



SPEED HUMP POLICY

It is the policy of Hamilton Township to consider requests for speed humps as outlined below:

1. Residents who desire the installation of speed humps may request the Township to initiate a feasibility study by submitting a written request to the Assistant Township Administrator. Upon receipt of a written request the Assistant Township Administrator will determine the speed hump study area. The speed hump study area shall include all properties that would reasonably use and be affected by the installation of the speed humps.
2. The Assistant Township Administrator will provide the individual requesting the feasibility study a copy of the designated speed hump study area. A petition bearing the signatures, printed name and address of at least 60% of the property owners residing in the speed hump study area where the speed humps are requested shall be submitted to the Township before further action on the speed hump request is taken. The petition shall include a statement indicating the street name(s) that the speed humps are requested and a signature line for each resident signing the petition with their street address. Only one signature will be counted per residence. Gathering the signatures on this petition will be the responsibility of the residents requesting the study.
3. The street upon which the speed humps are to be installed shall meet the follow criteria:
 - a. Classified as a local I or local II street within the current Warren County Streets and Roadway Standards.

- b. Residential in nature with a posted speed limit of 25 mph.
- c. Determined to have a minimum average daily traffic (ADT) of 500 vehicles per day and a maximum ADT of 2,500 vehicles per day.
- d. Determined to have a vertical profile (grade) of less than ten percent (10%).
- e. The street in question must not be impaired safety-wise or drainage-wise due to the installation of speed humps.
- f. The street in question must be 750 feet or more in uninterrupted length (excluding intersections).
- g. The street in question is not a cul-de-sac.

Local streets with ADT exceeding 2,500 vehicles per day will not be considered for speed humps. Speed humps will not be permitted for arterial and collector streets as identified by the current Warren County Street and Roadway Standards.

- 4. The Assistant Township Administrator will review the traffic on the street when a valid request through petitioning is made. Components of this review may include traffic counts, speed studies and accident analysis. Alternative traffic control options will be evaluated as part of this review. The 85th percentile speed on the street where the speed humps are requested must exceed the posted speed limit by at least 5 mph in order to be considered for speed humps.
- 5. The Assistant Township Administrator, in analyzing the request for speed humps, shall be responsible for soliciting input from emergency services, utilities (private and public) and other key agencies. The Board of Trustees may determine that the installation of speed humps on a street is not feasible due to the disruption of emergency response equipment and other essential services.
- 6. When the above criteria for speed humps are met, the Township shall send out a "Speed Hump Survey" to all residents within the affected study area, as defined by the Township asking residents if they support the installation of speed humps. The survey will include an area indicating a "yes" or "no" vote and a minimum of 60% of the properties in the affected area must approve the installation of speed humps.
- 7. Existing speed humps may be removed if a petition with signatures from 60% of the affected properties is obtained, or where traffic circulation and safety concerns justify their removal as determined by the Board of Trustees.

Rating Process: If the street meets ALL of the justification criteria on the preceding pages, it will be rated and prioritized according to the following criteria (1. being most important):

1. Traffic Volumes: Volumes will be taken from a Counter for a 24-hour period, averaged over 7 days.
2. Speed: Speeds will be taken from a Counter for a 24-hour period, averaged over 7 days.
3. Accidents: Accident data considered will be taken from the most recent calendar year.
4. Petitions: Petitions will be distributed through the affected area, which includes residences and businesses between and near the proposed speed humps.

Funding: Once a street is selected for speed humps it will be placed on a priority list for funding and installation. Based on the level of funding allocated for this purpose, streets shall be funded beginning with the highest ranked street. If all streets contained on the list cannot be funded during a year, the list will be carried over to the next year.

Types and Definitions of Speed Humps:

Speed Humps A raised area in the roadway pavement surface extending transversely across the travel way. Sometimes called pavement undulations or sleeping policemen, speed humps normally have a maximum height of 3 to 4 inches with a travel length of approximately 12 feet.

Positioning - These are usually placed along streets, typically at a property line along the street. The first speed hump should be located between 250' to 400' from the beginning intersection street curb line. Speed humps should also be spaced between 250' to 300' apart. The following should also be taken into consideration:

- Located near a street light
- Located near property lines when possible
- Located a minimum of 5-10 feet from driveways
- Not located over manholes or near hydrants
- Not located on sharp horizontal curves
- Not located within 75' of an intersection
- No vegetation to obscure signs

Within typical residential speed ranges, humps create a gentle vehicle rocking motion that causes some driver discomfort and results in most vehicles slowing to 15 mph or less at each hump and 25 to 30 mph between properly spaced humps in a system. At high speeds the hump can act as a bump and jolt the vehicles suspension and its occupants or cargo.

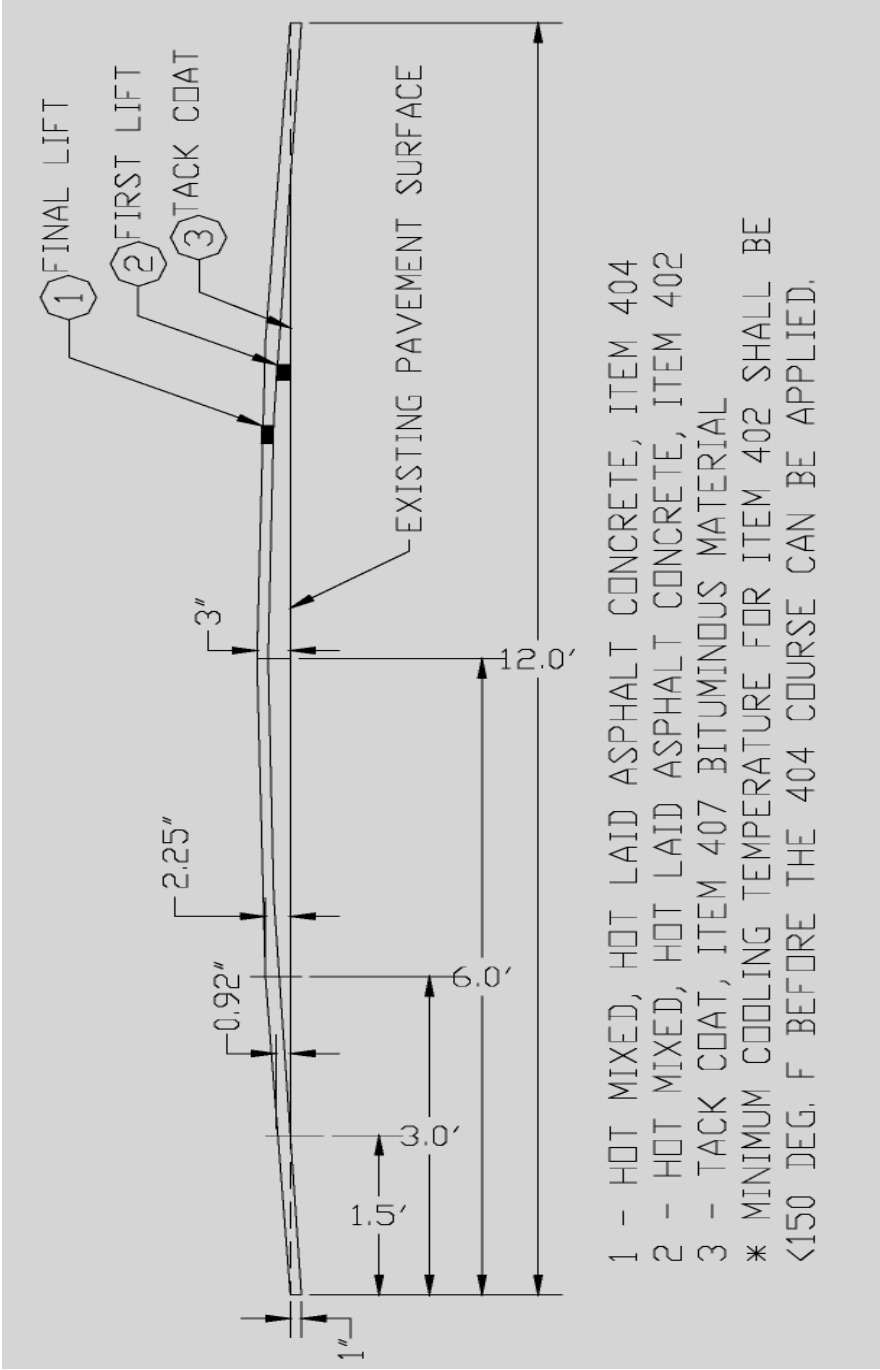
Tabletop Type Speed Humps—This is a variation of the Typical Speed hump with a flat surface at the top. The dimensions are similar to the Typical Speed Hump except that there is a 10 foot long flat surface at the height of the hump (typ. 3"height). This makes the total dimension 22 feet in length instead of 12 feet. This type of install is commonly found at heavily used crosswalks and school zones, where pedestrians require a flat surface to cross the street. This draws attention to the crosswalk because over time, drivers realize that they have to slow down at the crosswalk. Pedestrians have a sense of security knowing that approaching vehicles will slow down.

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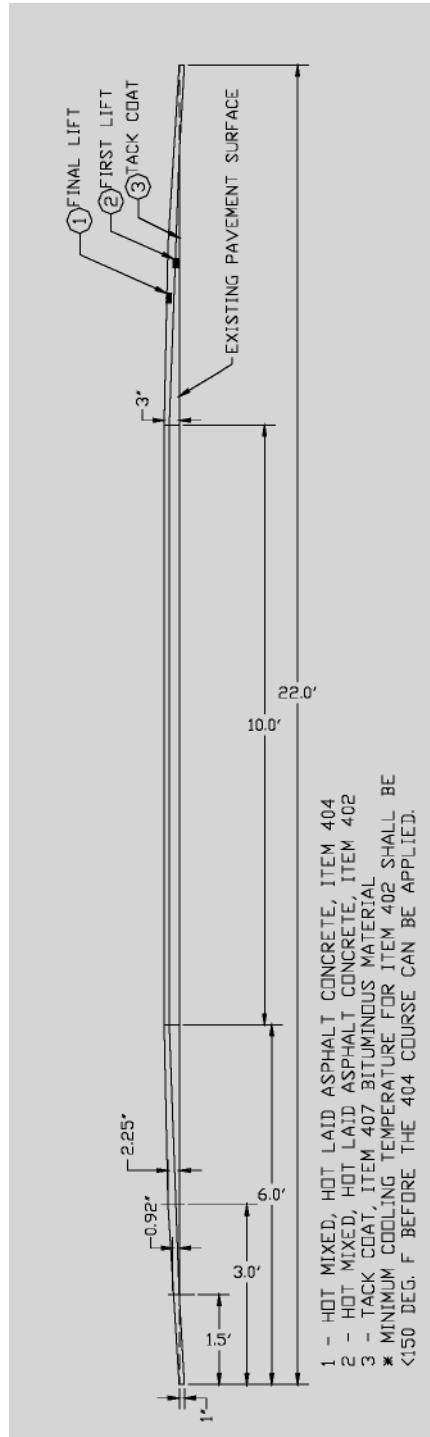
The “table top” speed hump is intended for use on local streets with transit routes.

Speed Humps



- 1 - HOT MIXED, HOT LAID ASPHALT CONCRETE, ITEM 404
- 2 - HOT MIXED, HOT LAID ASPHALT CONCRETE, ITEM 402
- 3 - TACK COAT, ITEM 407 BITUMINOUS MATERIAL
- * MINIMUM COOLING TEMPERATURE FOR ITEM 402 SHALL BE <150 DEG. F BEFORE THE 404 COURSE CAN BE APPLIED.

Table Top Speed Humps



Disclaimer:

Not all types of, or options for traffic calming devices are specified in this policy. However, this does not mean that other alternatives cannot be used. All design, criteria and selection of calming devices shall be based upon engineering judgment.