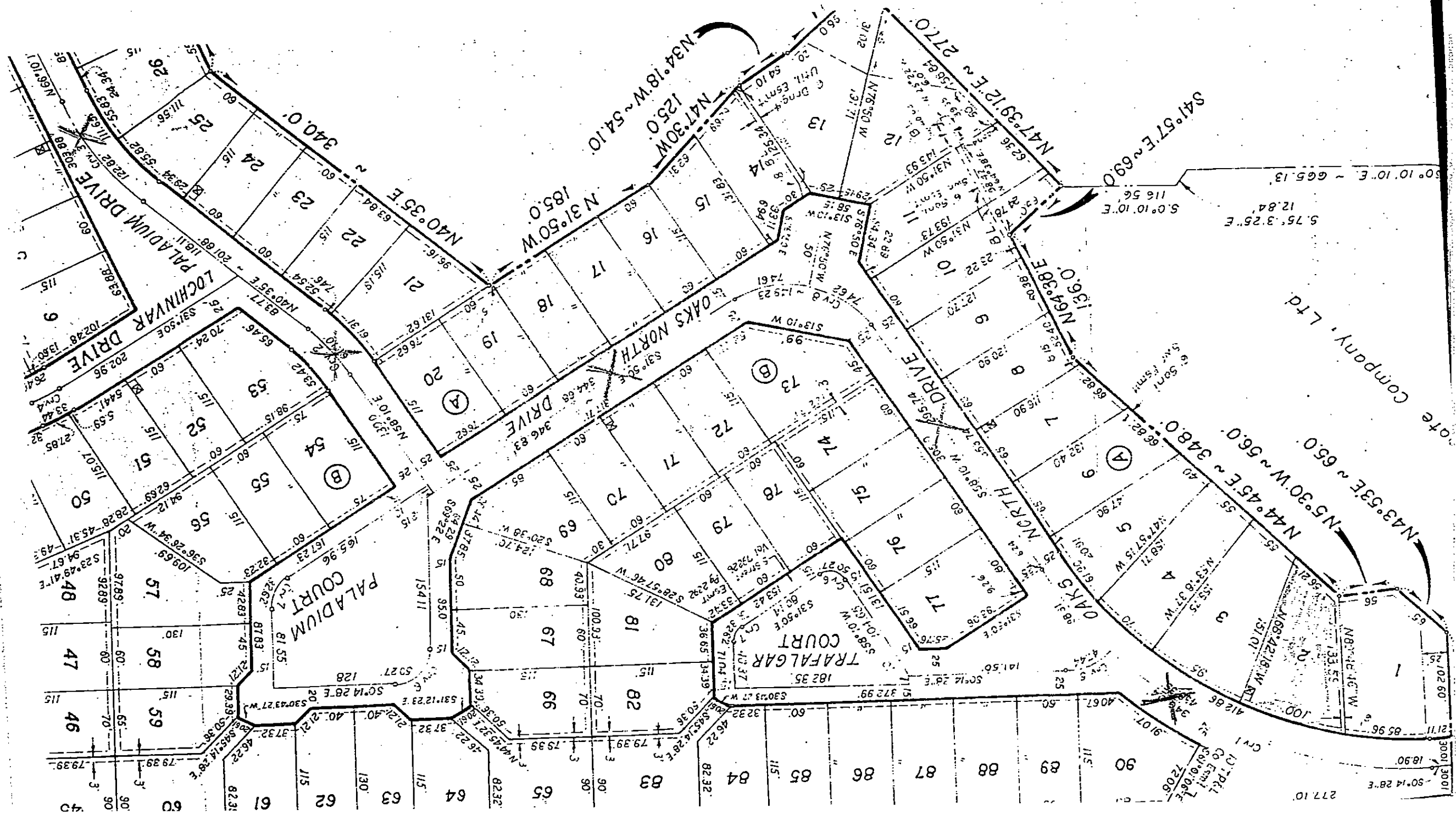
SIGN INSTALLATION  
"B"

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

TYPICAL SIGNING AND  
MARKINGS FOR ROAD HUMPS



ALTERNATIVE ROAD HUMPH INSTALLATION ON STREETS WITHOUT CURBS



ate Company, Ltd

N43°33'E ~ 65.0

N44°45'E ~ 348.0

S41°57'E ~ 69.0

N64°38'E

N47°39'12"E ~ 277.0

N47°30'W  
125.0

N31°50'W  
185.0

N40°35'E

340.0

PALADIM DRIVE

LOCHINVAR DRIVE

OAKS NORTH DRIVE

TRAFALGAR COURT

PALADIM COURT

90

89

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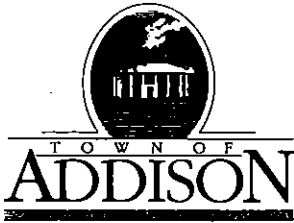
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**CITY ENGINEER'S OFFICE**

Post Office Box 144 Addison, Texas 75001

(214) 450-2886

16801 Westgrove

**M E M O R A N D U M**

October 19, 1992

To: Ron Whitehead, City Manager  
From: John Baumgartner, Director of Public Works *JB*  
RE: Road Hump Policy - Revised

Attached is a draft copy of a road hump policy prepared for Council's consideration. The significant features are as follows:

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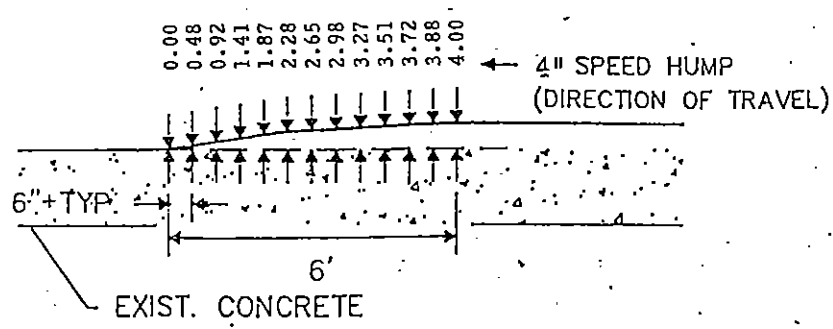
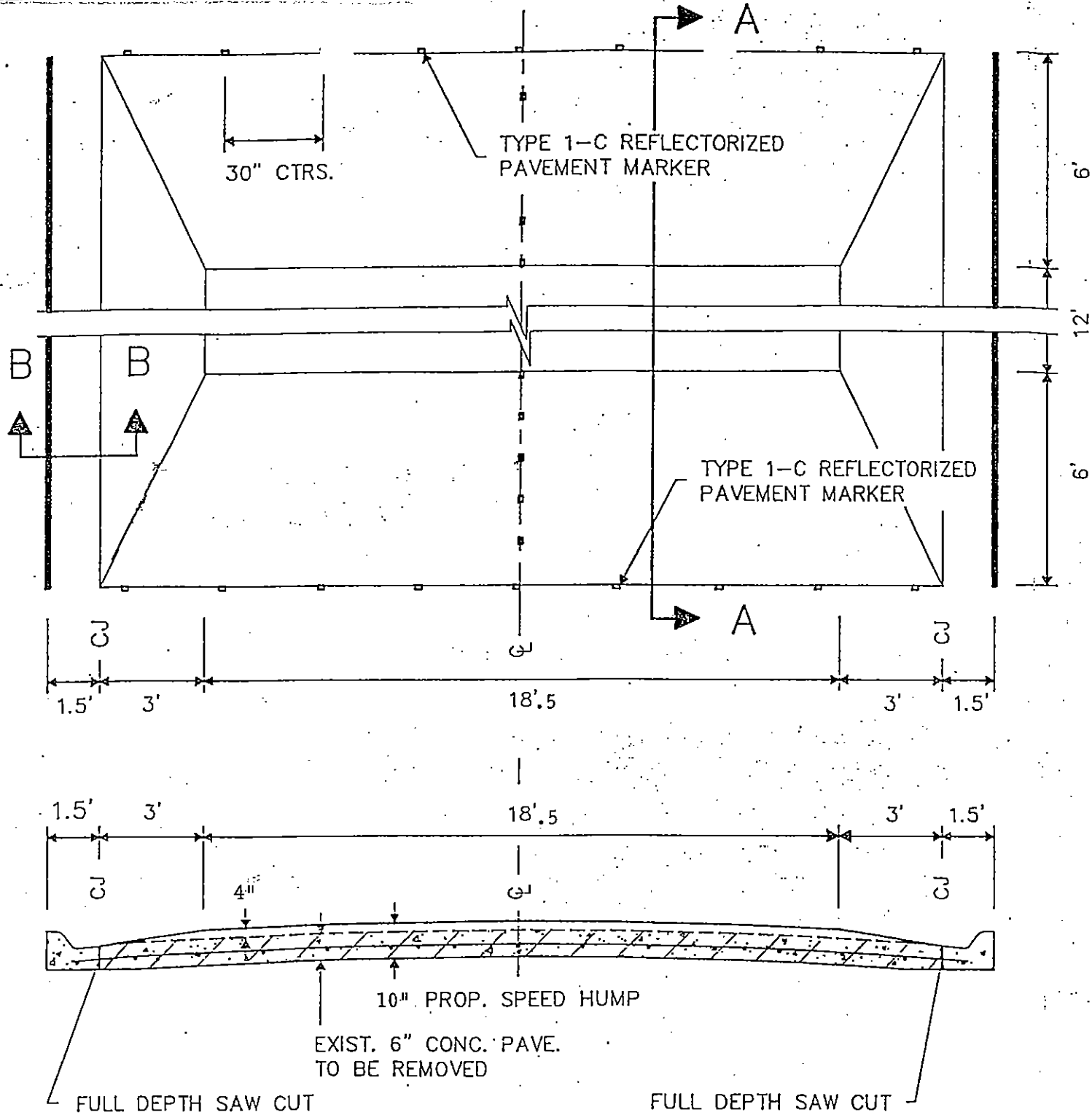
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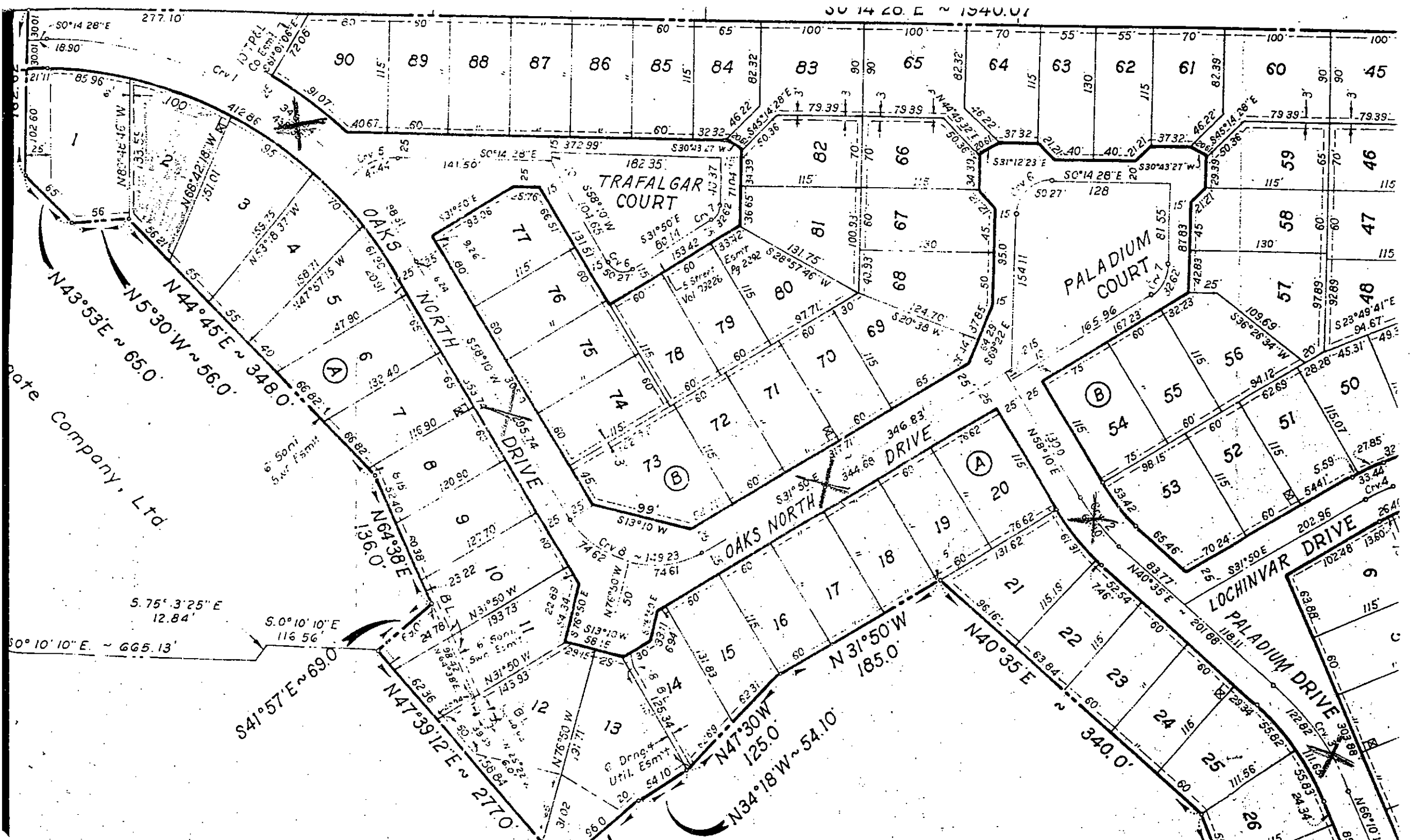
/rb







- NOTES :
1. CONCRETE STRENGTH AND BE AS SPECIFIED BY TOW ADDISON.
  2. CONSTRUCTION JOINT (CJ) SPEED HUMP SHALL CONF OF ADDISON DETAILS.



50 14 20 E ~ 1340.07

50°14'28"E 277.10  
18.90

N43°53'E ~ 65.0  
N5°30'W ~ 56.0  
N44°45'E ~ 56.0  
N47°39'12"E ~ 277.0

ote Company, Ltd

S. 75° 3' 25" E 12.84'  
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S41°57'E ~ 69.0

50° 10' 10" E ~ 665.13'

TRAFALGAR COURT

PALADIUM COURT

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FOR RESIDENTIAL STREETS

TOWN OF ADDISON  
OCTOBER 1992

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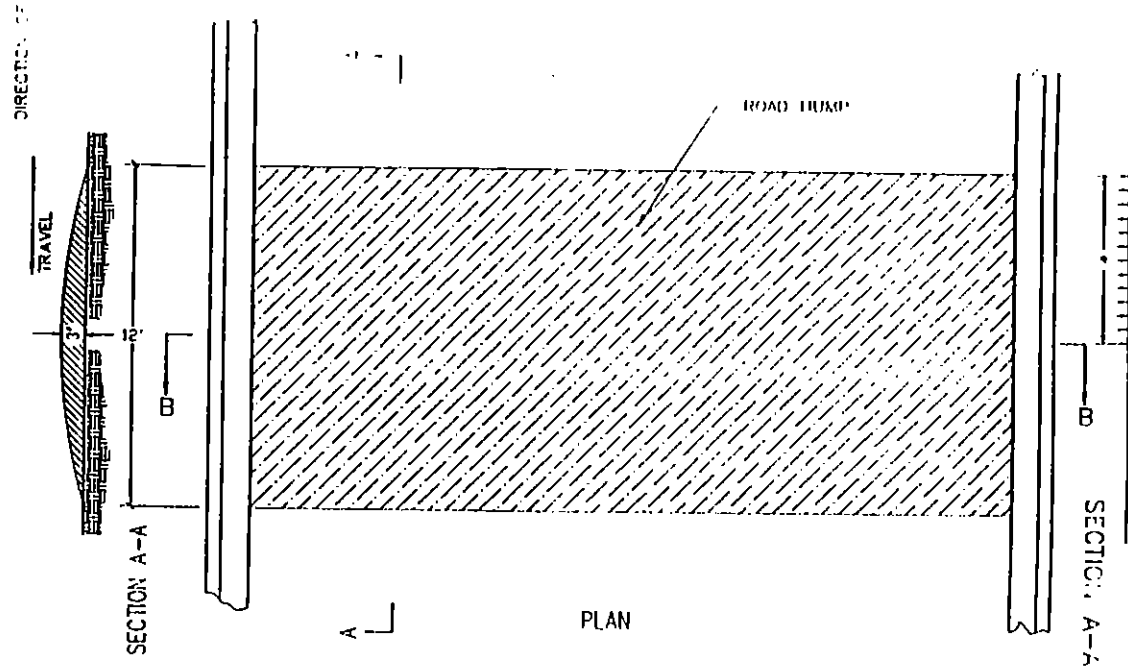
4. The Public Works Department will make a determination of the total installation cost.
5. Once eligible for road hump installation, owners of real property lying within the notification area will be notified of the action by the Public Works Department. The notification area consists of the area within 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. After 15 days from the notice, a public hearing will be held at the next regularly scheduled city council meeting. Notification of the hearing will include the applicant(s) and owners of real property within the notification area. In addition, a reasonable effort will be made to notify each low density residential household along the street and area neighborhood associations of the public hearing.
7. At the Public hearing the Council will determine if the installation is warranted and if the City will provide the funds for the installation.



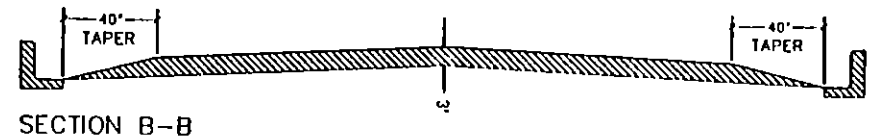
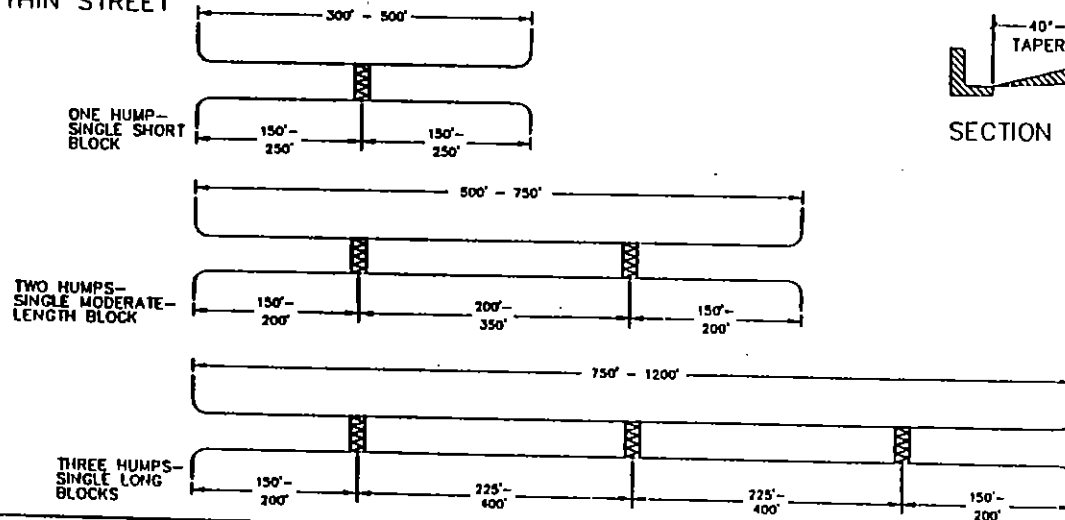
GENERAL GUIDELINES FOR LOCATING ROAD HUMPS

ROAD HUMP INSTALLATIONS MUST BE CONSIDERED ON A BLOCK BASIS FOR OPTIMAL EFFICIENCY. 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.

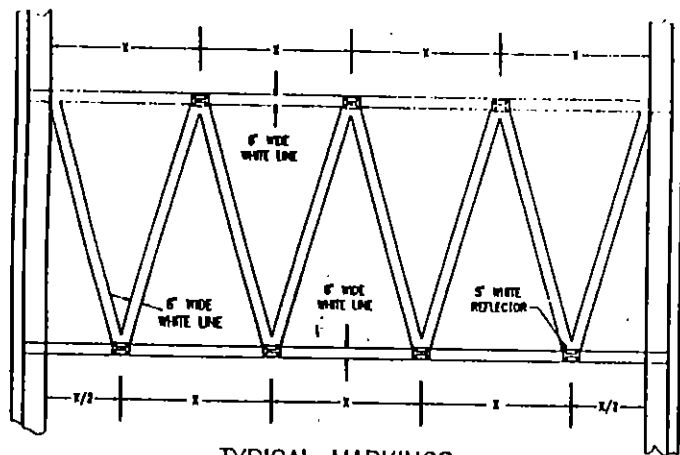
1. DO NOT LOCATE THE HUMPS OVER MANHOLES, GATE VALVES, UTILITY VAULT ACCESSES AND SIMILAR FEATURES.
2. IF A DRAINAGE INLET IS NEAR WHERE A ROAD HUMP WOULD BE PLACED ACCORDING TO THE GENERAL SPACING CRITERIA, ATTEMPT TO LOCATE THE HUMP JUST DOWNSTREAM OF THE INLET.
3. LOCATE HUMP TO TAKE ADVANTAGE OF 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. LOCATE HUMPS ON PROPERTY LINES, RATHER THAN RIGHT IN FRONT OF A RESIDENCE, IF POSSIBLE.
7. 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.



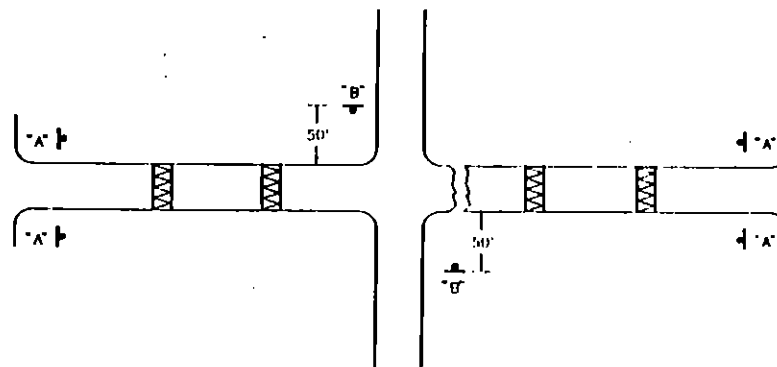
TYPICAL LOCATION WITHIN STREET



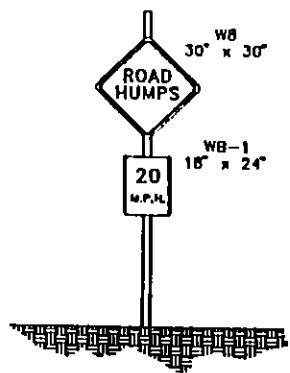
TYPICAL ROAD HUMP DESIGN



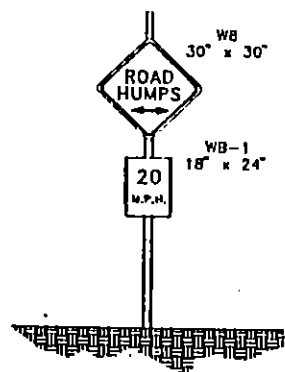
TYPICAL MARKINGS



TYPICAL SIGN LOCATIONS



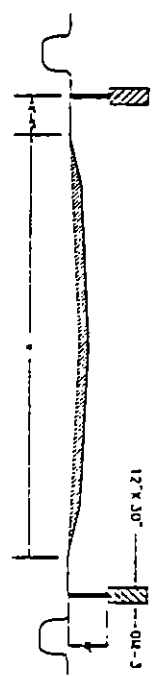
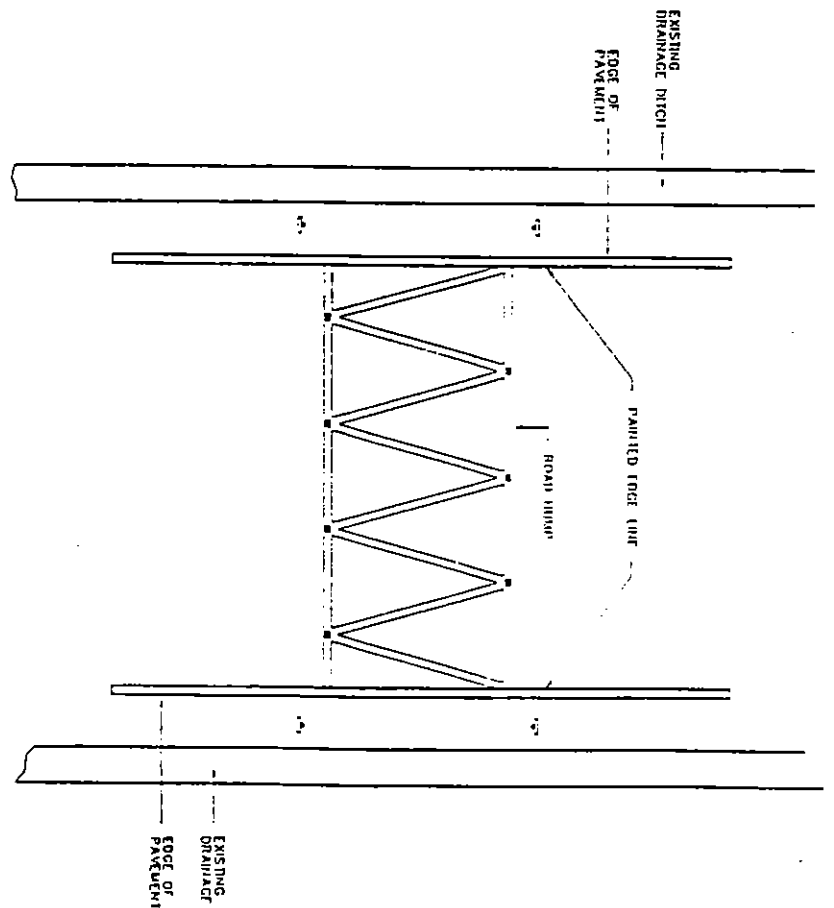
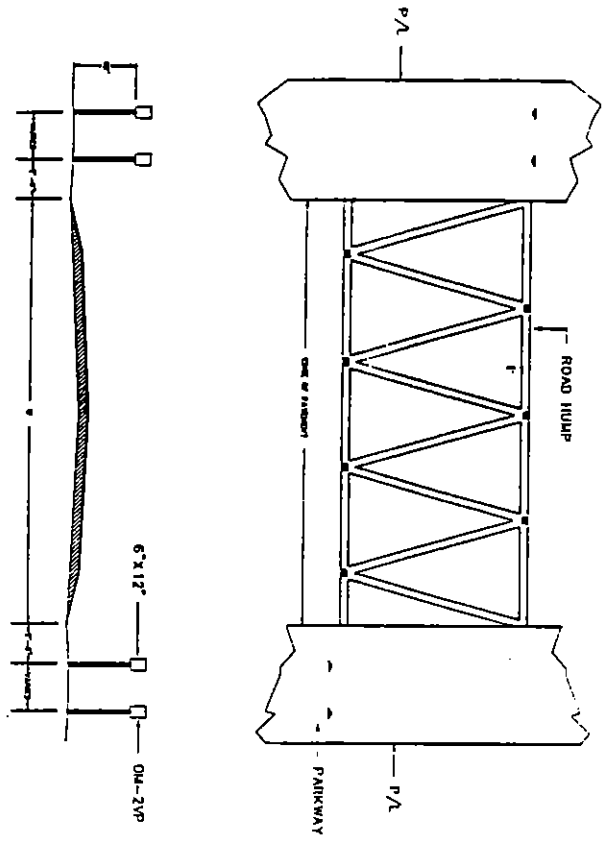
SIGN INSTALLATION  
"A"



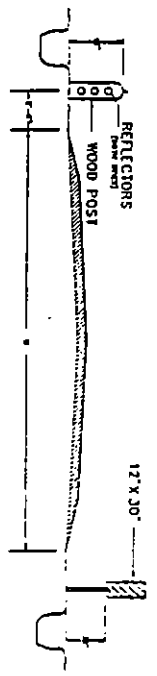
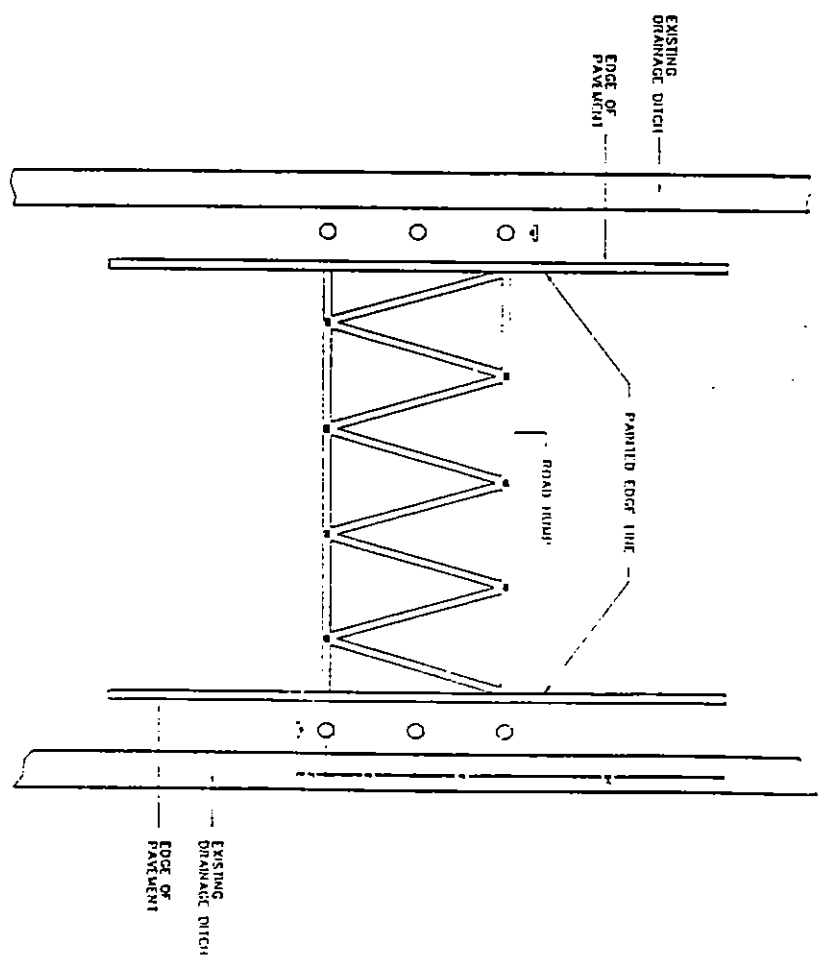
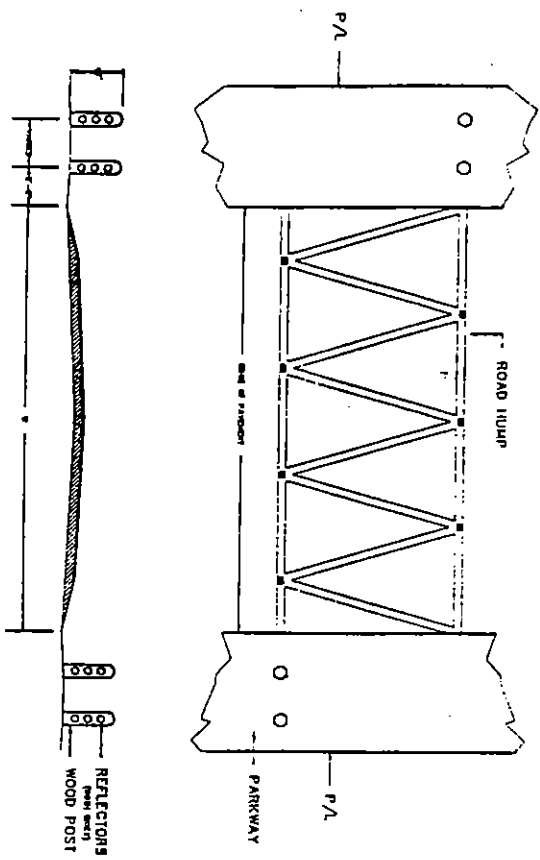
SIGN INSTALLATION  
"B"

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

TYPICAL SIGNING AND  
MARKINGS FOR ROAD HUMPS



ALTERNATIVE ROAD HUMPH INSTALLATION ON STREETS WITHOUT CURBS



ALTERNATIVE ROAD HUMPH INSTALLATION ON STREETS WITHOUT CURBS