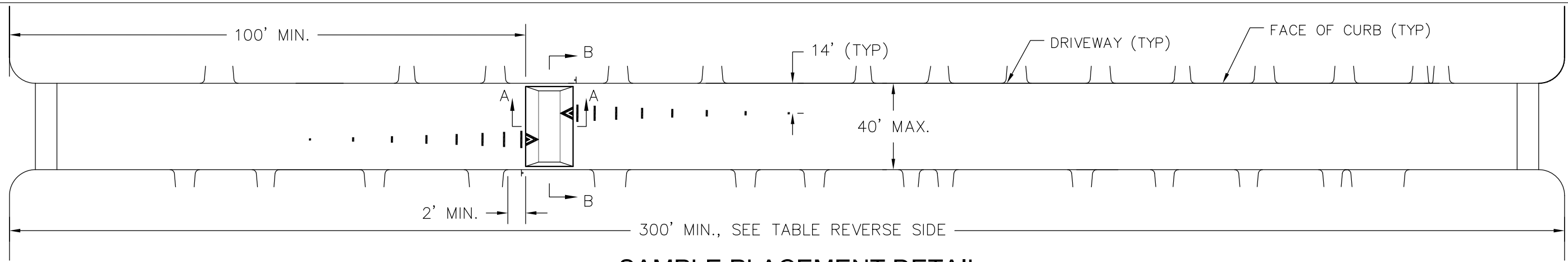
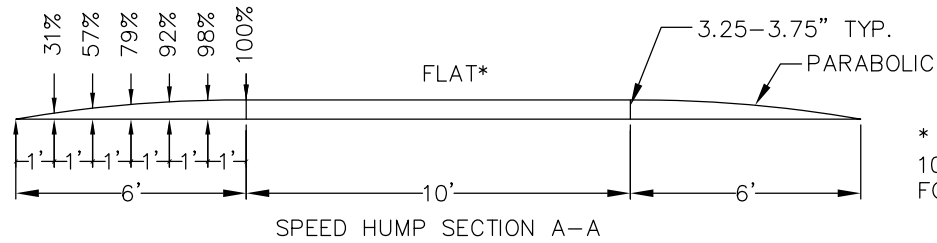


EXHIBIT A

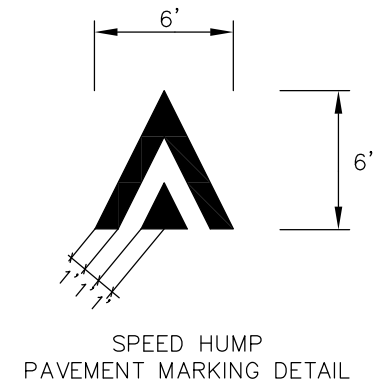


SAMPLE PLACEMENT DETAIL

SCALE: 1"=50'

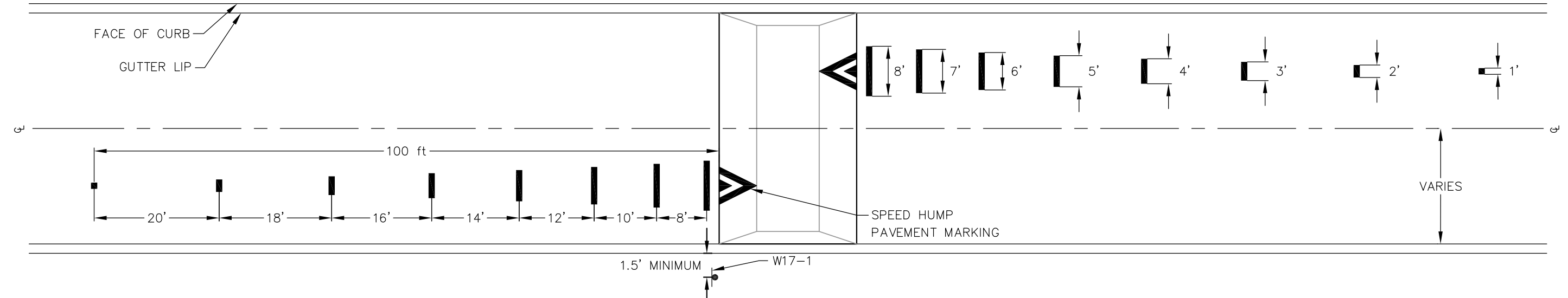
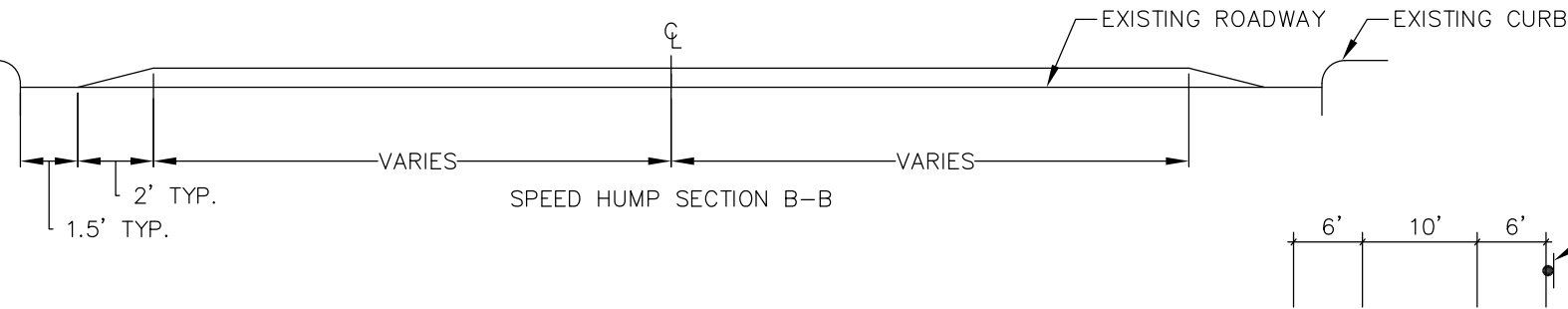


* FLAT SECTION TYPICALLY USED AS SPEED TABLE.
10' SECTION CAN BE OMITTED WITH CITY APPROVAL
FOR TRADITIONAL SPEED HUMP.



NOTES:

1. SPEED HUMP AND STRIPING DESIGN ARE CONSISTENT WITH CA MUTCD SECTION 3B.26
2. SIGNAGE IS CONSISTENT WITH CA MUTCD SECTION 2C.24



SPEED HUMP/TABLE DESIGN DETAIL

SCALE: 1" = 50'

SPEED HUMP INSTALLATION GUIDELINES

GENERAL:

1. INSTALL ON RESIDENTIAL STREETS WITH ADT < 3000 AND SPEED LIMIT ≤ 25 MPH (PER CITY OF ALBANY TRAFFIC CALMING CRITERIA).
2. INSTALL ON STREETS WITH GRADES OF 8 PERCENT OR LESS.
3. INSTALL ON STREETS WITH 5 PERCENT OR LESS HEAVY VEHICLE TRAFFIC.
4. ONLY INSTALL IF THE HORIZONTAL CURVE IS 300 FEET OR MORE.
5. DO NOT INSTALL ON PRIMARY EMERGENCY RESPONSE ROUTES OR ON BUS ROUTES.
6. DO NOT INSTALL ON STREETS OVER 40 FEET IN WIDTH UNLESS THE TWO DIRECTIONS OF TRAVEL ARE SEPARATED BY A MEDIAN, AND THEN ONLY WHEN THE SPEED LIMIT IS 25 MPH OR LESS.
7. OBTAIN PERMISSION FROM ADJACENT PROPERTY OWNERS ON BOTH SIDES OF THE STREET.

LAYOUT:

8. INSTALL AT INTERVALS OF 250 FEET TO 350 FEET ON CENTER ALONG A SEGMENT; SEE TABLE 1 FOR RECOMMENDED NUMBER OF SPEED HUMPS BY BLOCK LENGTHS.
9. DO NOT INSTALL WITHIN 100 FEET OF AN INTERSECTION.
10. INSTALL FIRST SPEED HUMP IN EACH DIRECTION BETWEEN 100 FEET AND 200 FEET FROM INTERSECTION, WHERE POSSIBLE.
11. INSTALL AT LEAST 2' FROM EDGE OF DRIVEWAY CURB RETURN. SPEED HUMP IS NOT RECOMMENDED IN LOCATIONS WITH CLOSELY SPACED DRIVEWAYS (< 16' APART FOR SPEED HUMP, < 26' FOR SPEED TABLE).
12. IF MULTIPLE SPEED HUMPS ARE INSTALLED ON A BLOCK, INSTALL "SPEED HUMP" SIGN (W17-1) ONLY AT THE FIRST HUMP IN EACH DIRECTION OF TRAVEL.
13. AVOID UTILITY CONFLICTS INCLUDING, BUT NOT LIMITED TO, MANHOLES, WATER VALVES AND FIRE HYDRANTS. WHERE POSSIBLE, SPEED HUMPS SHOULD BE INSTALLED DOWNHILL OF DRAINAGE INLETS.
14. IF SPEED TABLES ARE USED AS RAISED CROSSWALKS, DRAINAGE GRATES MAY BE REQUIRED BETWEEN EDGE OF SPEED TABLE AND FACE OF CURB TO MEET ADA REQUIREMENTS. PAVEMENT MARKINGS SHALL BE STANDARD CROSSWALK MARKINGS PER MUTCD.
15. WHERE POSSIBLE, INSTALL NEAR STREET LIGHTS TO ENHANCE VISIBILITY.
16. ON BICYCLE ROUTES WITH LOW TRAFFIC VOLUMES, TAPER MAY END SHORT OF THE GUTTER SO BICYCLISTS CAN BYPASS SPEED HUMP (RECOMMENDED WIDTH = 1' TO 2'). ON BICYCLE ROUTES WITH HIGH TRAFFIC VOLUMES, EXTEND THE TAPER TO THE GUTTER TO DIRECT BICYCLISTS OVER THE SPEED HUMP.

MATERIALS:

17. PAVEMENT MARKING TO BE PAINTED WHITE WITH HIGH-INTENSITY REFLECTIVE BEADS AND COMPLY TO MUTCD STANDARDS.
18. INSTALL SPEED HUMP SIGN (W17-1) TO GIVE WARNING OF VERTICAL DEFLECTION AS SHOWN ON SHEET 1. SIGNS MAY BE INSTALLED ON EXISTING SIGN POSTS OR UTILITY POLES AND SHOULD COMPLY WITH MUTCD STANDARDS.

TABLE 1

LENGTH OF BLOCK	NUMBER OF SPEED HUMPS
LESS THAN 300 FEET	SPEED HUMPS NOT RECOMMENDED
300 TO 450 FEET	1
450 TO 700 FEET	2
700 TO 850 FEET	2 OR 3
850 TO 950 FEET	3
MORE THAN 950 FEET	3 OR 4