



# City of Franklin

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## Legislation Details (With Text)

**File #:** 18-0909    **Version:** 1    **Name:**  
**Type:** Contract/Agreement    **Status:** Passed  
**File created:** 8/28/2018    **In control:** Board of Mayor & Aldermen  
**On agenda:** 9/11/2018    **Final action:** 9/11/2018  
**Title:** Consideration of a Professional Services Agreement (COF Contract No. 2018-0189) with Temple, Inc. for the Implementation of an Adaptive Signal Control Technology System (TDOT PIN 116144.01) in the Amount of \$435,337.00 (CIC 8/23/2018 3-0)  
**Sponsors:** Engineering

**Indexes:**

**Code sections:**

**Attachments:** 1. 2018-0189 PSA\_Temple\_ASCT\_Implementation\_with attachment.Law Approved.pdf, 2. PC\_SCOOT\_Flyer\_FINAL.pdf

Date	Ver.	Action By	Action	Result
9/11/2018	1	Board of Mayor & Aldermen	approved	

**DATE:** August 23, 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. 2018-0189) with Temple, Inc. for the Implementation of an Adaptive Signal Control Technology System (TDOT PIN 116144.01) in the Amount of \$435,337.00 (CIC 8/23/2018 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 Temple, Inc. for the implementation of an Adaptive Signal Control Technology (ASCT) System in the Cool Springs Area.

**Background**

On April 8, 2014, the BOMA approved a PSA (COF Contract No. 2013-0184) with Gresham Smith & Partners (GS&P) to perform the design and construction inspection for an adaptive traffic signal system in the Cool Springs area. Because this project is funded primarily (e.g. 80% federal/20% local) with a federal grant, the City is required to comply with all federal and state guidelines.

One of the first steps was to perform a Systems Engineering Analysis (SEA) to better define the project and to

provide a rationale for the expected operations of the proposed adaptive system. The SEA was ultimately approved by the Federal Highway Administration (FHWA) on May 20, 2015. This was followed by the development of preliminary design plans.

The next step was to select a vendor to provide the ASCT system. Because the system must operate seamlessly with our existing infrastructure, the Tennessee Department of Transportation (TDOT) allowed the City to select a system vendor via a qualifications-based process, rather than by a simple low bid. After a thorough evaluation of the submittals, the project team unanimously selected Temple, Inc. (Temple), who is the regional vendor for the Split Cycle Offset Optimization Technique (SCOOT) system, which is developed by Siemens. A brochure, giving a high-level overview of SCOOT's capabilities, has been included as an attachment. It should be noted the Siemens is also the manufacturer of the City's traffic signal controllers. Therefore, staff expects excellent compatibility between the traffic signals in the field and the SCOOT software.

Upon selection of a system vendor, City staff requested a Notice to Proceed (NTP) for the implementation phase from TDOT Local Programs. This NTP will allow the City to proceed with final plans development and implementation of the adaptive system. Unfortunately, TDOT notified the City that its environmental clearances for this project expired and would need to be recertified. Ultimately, the environmental clearances were re-approved on November 17, 2017, and TDOT issued the NTP for implementation on April 11, 2018.

Over the past several months, City staff and the project designer have been working with Temple to develop a suitable scope of services for the implementation of the SCOOT software. That scope of services is presented as Attachment A to the PSA (COF Contract No. 2018-0189) for consideration.

### **Financial Impact**

All phases of this project are primarily funded by a federal grant (e.g. 80% federal/20% local). The original estimate for the implementation phase of the project was \$375,000. Because this estimate was completed several years ago, the actual cost has risen to \$435,337.00, which is a 16% cost increase over the original estimate. As this project moves into implementation and toward construction, staff will closely monitor available funds. If needed for the project as a whole, staff can *request* additional federal funds to cover any shortfalls. While the City is not guaranteed any additional funding, the Nashville Area Metropolitan Planning Organization (MPO) is understanding of increasing costs and can sometimes offer additional funding.

This project is included in the approved FY 2018-2019 annual budget for the Traffic Operations Center (TOC). The General Ledger (GL) code to be used for project expenses is 110-89530-41610.

### **Recommendation**

Staff recommends approval of the PSA (COF Contract No. 2018-0189) with Temple, Inc. in the amount of \$435,337.00.