

BUENA PARK CITYWIDE TRAFFIC SIGNAL UPGRADES AND SAFETY ENHANCEMENTS

Class 1 and Class 2 Categorical Exemption

Applicant:

City of Buena Park

6650 Beach Boulevard

Buena Park, CA 90621

Contact: Mina Mikhael, P.E.

Director of Public Works/City Engineer

(714) 562-3670

Owner:

City of Buena Park

6650 Beach Boulevard

Buena Park, CA 90622

Project Access:

Buena Park

October 1, 2024

1.0 PROJECT DESCRIPTION

The City of Buena Park (City), located in Orange County, California, proposes citywide traffic signal upgrades and transportation safety improvements to roadway intersections. Conceptual plans for the project are found in Attachment A.

The project consists of upgrades to thirteen intersections as identified in Attachment B, *Transportation Improvement Locations*. With the exception of the Artesia Boulevard and Stanton Avenue intersection, all of the project intersections are located south of Interstate 5. The following intersections will receive transportation safety improvements:

1. **Stanton Avenue and La Palma Avenue**
2. Knott Avenue and Crescent Avenue
3. Valley View Street and La Palma Avenue
4. **Beach Boulevard and La Palma Avenue**
5. **Stanton Avenue and Orangethorpe Avenue**
6. **Beach Boulevard and Crescent Avenue**
7. Western Avenue and Orangethorpe Avenue
8. Valley View Street and Crescent Avenue
9. Stanton Avenue and Artesia Boulevard
10. **Buena Park Downtown Mall East and La Palma Avenue**
11. Knott Avenue and Younger Drive/Monroe Avenue
12. Stanton Avenue and Maple Drive/Buena Park Downtown
13. San Marino Drive and La Palma Avenue

The five intersections in **bold print**, above, include proposed traffic signal pole replacements. The proposed traffic signal pole replacements will require excavation to remove the old poles and install the new poles. In addition, each of the thirteen intersections will have three or more of the transportation safety improvements described below in Section 2.0, *Project Elements*. The project will not require expansion of roadways because the proposed transportation enhancements are within the existing, paved City right-of-way.

2.0 PROJECT ELEMENTS

This section describes the traffic signal upgrades and safety enhancements of this project that are proposed throughout the City. When applicable, the descriptions below are summarized from the Federal Highway Administration's *Manual on Uniform Traffic Control Devices* (FHWA, 2009); also referred to as the MUTCD. Attachment C has a matrix (*Project Citywide Traffic Signal Upgrades and Safety Enhancements - Proposed Improvements List* [AGA Engineers, Inc., May 2024]) that identifies the traffic signal upgrades and safety enhancements proposed for each of the thirteen project intersections. Each intersection will have one or more of the following safety enhancements.

2.1 Traffic Signal Pole Replacement

Five intersections have been identified for replacement of existing traffic signal poles with new poles. All five intersections: Stanton Avenue and La Palma Avenue, Beach Boulevard and La Palma Avenue, Stanton Avenue and Orangethorpe Avenue, Beach Boulevard and Crescent Avenue, and Buena Park Downtown Mall East and La Palma Avenue will replace one existing pole with one new pole. Attachment D includes a table (*HSIPSL-5310[044] Citywide Traffic Signal Upgrades & Safety Enhancements Project Locations with Proposed Signal Poles* [AGA Engineers, Inc., May 2024]) that identifies the location of the poles to be replaced at each intersection, the existing and proposed pole types, and the estimated diameters and

depths of excavation for the pole replacements. Excavation for pole removal and replacement is estimated to range from 2.5 to 4 feet in diameter and from 8 to 15 feet in depth.

2.2 Addition and Replacement of Vehicular Signal Heads

This action involves installing additional vehicular signal heads to provide the minimum number of primary signal faces for through traffic in accordance with the CA MUTCD guidelines. Replacement of existing vehicular signal heads involves updating the traffic signal heads with new ones, which will increase visibility for drivers and pedestrians.

2.3 LED Countdown Pedestrian Signal Heads

This action involves upgrading existing pedestrian heads with new LED countdown pedestrian signal heads, which will assist pedestrians in making reasonably safe crossing at signalized intersections.

2.4 Leading Pedestrian Intervals

This action involves upgrading the existing controller unit to implement Leading Pedestrian Intervals (LPI) at project intersections. A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter and exit the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication.

LPIs provide the following benefits:

- Increased visibility of crossing pedestrians;
- Reduced conflicts between pedestrians and vehicles;
- Increased likelihood of motorists yielding to pedestrians; and
- Enhanced safety for pedestrians who may be slower to start into the intersection.

2.5 Installation of 2-inch-wide Retroreflective Tape on all Vehicular Heads

This action involves installing 2-inch-wide retroreflective tape on existing vehicle signal backplates. A retroreflective backplate is a safety feature that can be added to existing traffic signal heads to improve their visibility, particularly at night and for drivers with vision limitations. It is a controlled-contrast background that is added to the illuminated face of the signal head and is framed with a 1- to 3-inch yellow retroreflective border. The Federal Highway Administration (FHWA) has approved the use of retroreflective tape after a seven-year safety study showed that the use of retroreflective backplates reduces crashes by providing greater visibility and conspicuity of traffic signal heads. Retroreflective backplates are an FHWA Proven Safety Countermeasure known to reduce total crashes at intersections by 15 percent by providing greater visibility of traffic signal heads, particularly at night and for drivers with vision limitations. This treatment is recognized as an enhancement of traffic signal visibility, conspicuity, and orientation for both older and color vision deficient drivers.

2.6 Installation of Accessible Pedestrian Signals (APS) Systems or Replace Old Pedestrian Push Button Assemblies

Features of APSs might include:

- Both audible and vibrotactile walk indications;
- Clear indication as to which pedestrian crossing is served by each device;
- The audible walk indication audible from the beginning of the associated crosswalk;

- The volume set at a maximum of 5 dba louder than ambient sound, except when audible beaconing is provided in response to an extended pushbutton press; and
- The audible tone walk indications repeat at eight to ten ticks per second.

2.7 Upgrading IISNS with New LED IISNS

Internally Illuminated Street Name Sign (IISNS) will be upgraded with new Light Emitting Diode (LED) IISNS which are energy efficient, safe, long running, and low-priced.

2.8 Install North-South or East-West, Left or Right Turn Signs Accordingly

This action will improve safety for pedestrians and motorists with increased clear signage.

2.9 Update Curb Ramps to ADA Compliance and/or Construct ADA Pedestrian Refuge

A pedestrian refuge island is a median with a refuge area that is intended to help protect pedestrians who are crossing a multilane road. This feature will improve safety by updating outdated curb ramps for Americans with Disability Act (ADA) compliance and/or constructing an ADA pedestrian refuge.

2.10 Upgrade Old Signs

Signs will be updated to reflect current signage requirements for better visibility and understanding.

3.0 EXISTING SETTING

3.1 Land Uses

The Buena Park Citywide Traffic Signal Upgrades and Safety Enhancements Project is within primarily urbanized intersections in the City of Buena Park. According to the City of Buena Park General Plan Land Use Map (City of Buena Park, December 2010), land uses at the intersection to receive improvements include Commercial; Entertainment Mixed Use, and Residential. In addition, the City has an entertainment corridor and destination area along Beach Boulevard from SR-91 south to the City's boundary. The land uses at each project intersection are as follows:

- Artesia Boulevard and Stanton Avenue – Low and High Density Residential, Planned Development
- Orangethorpe Avenue and Western Avenue – Commercial and Mixed Use Specific Plan
- Orangethorpe Avenue and Stanton Avenue – General Mixed Use and Tourist Entertainment
- La Palma Avenue and Valley View Street – Low Density Residential/Commercial
- La Palma Avenue and San Marino Drive – Low Density Residential
- La Palma Avenue and Beach Boulevard – Tourist Entertainment
- La Palma Avenue and Stanton Avenue – Low Density Residential/Entertainment Mixed Use/ Tourist Entertainment
- La Palma Avenue and Buena Park Downtown Mall East – Entertainment Mixed Use
- Crescent Avenue and Valley View Street – Low Density Residential
- Crescent Avenue and Knott Avenue – Low Density Residential and Commercial
- Crescent Avenue and Beach Boulevard – Tourist Entertainment/Commercial
- Stanton Avenue and Maple Drive/Buena Park Downtown – Low Density Residential, Tourist Entertainment, and Entertainment Mixed Use
- Knott Avenue and Younger Drive/Monroe Avenue – Commercial

3.2 General Plan Roadway Classifications

The City of Buena Park General Plan Draft Environmental Impact Report (EIR) Traffic and Circulation Element (City of Buena Park, 2010) classifies the streets within the project limits as follows:

- Artesia Boulevard – Secondary Arterial
- Beach Boulevard – Principal Arterial Highway
- Buena Park Downtown Mall East – unclassified
- Crescent Avenue and Knott Avenue – Secondary Arterial
- La Palma Avenue and San Marino Drive – Primary Arterial
- Maple Drive/Buena Park Downtown – unclassified
- Orangethorpe Avenue – Major Arterial Highway
- Stanton Avenue – Secondary Arterial
- Valley View Street at La Palma Avenue – Principal Arterial Highway
- Western Avenue – Secondary Arterial
- Younger Drive/Monroe Avenue – unclassified

3.3 Zoning

The zoning of the property adjacent to or surrounding the project intersections is consistent with the general plan land use designations.

4.0 CLASS 1 AND CLASS 2 CATEGORICAL EXEMPTION CHECKLIST

INFORMATION DEMONSTRATING THAT THE PROJECT SATISFIES THE CONDITIONS DESCRIBED IN SECTION 15301(c) and 15302(c) OF TITLE 14 OF THE CALIFORNIA CODE OF REGULATIONS:

Exempt Status

Class 1 and Class 2 Categorical Exemptions

Type, Section or Code

Section 15301 (c): EXISTING FACILITIES and,
Section 15302 (c): REPLACEMENT OR RECONSTRUCTION

Reasons for Exemption

CEQA Guidelines Section 15301 (c) Existing Facilities, Class 1. This Project meets Section 15301 Existing Facilities Class 1 (c) repair and maintenance categorical exemption, because the Project consists of the repair and maintenance of existing City right-of-way (ROW), bicycle and pedestrian facilities for the purposes of public safety and would not result in an expansion of use or add capacity.

CEQA Guidelines Section 15302 (c) Replacement or Reconstruction, Class 2. This Project meets Section 15302 Replacement or Reconstruction Class 2 (c) categorical exemption, because it involves the replacement of existing facilities to meet current safety standards and will have the same purpose with no expansion of use.

Projects must also meet the following tests to be eligible for a CE:

1. *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The Buena Park Citywide Traffic Signal Upgrades and Safety Enhancements Project will implement transportation safety improvements throughout the City. The nature of these improvements will not create a significant cumulative impact on the environment.

2. *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The Buena Park Citywide Traffic Signal Upgrades and Safety Enhancements Project intersections are contained within existing paved roadways in the City of Buena Park. The project will include replacement of traffic poles which will require some excavation on previously disturbed ground. There are no unusual circumstances related to the segments of road or the project regarding use that would have a significant effect on the environment.

3. *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

The project will not result in damage to scenic resources, including trees, historic buildings, rock outcroppings or similar resources. The project footprint is in an existing urban environment and would not result in tree removal or changes to natural geological aesthetic areas. Therefore, there would be no impacts to natural scenic resources with implementation of the Project.

4. *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. Section 65962.5 of the California Government Code requires the Department of Toxic Substances Control to compile and update, at least annually, a list of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.*

A data search for Section 65962.5 hazardous waste sites on or near the project site concluded that there is one active hazardous waste site located at 8858 Knott Avenue on the southeast corner of Knott Avenue and Younger Drive/Monroe Avenues. This site contains tetrachloroethylene (PCE), which is a potential contaminant of concern. The site is located in a building and is not on the roadway.

Several closed cases are located near the proposed project intersections. All closed and open hazardous waste cases near the project intersections are identified below in Table 1. None of these sites are expected to be impacted by the project.

Table 1
Closed and Open Hazardous Waste Facilities

Intersection		Number of Hazardous Waste Sites
1.	Stanton Avenue and La Palma Avenue	No Sites
2.	Knott Avenue and Crescent Avenue	1. Southeast corner – Mobile LUST clean-up site, case closed
3.	Valley View Street and La Palma Avenue	1. Northwest corner – Exxon LUST clean-up site, case closed 2. Northeast corner – Chevron LUST clean-up site, case closed 3. Southwest corner – Mobil LUST clean-up site, case closed
4.	Beach Boulevard and La Palma Avenue	No Sites
5.	Stanton Avenue and Orangethorpe Avenue	1. Northeast Corner – KAMIZOLAS property, LUST Cleanup Site, case closed 2. Northwest corner – City of Buena Park, LUST Cleanup Site, case closed
6.	Beach Boulevard and Crescent Avenue	No Sites
7.	Western Avenue and Orangethorpe Avenue	1. Southeast corner – Thrifty Oil, LUST clean-up site, case closed
8.	Valley View Street and Crescent Avenue	No Sites
9.	Stanton Avenue and Artesia Boulevard	No Sites
10.	Buena Park Downtown Mall East and La Palma Avenue	1. South of La Palma – JC Penny, LUST clean-up site, case closed
11.	Knott Avenue and Younger Drive/Monroe Avenue	1. Southeast corner – KNOTT CENTER (T10000014103) 8858 Knott Avenue Cleanup Program Site, Status: Open Site Assessment Loc Case #: 20IC001
12.	Stanton Avenue and Maple Drive/Buena Park Downtown	No Sites
13.	San Marino Drive and La Palma Avenue	No Sites
Source: https://geotracker.waterboards.ca.gov (April 24, 2024)		

5. *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

According to the City of Buena Park General Plan, there are no historical structures within or near the project footprint that would be impacted by the project. The proposed safety improvements will be in the existing right of way and will not result in the removal or disturbance of any historical resources.

In summary, the project involves no expansion of use or capacity and qualifies for CEQA Code Section 15301 (c) and 15302 (c) Categorical Exemptions.

5.0 DETERMINATION

I find that the answers given above are adequately supported by the information sources cited following each question and that the effects of the proposed project are typical of those generated with that class of projects (i.e., Class 1 and 2) meeting the requirements of Sections 15301 and 15302 of Title 14 of the California Code of Regulations. The proposed project will not have a significant effect on the environment and is, therefore, categorically exempt from the requirement for the preparation of environmental documents under the California Environmental Quality Act.



Mina Mikhael, P.E., Director of Public Works/City Engineer
Phone: (714) 562-3670

10/1/24

Date

6.0 REFERENCES

The following documents were sources of information during preparation of this document. They are available for public review in the City of Buena Park Community Development department.

1. City of Buena Park General Plan 2035 Draft Environmental Impact Report (September 2010).
2. Federal Highway Administration's Manual on Uniform Traffic Control Devices (FHWA, 2009).
3. California Code of Regulations (April 24, 2024, <https://oal.ca.gov/publications/ccr/>).

7.0 ATTACHMENTS

Attachment A – Buena Park Citywide Traffic Signal Upgrades and Safety Enhancements Conceptual Plans (AGA Engineers, Inc., May 2024)

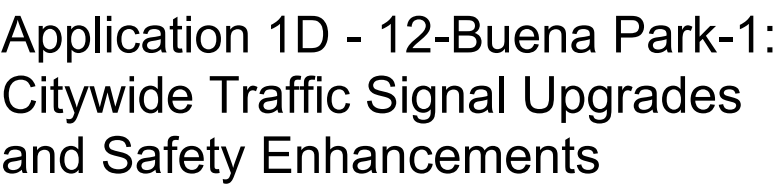
Attachment B – Transportation Improvement Locations (AGA Engineers, Inc., April 2024)

Attachment C – Proposed Improvements Table (AGA Engineers, Inc., May 2024)

Attachment D –Locations with Proposed Signal Poles (AGA Engineers, Inc., May 2024)

ATTACHMENT A

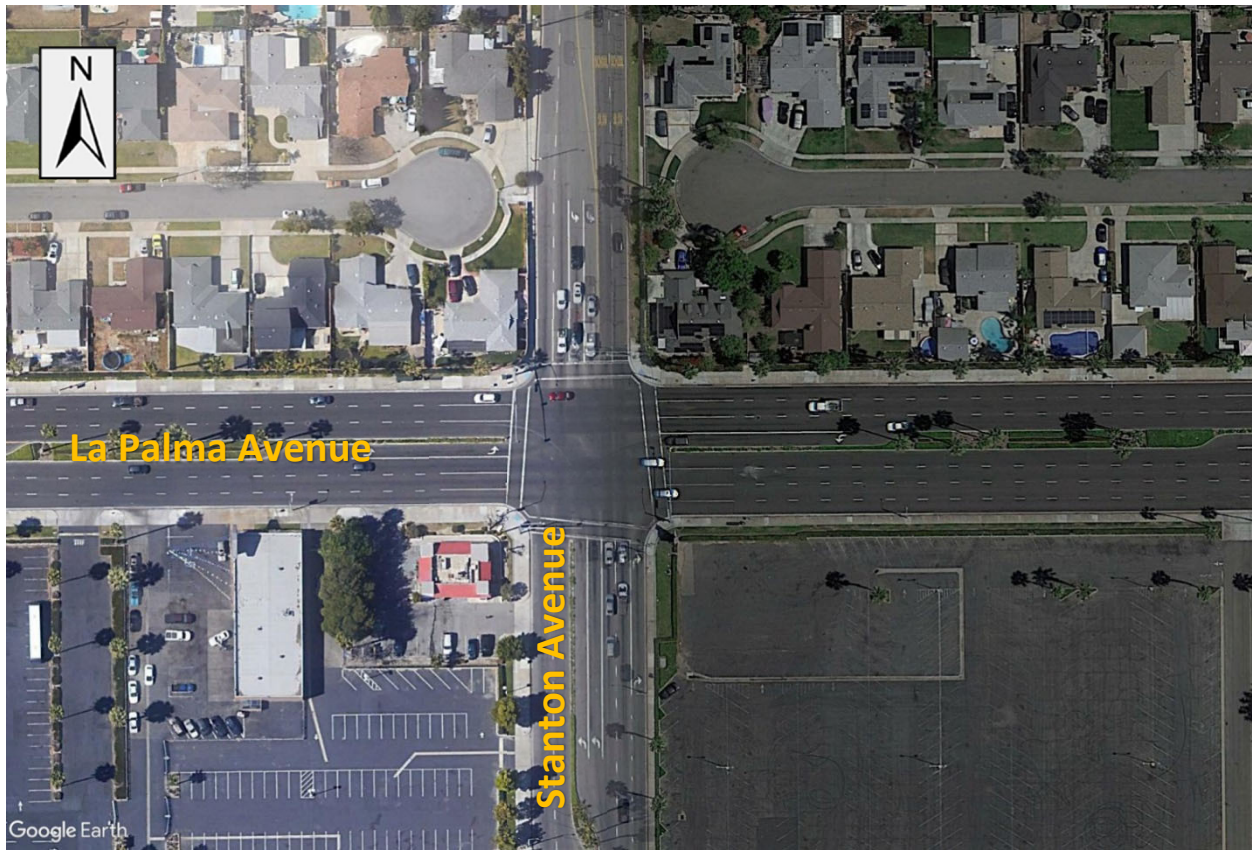
Buena Park Citywide Traffic Signal Upgrades
and Safety Enhancements Conceptual Plans



PROPOSED IMPROVEMENTS



La Palma Avenue at Stanton Avenue



The countermeasure influence area of 250 feet from the signalized intersection was used for all approaches.

Improvements

- Add 1 Vehicle Head on Mast Arm(All)
- Additional Vehicle Heads Require Upgrade to EB Traffic Signal Poles
- 3 New CD Heads
- LPI (New Controller)

Knott Avenue at Crescent Avenue



The countermeasure influence area of 250 feet from the signalized intersection was used for all approaches.

Improvements

- 2 New CD Heads
- LPI (New Controller)

Valley View Street at La Palma Avenue



The countermeasure influence area of 250 feet from the signalized intersection was used for all approaches.

Improvements

- Add 1 Vehicle Head on Mast Arm(NB,SB,WB)
- LPI (New Controller)

Beach Boulevard at La Palma Avenue



The countermeasure influence area of 250 feet from the signalized intersection was used for all approaches.

Improvements

- Add 1 Vehicle Head on Mast Arm(All)
- Additional Vehicle Heads Require Upgrade to NB Traffic Signal Poles
- 6 New CD Heads
- LPI (New Controller)

Stanton Avenue at Orangethorpe Avenue



The countermeasure influence area of 250 feet from the signalized intersection was used for all approaches.

Improvements

- Add 1 Vehicle Head on Mast Arm (WB)
- Additional Vehicle Heads Require Upgrade to WB Traffic Signal Poles
- 3 New CD Heads
- LPI (New Controller)

Beach Boulevard at Crescent Avenue

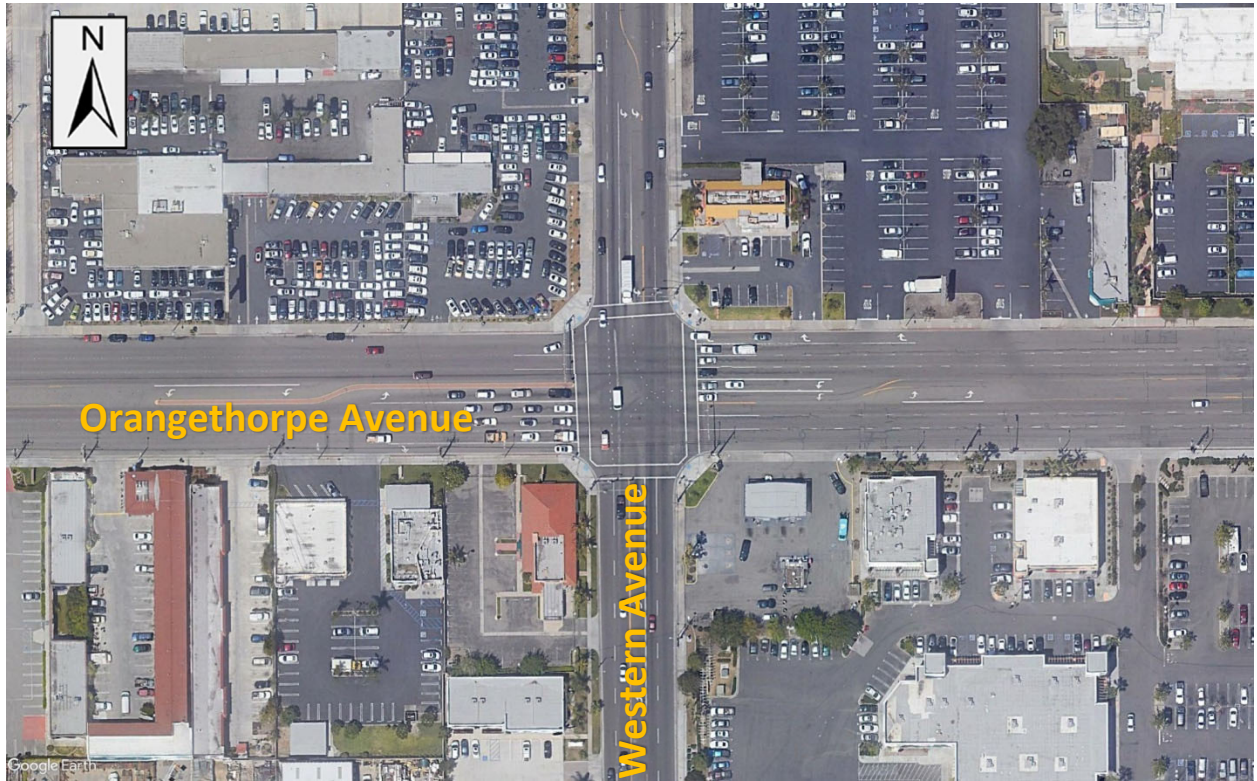


The countermeasure influence area of 250 feet from the signalized intersection was used for all approaches.

Improvements

- Add 1 Vehicle Head On Mast Arm(NB,SB)
- Upgrade EB Traffic Signal Mast Arm/Poles
- 7 New CD Heads
- LPI (New Controller)

Western Avenue at Orangethorpe Avenue

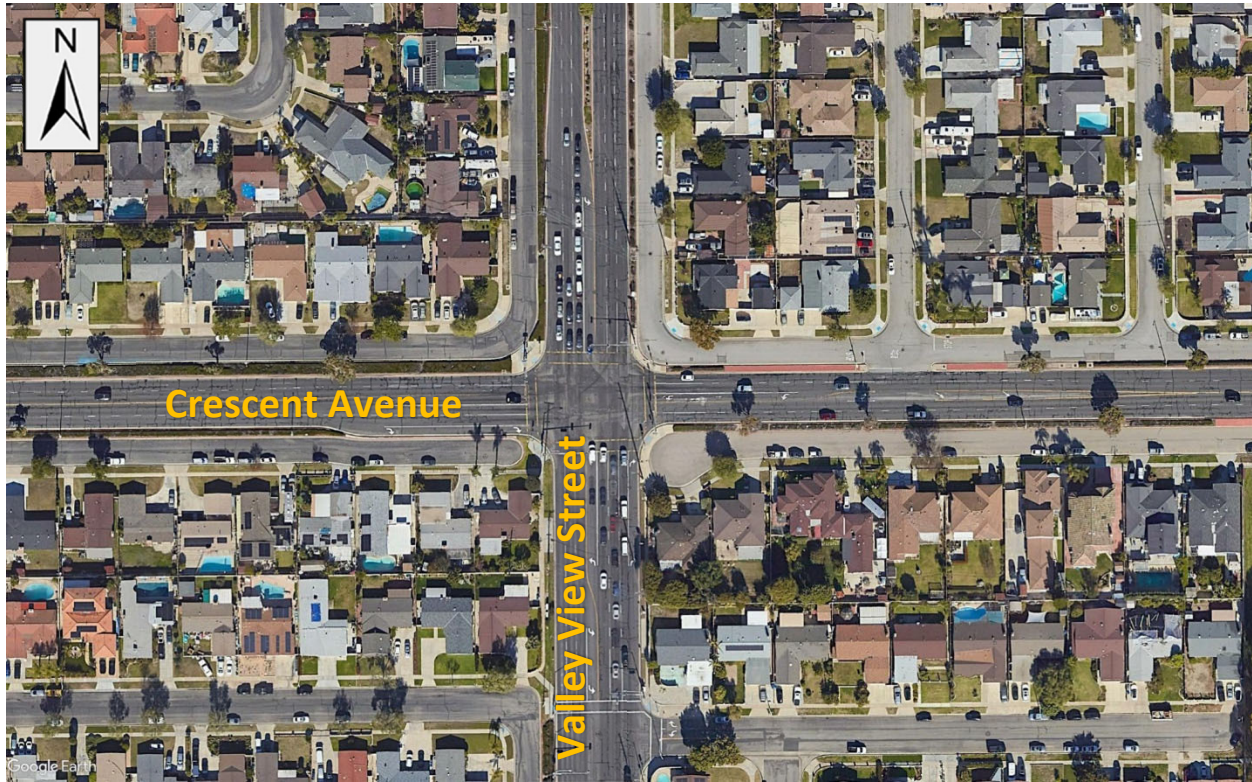


The countermeasure influence area of 250 feet from the signalized intersection was used for all approaches.

Improvements

- Add 1 Vehicle Head On Mast Arm(EB,WB)
- 6 New CD Heads
- LPI (New Controller)

Valley View Street at Crescent Avenue

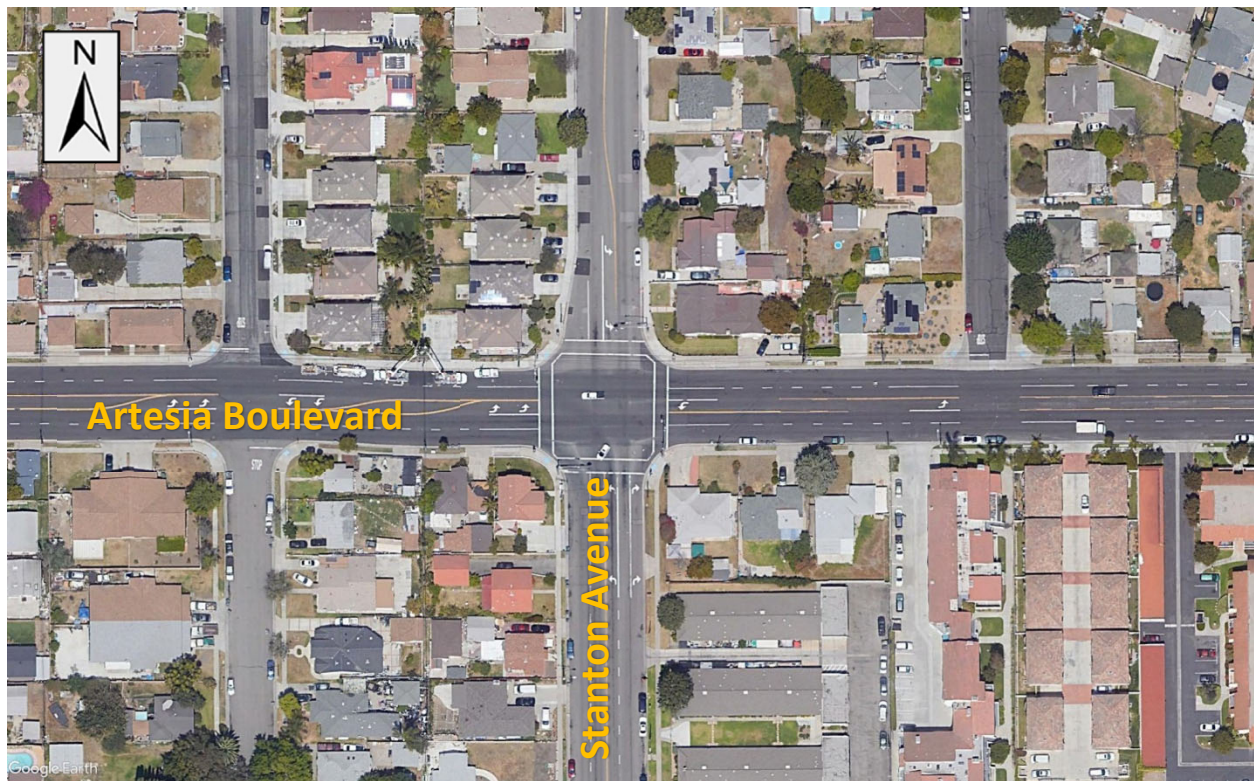


The countermeasure influence area of 250 feet from the signalized intersection was used for all approaches.

Improvements

- Add 1 Vehicle Head on Mast Arm(NB,SB)
- LPI (New Controller)

Stanton Avenue at Artesia Boulevard



The countermeasure influence area of 250 feet from the signalized intersection was used for all approaches.

Improvements

- 2 New CD Heads
- LPI (New Controller)

Buena Park Downtown Mall East at La Palma Avenue



The countermeasure influence area of 250 feet from the signalized intersection was used for all approaches.

Improvements

- Add 1 Vehicle Head on Mast Arm(EB & WB)
- Additional WB Vehicle Head Requires Upgrade to WB Traffic Signal Mast Arm/Pole
- 6 New CD Heads
- LPI (New Controller)

Knott Avenue at Younger Drive/Monroe Avenue



The countermeasure influence area of 250 feet from the signalized intersection was used for all approaches.

Improvements

- 5 New CD Heads
- LPI (New Controller)

Stanton Avenue at Buena Park Downtown Mall East

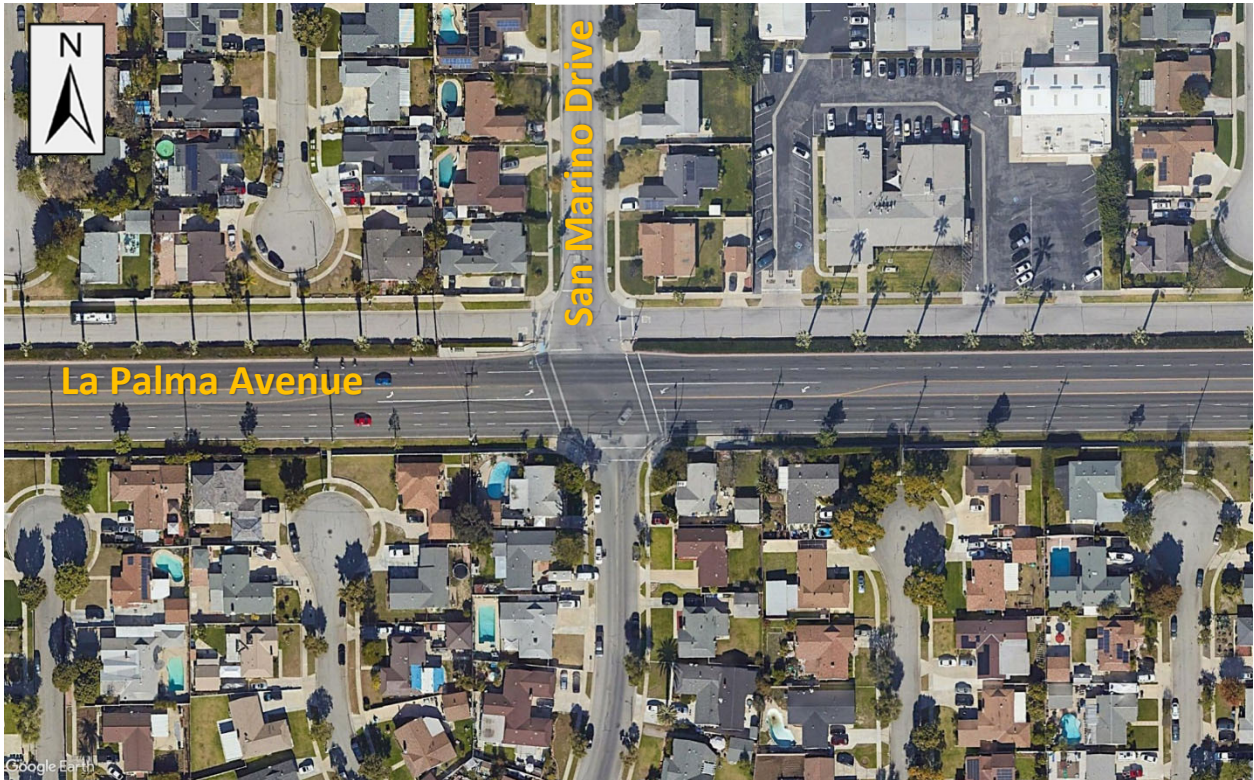


The countermeasure influence area of 250 feet from the signalized intersection was used for all approaches.

Improvements

- LPI (New Controller)

La Palma Avenue at San Marino Drive



The countermeasure influence area of 250 feet from the signalized intersection was used for all approaches.

Improvements

- LPI (New Controller)

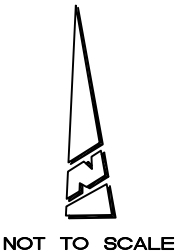
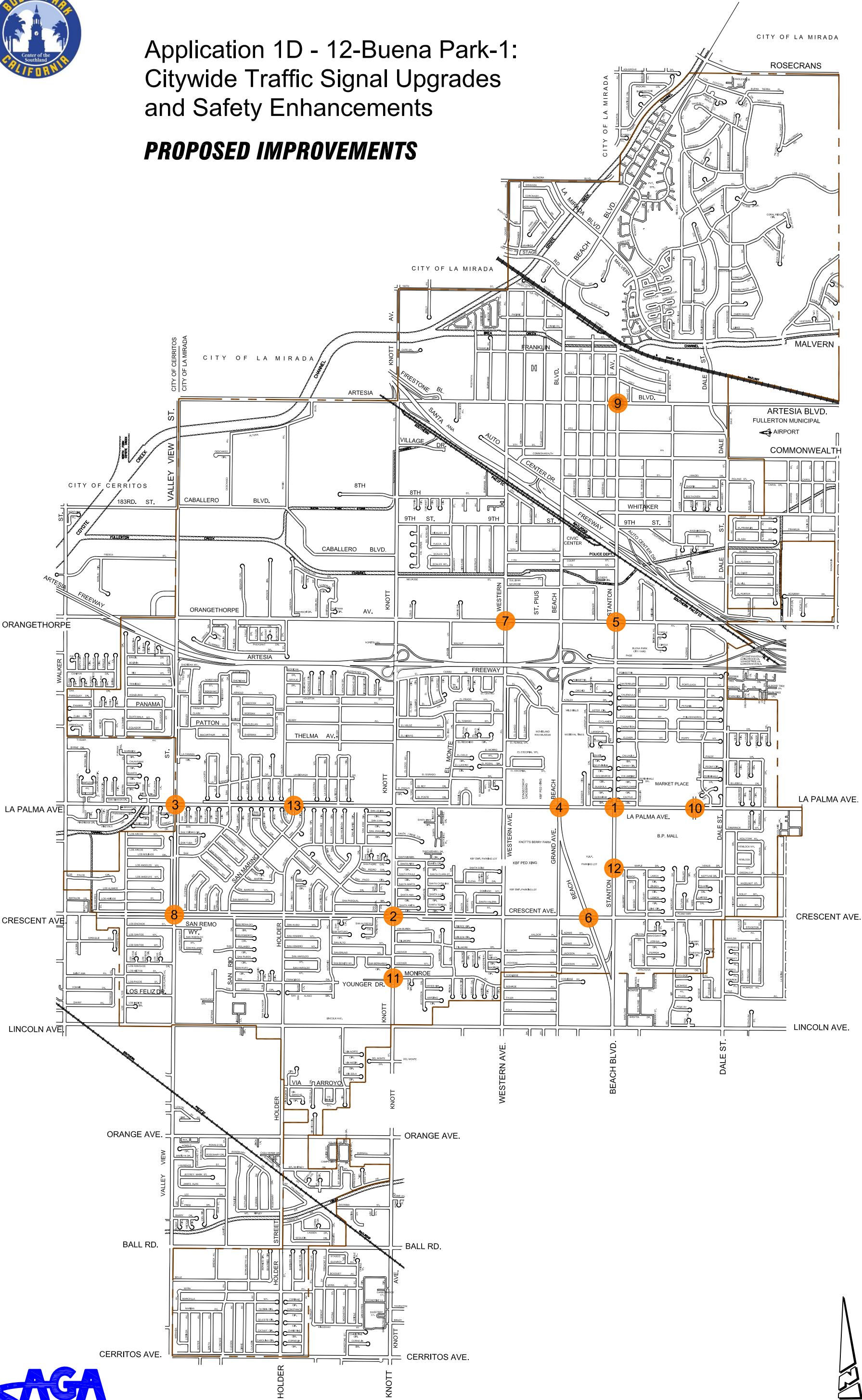
ATTACHMENT B

Transportation Improvement Locations



Application 1D - 12-Buena Park-1:
Citywide Traffic Signal Upgrades
and Safety Enhancements

PROPOSED IMPROVEMENTS



ATTACHMENT C

Proposed Improvements Table

Project Citywide Traffic Signal Upgrades & Safety Enhancements - Proposed Improvements List

Intersection			Improvements Listed in the Grant	Traffic Signal Pole	Additional Recommended Improvements
No.	North/South Street	East/West Street			
1	Stanton Avenue	La Palma Avenue	- Add 1 Vehicle Head on Mast Arm (All) - Additional Vehicle Heads Require Upgrade to EB Traffic Signal Pole * - 3 New CD Heads - LPI (New Controller)	*One (1) Pole Type 61-5-100	1. Replace the old vehicular signal heads with new signal heads. 2. Install 2" wide retroreflective tape on all vehicular heads. 3. Install APS system or replace old ped push button assemblies 4. Upgrade IISNS with new LED IISNS. 5. Install N/S/W left-turn signs accordingly.
2	Knott Avenue	Crescent Avenue	- 2 New CD Heads - LPI (New Controller)		1. Install 2" wide retroreflective tape on all vehicular heads. 2. Install APS system or replace old ped push button assemblies. 3. Upgrade IISNS with new LED IISNS. 4. Install N/S left-turn signs accordingly.
3	Valley View Street	La Palma Avenue	- Add 1 Vehicle Head on Mast Arm (NB, SB, and WB) - LPI (New Controller)		1. Replace all the vehicular signal heads with new signal heads. 2. Install 2" wide retroreflective tape on all vehicular heads. 3. Install APS system or replace old ped push button assemblies. 4. Upgrade IISNS with new LED IISNS. 5. Upgrade old signs. 6. Install N/S/E/W left-turn signs accordingly.
4	Beach Boulevard	La Palma Avenue	- Add 1 Vehicle Head on Mast Arm (All) - Additional Vehicle Heads Require Upgrade to NB Traffic Signal Pole * - 6 New CD Heads - LPI (New Controller)	*One (1) Pole Type 61-5-100	1. Install 2" wide retroreflective tape on all vehicular heads. 2. Install APS system or replace old ped push button assemblies. 3. Upgrade IISNS with new LED IISNS.
5	Stanton Avenue	Orangethorpe Avenue	- Add 1 Vehicle Head on Mast Arm (WB) - Additional Vehicle Heads Require Upgrade to WB Traffic Signal Pole * - 3 New CD Heads - LPI (New Controller)	*One (1) Pole Type 61-5-100	1. Replace the old vehicular signal heads with new signal heads. 2. Install 2" wide retroreflective tape on all vehicular heads. 3. Install APS system or replace old ped push button assemblies. 4. Upgrade IISNS with new LED IISNS. 5. Install N/S/E/W left-turn signs accordingly. 6. Replace cracked pull box lids.
6	Beach Boulevard	Crescent Avenue	- Add 1 Vehicle Head On Mast Arm (NB,SB) - 7 New CD Heads - LPI (New Controller)	*One (1) Pole Type 24-4-100	1. Replace the old vehicular signal heads with new signal heads. 2. Install 2" wide retroreflective tape on all vehicular heads. 3. Install APS system or replace old ped push button assemblies. 4. Upgrade IISNS with new LED IISNS. 5. Install E/W & N/S left-turn signs accordingly. 6. Replace cracked pull box lids.
7	Western Avenue	Orangethorpe Avenue	- Add 1 Vehicle Head On Mast Arm (EB,WB) - 6 New CD Heads - LPI (New Controller)		1. Replace the old vehicular signal heads with new signal heads. 2. Install 2" wide retroreflective tape on all vehicular heads. 3. Install APS system or replace old ped push button assemblies. 4. Upgrade IISNS with new LED IISNS. 5. Install N/S/E/W left-turn signs accordingly.
8	Valley View Street	Crescent Avenue	- Add 1 Vehicle Head on Mast Arm (NB,SB) - LPI (New Controller)		1. Replace the old vehicular signal heads with new signal heads. 2. Install 2" wide retroreflective tape on all vehicular heads. 3. Install APS system or replace old ped push button assemblies. 4. Upgrade IISNS with new LED IISNS. 5. Install E/W & N/S left-turn signs accordingly.
9	Stanton Avenue	Artesia Boulevard	- 2 New CD Heads - LPI (New Controller)		1. Replace the old vehicular signal heads with new signal heads. 2. Install 2" wide retroreflective tape on all vehicular heads. 3. Install APS system or replace old ped push button assemblies. 4. Upgrade IISNS with new LED IISNS.
10	Buena Park Downtown Mall East	La Palma Avenue	- Add 1 Vehicle Head on Mast Arm (EB,WB) - Additional WB Vehicle Head Requires Upgrade to WB Traffic Signal Mast Arm/Pole * - 6 New CD Heads - LPI (New Controller)	*One (1) Pole Type 29-5-100	1. Install 2" wide retroreflective tape on all vehicular heads. 2. Install APS system or replace old ped push button assemblies. 3. Upgrade IISNS with new LED IISNS. 4. Install E/W left-turn signs accordingly.
11	Knott Avenue	Younger Drive/Monroe Avenue	- 5 New CD Heads - LPI (New Controller)		1. Install 2" wide retroreflective tape on all vehicular heads. 2. Install APS system or replace old ped push button assemblies. 3. Upgrade IISNS with new LED IISNS.
12	Stanton Avenue	Maple Drive/Buena Park Downtown	- LPI (New Controller)		1. Replace the old vehicular signal heads with new signal heads. 2. Install 2" wide retroreflective tape on all vehicular heads. 3. Install APS system or replace old ped push button assemblies. 4. Upgrade IISNS with new LED IISNS. 5. Upgrade the SE corner curb ramp to ADA compliance.
13	San Marino Drive	La Palma Avenue	- LPI (New Controller)		1. Replace the old vehicular signal heads with new signal heads. 2. Install 2" wide retroreflective tape on all vehicular heads. 3. Install APS system or replace old ped push button assemblies. 4. Upgrade IISNS with new LED IISNS. 5. Construct ADA ped refuge or curb ramp ADA through the median on the east leg of the intersection.

ATTACHMENT D

Locations with Proposed Signal Poles

HSIPSL-5310 (044) Citywide Traffic Signal Upgrades & Safety Enhancements Project
Locations with Proposed Signal Poles

Intersection	Corner	Item	Foundation		Ex Utility Depth*
			Diameter	Depth	
Stanton Ave & La Palma Ave	SE Corner	Ex Type 29-5-129 Standard	3'	9.2'	13'
		New Type 61-5-100 Standard	4.5'	15'	
Beach Blvd & La Palma Ave	NE Corner	Ex Type 29A-5-70 Standard	3'	8'	12.5'
		New Type 61-5-100 Standard	4.5'	15'	
Beach Blvd & Crescent Ave	SE Corner	Ex Type 19A-3-70 Standard	2.5'	8'	10'
		New Type 24-4-100 Standard	3.5'	12'	
Buena Park Downtown Mall East & La Palma Ave	NW Corner	Ex Type 26-3-70 Standard	3'	8'	5'
		New Type 29-5-100 Standard	4'	14'	
Stanton Ave & Orangethorpe Ave	NW Corner	Ex Type 26-4-161 Standard	3'	9'	5'
		New Type 61-5-100 Standard	4.5'	15'	

* Existing utility depth per available records (Lowest depth)