

RESOLUTION NO. 5925

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLACERVILLE
ESTABLISHING A POLICY FOR THE INSTALLATION AND REMOVAL OF SPEED
HUMPS ON PUBLIC STREETS

BE IT, AND IT IS HEREBY RESOLVED that the City Council of the City of Placerville hereby establishes a policy for the installation and removal of speed humps on public streets. A copy of which is attached hereto as Exhibit "A" and by reference made a part hereof.

The foregoing Resolution was introduced at a regular meeting of the City Council of the City of Placerville held on June 27, 1995, by Councilmember WASHBURN, who moved its adoption. The motion was seconded by Councilmember LISHMAN. The motion passed by the following

vote:

AYES: LISHMAN, NERWINSKI, SAXTON, WASHBURN, WASSERMAN


NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

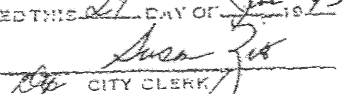
ATTEST:


Mayor Barry Wasserman


City Clerk Bob Gilmore

spdhmpres.DOC

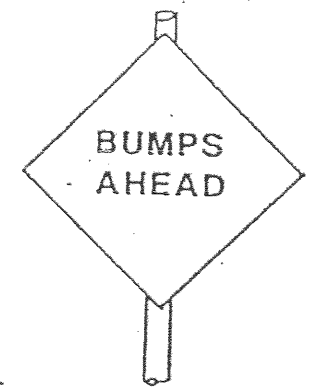
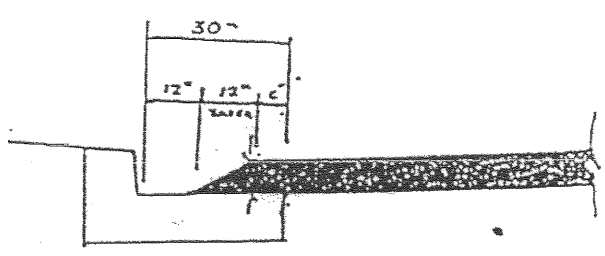
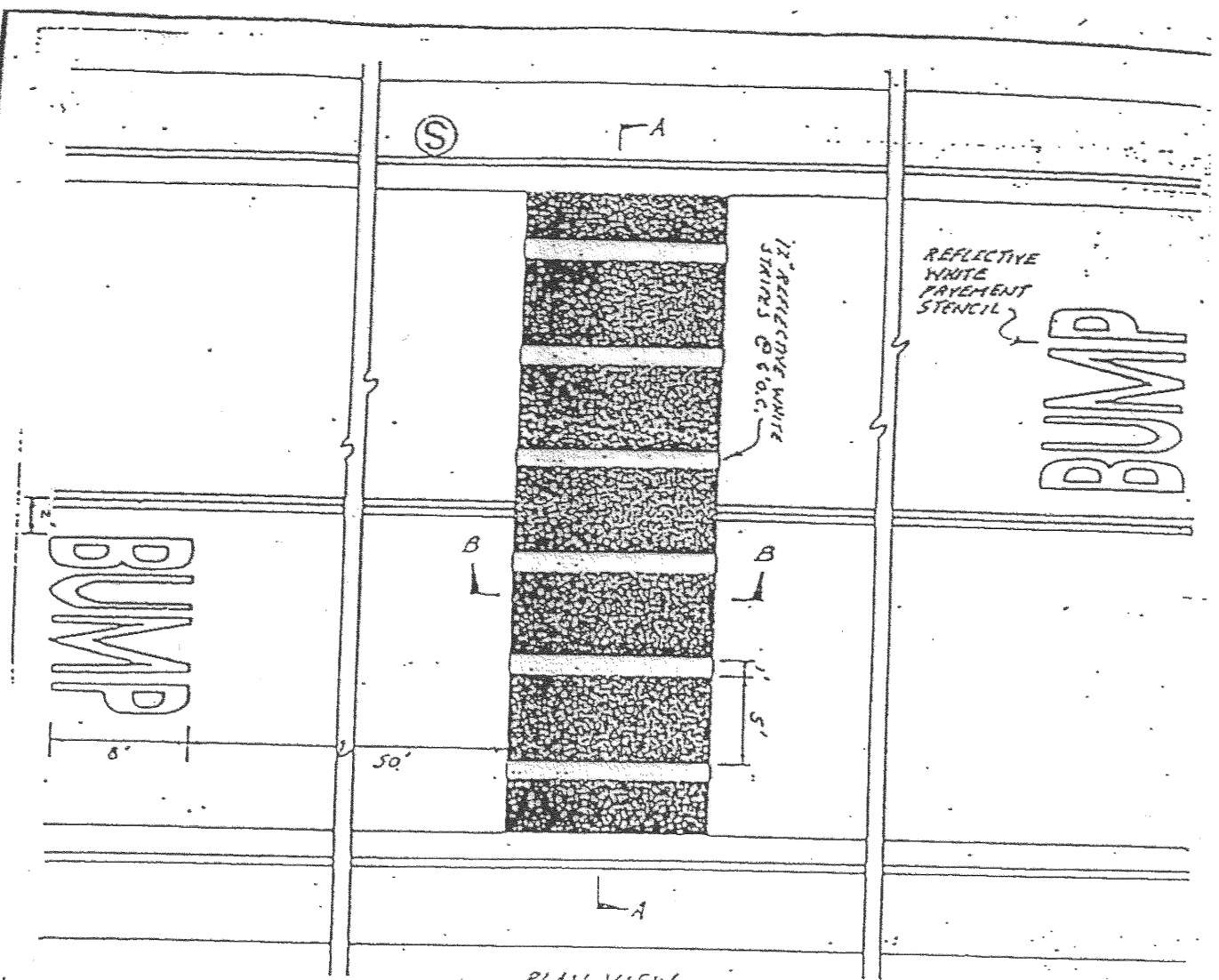
THE FOREGOING IS A FULL TRUE AND
CORRECT COPY OF THE ORIGINAL
RECORD IN THE OFFICE OF THE CITY
CLERK OF THE CITY OF PLACERVILLE,
COUNTY OF EL DORADO, STATE OF
CALIFORNIA.

DATED THIS 29th DAY OF Jan 1995

CITY CLERK

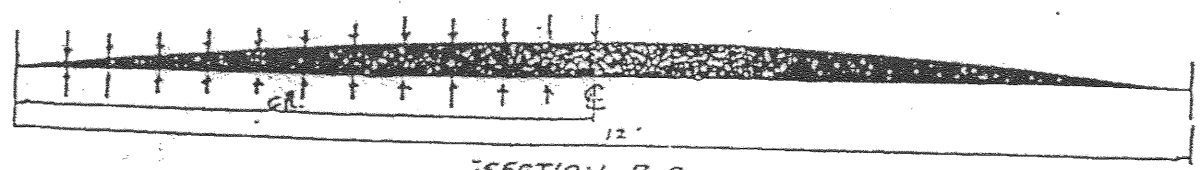
**CITY OF PLACERVILLE POLICY FOR THE INSTALLATION AND REMOVAL OF
SPEED HUMPS ON PUBLIC STREETS**

1. **RESIDENTIAL PUBLIC STREET** - The street is a two lane residential public street with a 25 m.p.h. speed limit.
2. **FIRE DISTRICT IMPACT** - The Fire District's response time goals will be maintained with the installation of the speed humps.
3. **TRAFFIC** - The average 24 hour traffic volume is less than 2,000 vehicle trips per day.
4. **SPEED HUMP REMOVAL** - The street has not had speed humps removed within the previous five years.
5. **STREET GRADES** - The street grades are less than 8%.
6. **TRANSIT ROUTE** - The street is not an established transit route.
7. **GEOMETRIC FEATURES** - The street will have the following geometric features:
 - (a) Travel surface must be paved. If there are no curves, then a special design treatment must be implemented to prevent vehicles from driving around speed humps.
 - (b) The road width must not exceed a minimum of 40 feet.
 - (c) Safe stopping distance for drivers approaching the speed hump should not be less than 200 feet or otherwise determined adequate by the City Engineer.
 - (d) Drainage must be maintained around the speed hump.
8. **DESIGN** - The design of the speed hump is shown on the attached Speed Hump Plan and Detail. The speed hump is approximately 12 feet long and as high as 3 1/2 inches in the middle.
9. **STREET TYPE** -The street in which a speed hump is to be installed must be classified as a local street and have primarily residential uses where the speed hump is proposed.
10. **PETITION** - A petition signed by at least 75% of the households in the block (within 300 feet but including all parcels impacted by the speed hump) that is impacted by the speed hump must be signed in favor of the installation of the speed hump prior to installation. This process shall include a letter mailed from the City to each of the property owners within the area being affected. The letter would allow the property owners to return a ballot to the City providing their vote on the issue. This ballot shall be kept confidential. Balloting is restricted to property owners only, and persons renting the property will not have a vote.

11. **COST RESPONSIBILITIES** - The cost of installing the speed hump and related signage, etc., will be entirely borne by the neighborhood making the request. The speed hump will be installed by a professional contractor and the overhead cost to the City for inspection and administration will be added to the cost.
12. **REMOVAL** - Once a speed hump is installed, removal of the speed hump will be at the cost of the residents who asked for its installation. The application for a speed hump removal shall be submitted with a fee of \$125.00 plus a deposit to cover 100% of the estimated cost of having the speed hump removed. The fee shall be non-refundable, but the removal deposit shall be refundable if the speed hump is not actually removed. The fee shall be adjusted yearly for inflation.
13. **APPLICATION FEE** - An Application Fee of \$350.00 will be charged for any petition submitted for review for the installation of a speed hump. This fee shall be non-refundable. On a yearly basis, the Application Fee shall automatically be adjusted to cover inflation costs.
14. **BROCHURE/INFORMATION** - A brochure or handout will be produced that explains the process associated with constructing/installing a speed hump. This document shall also provide pros and cons associated with speed humps. This will include information about noise problems and safety hazards.



See next sheet for
range of values



DEPARTMENT OF PUBLIC WORKS

ENGINEERING
DIVISION

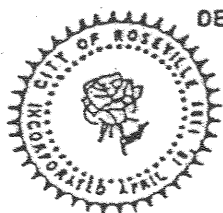
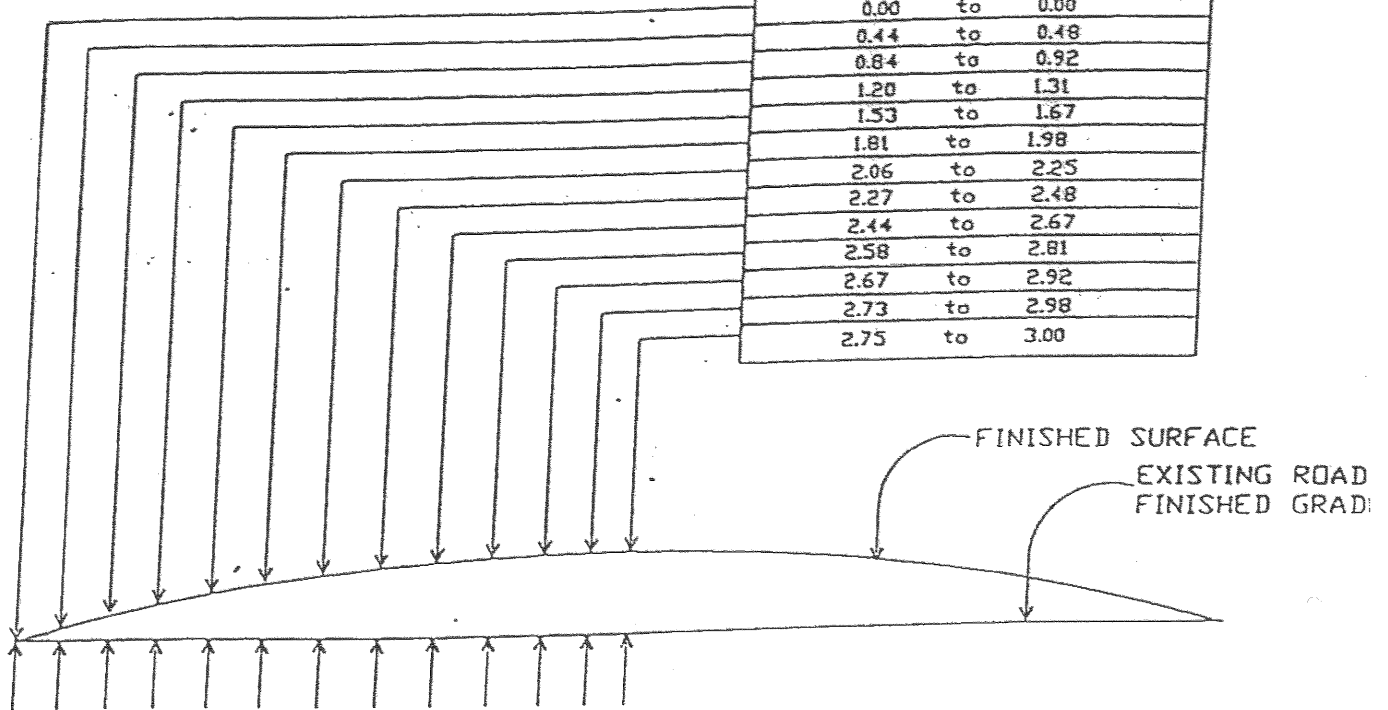
TITLE
(Typ.) SPEED HUMP PLAN & DETAIL

DESIGNED	DATE
DRAWN	SCALE NONE
CHECKED	FILE NO.

HALF CROSS-SECTIONAL PROFILE OF SPEED HUMPS

TOLERANCE RANGE FOR
THIS PROJECT
(2.75' to 3.00')

0.00	to	0.00
0.44	to	0.48
0.84	to	0.92
1.20	to	1.31
1.53	to	1.67
1.81	to	1.98
2.06	to	2.25
2.27	to	2.48
2.44	to	2.67
2.58	to	2.81
2.67	to	2.92
2.73	to	2.98
2.75	to	3.00



DEPARTMENT OF PUBLIC WORKS

ENGINEERING
DIVISION

TITLE

SPEED HUMP FIELD INSPECTION FORM

DESIGNED

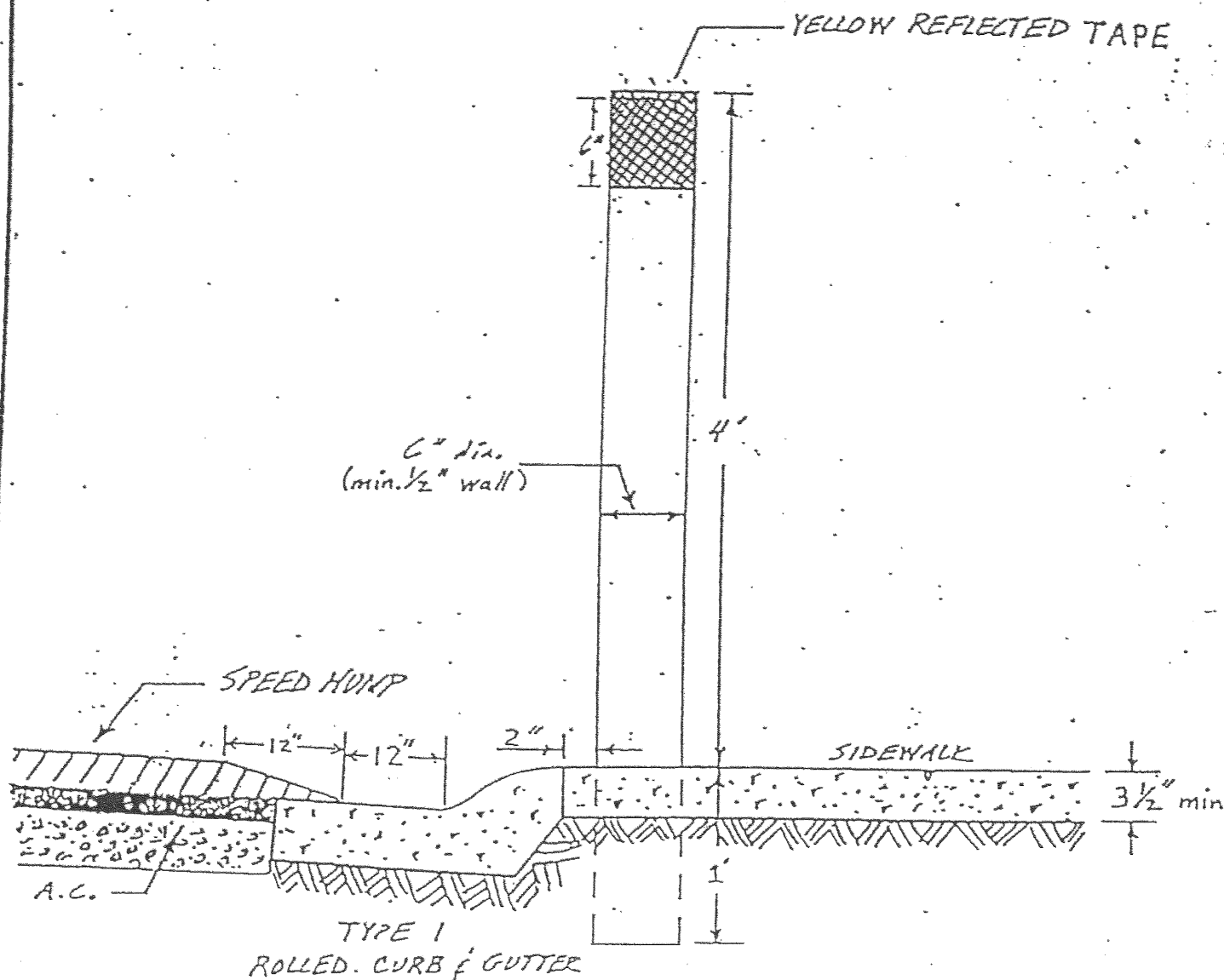
DATE

DRAWN

SCALE

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FILE NO.



NOTE : POST PAINTED "POSTER WHITE" WITH RUST INHIBITING PAINT.



DEPARTMENT OF PUBLIC WORKS

ENGINEERING
DIVISION

TITLE

STEEL POST DETAILS

DESIGNED

DATE 8/8/89

DRAWN JL

SCALE - NONE -

CHECKED

FILE NO.