

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 80-206
FEDERAL AID PRIMARY FUNDS FOR)
A SIGNAL AT MT. HOOD HIGHWAY) Introduced by the Joint
AND BIRSDALE AVENUE) Policy Advisory Committee on
) Transportation

WHEREAS, Through Resolution No. 80-186, the Metro Council adopted the Transportation Improvement Program (TIP) and its Annual Element; and

WHEREAS, From time to time new projects must be entered into the TIP upon approval of Metro Council; and

WHEREAS, The Oregon Department of Transportation (ODOT) has requested that \$107,360 in Federal Aid Primary funds be authorized to cover a signal at Mt. Hood Highway and Birdsdale Avenue;

WHEREAS, ODOT oversees Federal Aid Primary funds and recommends their use on this project; and

WHEREAS, These funds will be federally obligated in FY 1981; now, therefore,

BE IT RESOLVED,

1. That \$107,360 of Federal Aid Primary funds be authorized for a signal at Mt. Hood Highway and Birdsdale Avenue.
2. That the TIP and its Annual Element be amended to reflect this authorization as set forth in Exhibit "A."
3. That the Metro Council finds the project in accordance

with the region's continuing, cooperative, comprehensive planning process and, hereby, gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District this 18th day of December, 1980.



Presiding Officer

BP:et/1169B/188

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Oregon Dept. of Transportation
 LIMITS Mt. Hood Hwy. @ Birdsdale Ave. LENGTH 0.0
 DESCRIPTION Install a five-phase traffic signal with roadway channelization for a left turn lane.

PROJECT NAME Mt. Hood Hwy. @ Birdsdale Ave.
 ID No EA214
 APPLICANT ODOT

SCHEDULE

TO ODOT _____
 PE OK'D _____ EIS OK'D _____
 CAT'Y _____ BID LET _____
 HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
 LONG RANGE ELEMENT _____ TSM ELEMENT _____

FUNDING PLAN BY FISCAL YEAR (\$000)

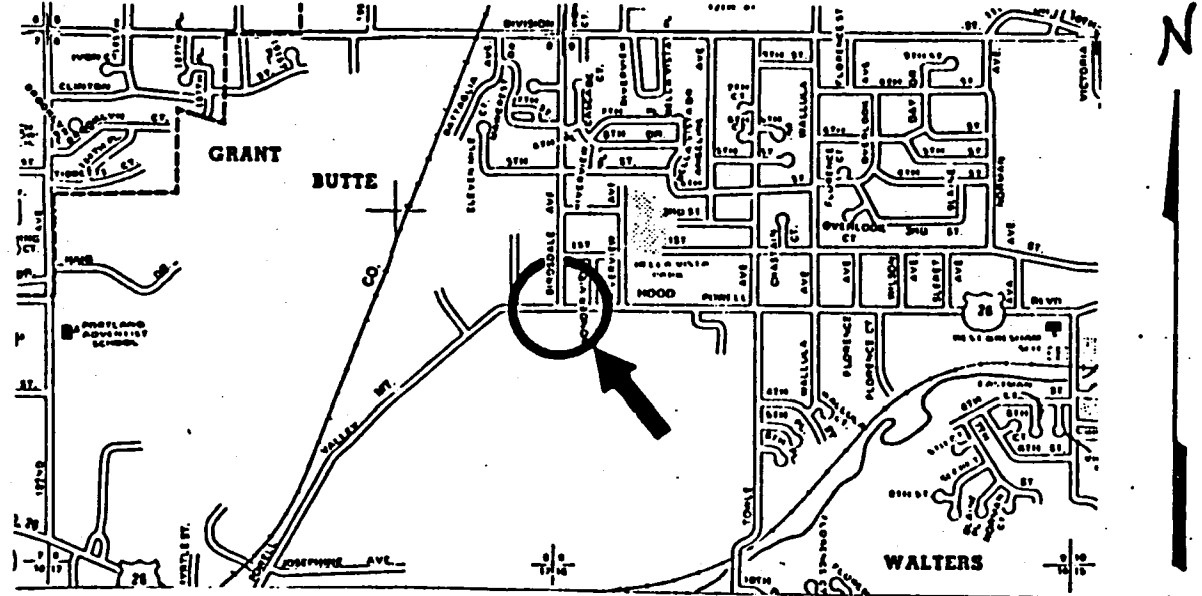
	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL	_____	_____	_____	122	_____	122
FEDERAL	_____	_____	_____	107	_____	107
STATE	_____	_____	_____	15	_____	15
LOCAL	_____	_____	_____	_____	_____	_____

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 12,000
 CONSTRUCTION _____
 RIGHT OF WAY 10,000
 TRAFFIC CONTROL 100,000
 ILLUMIN, SIGNS, LANDSCAPING, ETC _____
 STRUCTURES _____
 RAILROAD CROSSINGS _____

_____ 122,000
TOTAL \$ _____

LOCATION MAP



SOURCE OF FUNDS (%)

FEDERAL
 FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL _____ UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY 88
 INTERSTATE _____
 SUBSTITUTION _____

NON FEDERAL
 STATE 12 LOCAL _____

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Authorizing Federal Aid Primary Funds for a Signal at
 Mt. Hood Highway and Birdsdale Avenue.

Res 80-206

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution authorizing \$107,360 of Federal Aid Primary funds for a signal at Mt. Hood Highway and Birdsdale Avenue.
- B. POLICY IMPACT: This action will amend the Transportation Improvement Program (TIP) to include the noted project and enable the Oregon Department of Transportation (ODOT) to undertake obligations of federal funds. TPAC and JPACT have reviewed and approved this project.
- C. BUDGET IMPACT: ODOT oversees Federal Aid Primary funds and recommends their use on this project.

II. ANALYSIS:

- A. BACKGROUND: ODOT has requested the TIP be amended to include this project for FY 1981.

Sizable residential development on Birdsdale is taking place with increased traffic movement. No signal now exists, with the result that left turns to Birdsdale constitute a safety and traffic flow problem.

This project would provide a five-phase signal and left-turn lane at the intersection, thus allowing for safe movement of eastbound traffic onto Birdsdale. Similarly, exiting traffic from Birdsdale would be facilitated through separate signal indications.

- B. ALTERNATIVES CONSIDERED: 1) A separate left-turn lane would provide access to Birdsdale but would not facilitate exiting movements; 2) a three-way stop sign would impede traffic flow on Mt. Hood Highway; 3) a signal without a left-turn lane would not improve safety of turning movements to Birdsdale.
- C. CONCLUSION: Metro staff recommends approval of the attached Resolution.