



## Legislation Details (With Text)

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**Type:** Contract/Agreement      **Status:** Passed

**File created:** 4/11/2018      **In control:** Board of Mayor & Aldermen

**On agenda:** 5/8/2018      **Final action:** 5/8/2018

**Title:** Consideration of a Professional Services Agreement (COF Contract No. 2018-0062) with Alfred Benesch & Company for the Design of Intersection Improvements at the McEwen Drive Interchange with I-65 in an Amount Not-to-Exceed \$28,365.60 (04/26/18 CIC 3-0)

**Sponsors:** Engineering

**Indexes:**

**Code sections:**

**Attachments:** 1. C2018-0062\_PSA\_Benesch\_McEwenI65Improvements\_with attachment.Law Approved

Date	Ver.	Action By	Action	Result
5/8/2018	1	Board of Mayor & Aldermen	approved	Pass
4/26/2018	1	Capital Investment Committee	referred as a Consent Item	Pass

**DATE:** April 26, 2018

**TO:** Board of Mayor and Aldermen

**FROM:** Eric Stuckey, City Administrator  
Paul Holzen, City Engineer/Director of Engineering  
Jonathan Marston, Assistant Director of Engineering

**SUBJECT:**

Consideration of a Professional Services Agreement (COF Contract No. 2018-0062) with Alfred Benesch & Company for the Design of Intersection Improvements at the McEwen Drive Interchange with I-65 in an Amount Not-to-Exceed \$28,365.60 (04/26/18 CIC 3-0)

**Purpose**

The purpose of this memo is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning a Professional Services Agreement (PSA) with Alfred Benesch & Company (Benesch) for the design of intersection improvements at the McEwen Drive interchange with I-65.

**Background**

With the continued development in Cool Springs area, the delay experienced by area motorists increases. In recent months, City staff have received several requests to improve traffic flow on McEwen Drive in the area surrounding the Franklin Park development site. Some of the specific complaints included delay at the Tower Circle intersection and at the interchange. Staff has tried to address these concerns by modifying the area traffic signal timing. Unfortunately, during peak traffic, there is simply not enough capacity.

Since its completion in 2007, the lane configuration at the McEwen Drive interchange has remained the unchanged. This original configuration included dual left-turn lanes for 3 of the 4 major directions, with the exception being westbound traffic on McEwen Drive. While the traffic levels at the time of construction did not warrant a dual left-turn for westbound McEwen Drive traffic, both the interchange itself and McEwen Drive were construction to support the future addition of a second left-turn lane. Staff believes that the addition of this second left-turn lane will help ease some of the area congestion during peak traffic periods.

At first glance, the addition of a second westbound left-turn lane seems as simple as performing some minor pavement striping and signal modifications. However, after further study, staff realized that some physical modifications will be required on the southbound entrance ramps to I-65. A detailed design will be needed in order to ensure that these improvements are constructed correctly.

#### **Financial Impact**

The cost of the PSA is \$28,365.60. The Engineering Department will work closely with Administration and Finance to determine the most appropriate and available source of funding for this design. Also, additional funding would need to be allocated to allow for construction of the improvements.

#### **Recommendation**

Staff recommends approval of the PSA (COF Contract No. 2018-0062 with Alfred Benesch & Company in an amount not-to-exceed \$28,365.60.