

APPENDIX B-1



CITY OF ANAHEIM, CALIFORNIA

Public Works - Engineering Department

RECEIVED

AUG 15 1991

DEVELOPMENT SERVICES

May 22, 1991

KATELLA AVENUE SIGNAL COORDINATION PROJECT

MEMORANDUM OF UNDERSTANDING

This document will serve as a "Memorandum of Understanding" between the City of Anaheim, the City of Garden Grove, the City of Stanton, the City of Cypress, the City of Los Alamitos, the Orange County/EMA, and California Department of Transportation (Caltrans) relating to the Katella Avenue Signal Coordination Project.

The Problem

Considerable traffic congestion exists along the Katella Avenue corridor between Interstate 605 and Douglass Road (The Corridor), and ANAHEIM, GARDEN GROVE, STANTON, CYPRESS, LOS ALAMITOS, COUNTY OF ORANGE, and STATE OF CALIFORNIA all have jurisdiction over portions of the Corridor.

The need for coordination is in response to the Orange County Transportation Commission's solicitation of traffic signal coordination projects which include the following features: Katella Avenue as a designated Superstreet, Coordination with 5 City agencies, Coordination with Caltrans, Demonstration of WWV (a universal time broadcast radio station) time reference device as a countywide non-propriety coordination unit, Demonstration of traffic signal coordination between a UTCS (Urban Traffic Control System) and TRACONEX (closed-loop system manufacturer) master signal systems, and Documentation and evaluation by University of California, Irvine of this traffic signal coordination project as part of an FHWA Demonstration Project.

The Solution

ANAHEIM, GARDEN GROVE, STANTON, CYPRESS, LOS ALAMITOS, COUNTY and CALTRANS will mutually establish traffic signal timings for the traffic signal locations listed in Exhibit A.

ANAHEIM, GARDEN GROVE, STANTON and COUNTY will implement the interconnected and coordinated UTCS traffic signal system utilizing WWV and operated through the master computer of ANAHEIM. ANAHEIM will be responsible for operating and maintaining the timings for the UTCS system.

LOS ALAMITOS, CYPRESS and STANTON will implement the interconnected and coordinated Traconex Closed-loop traffic signal system utilizing WWV and operated through the master controller of Los Alamitos. Los Alamitos will be responsible for operating and maintaining the timings for the Closed-loop system.

CALTRANS will implement a coordinated signal system plan at the intersection of Katella Avenue and Beach Boulevard utilizing WWV and operated through their PC-Quicknet system.

The operational characteristics of the system will be reviewed regularly, at a minimum of every (3) months, in order that proposals for needed modification to the system may be made at those times. The agencies will establish a Coordinating Committee comprised of the Traffic Engineer (or designee of-the Traffic Engineer) from each agency.

No agency will modify the signal timing without written notification to and approval by all the other agencies unless required to do so under emergency or other exigent circumstances.

The REPRESENTATIVE of each agency will be responsible for notifying all other agencies as soon as possible, but no later than the first working day following a system failure, emergency repair, or power failure affecting the Interconnected system. The committee member(s) of ANAHEIM, GARDEN GROVE, STANTON, CYPRESS, LOS ALAMITOS, COUNTY and CALTRANS will also give advance notice of at least two (2) working days prior to any shutdown of the master controller affecting the interconnect system.

The committee will prepare a summary report of its meetings, system activity and future needs at the end of each calendar year.

Upon completion of the interconnected traffic signal system and designated signal timing, the maintenance of the system hardware components will become the responsibility of each

agency for these traffic signal locations within its jurisdiction, including the maintenance of the communication equipment from the drop at the interconnect trunkline to individual intersection controllers.

Any signal timing disagreements between agencies related to the operational aspects of the Corridor will be submitted to:

Three (3) arbitrators mutually agreed the three upon by each agency none of the three to be employees, representatives agents for either of the parties to this Agreement. Any decision by the majority of said arbitrators shall be final and binding.

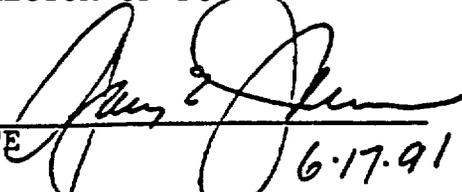
All agencies must mutually agree to the three individual arbitrators comprising the arbitration committee. Any decision by the majority of said arbitrator shall be final and binding.

In short, each agency recognizes the need to carry out the signal timing plans for a fax period of time to properly evaluate the project.

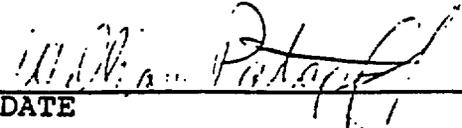
This Memorandum of Understanding sets forth suggested operating procedures and policies and is intended solely as an operating guide for the staffs of the public agencies specified in this memorandum (hereinafter the 'parties'). This memorandum is not a binding agreement upon the parties, their respective officers, agents and employees, or the signatories hereto. Failure in any instance to comply with these operating procedures and policies shall not be deemed a breach of contract, or evidence of negligence, or otherwise actionable in contract, tort or otherwise by any parties, or their respective officers, agents or employees, or by any third parties whomsoever or whatsoever).

The following agency department heads will agree in good faith to perform the afore-mentioned.

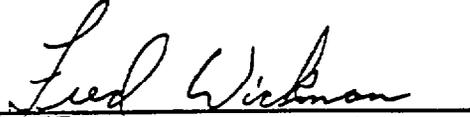
CITY of ANAHEIM
DIRECTOR OF PUBLIC WORKS


DATE 6.17.91

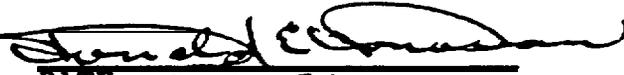
CITY OF GARDEN GROVE
CITY ENGINEER


DATE _____

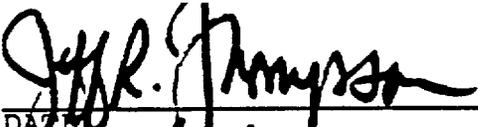
CITY OF STANTON
DIRECTOR OF PUBLIC WORKS


DATE 7/22/91

CITY OF CYPRESS
DIRECTOR OF PUBLIC WORKS


DATE 8-9-91

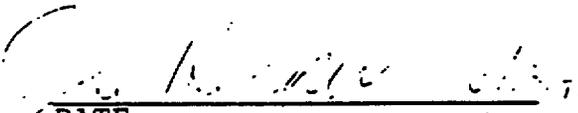
CITY OF LOS ALAMITOS
CITY ENGINEER


DATE 8/13/91

ORANGE COUNTY/EMA
TRANSPORTATION FUNCTION DIRECTOR


DATE 8/18/91

STATE OF CALIFORNIA
DEPARTMENT of TRANSPORTATION
DEPUTY DISTRICT DIRECTOR


DATE _____



Appendix B

Interagency Agreements