



## Legislation Details (With Text)

**File #:** 19-0791      **Version:** 1      **Name:**  
**Type:** Contract/Agreement      **Status:** Agenda Ready  
**File created:** 8/6/2019      **In control:** Board of Mayor & Aldermen  
**On agenda:** 9/10/2019      **Final action:**  
**Title:** Consideration of a Professional Services Agreement (COF Contract No. 2019-0233) with Alfred Benesch & Company for the Final Design of the Old Peytonsville Road & Long Lane Bridge & Connector Project in an Amount Not-to-Exceed \$585,310.50 (8/22/19 CIC 4-0)  
**Sponsors:** Engineering  
**Indexes:**  
**Code sections:**  
**Attachments:** 1. 2019-0233\_PSA\_FinalDesign\_LongLaneConnectorBridge\_with Attachment A.Law Approved.pdf

Date	Ver.	Action By	Action	Result
9/10/2019	1	Board of Mayor & Aldermen	approved on the Consent Agenda	Pass
8/22/2019	1	Capital Investment Committee	referred as a Consent Item	Pass

**DATE:** August 6, 2019

**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. 2019-0233) with Alfred Benesch & Company for the Final Design of the Old Peytonsville Road & Long Lane Bridge & Connector Project in an Amount Not-to-Exceed \$585,310.50 (8/22/19 CIC 4-0)

### Purpose

The purpose of this memorandum 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 final design of the Old Peytonsville Road & Long Lane Bridge & Connector Project.

### Background

In 2007, the BOMA approved a PSA with Clinard Engineering Associates, LLC, who later merged with Benesch, to perform the full design of a bridge and connector project between Old Peytonsville Road and Long Lane and for the realignment of the southern section of Long Lane. In the early stages of design, the project team developed several alternative alignment options for consideration. The team narrowed the options to two. One option, Alternative 5, showed an underpass of I-65, which would require the construction of one or two

bridge structures to support interstate traffic. The other option, Alternative 6, showed an overpass of I-65. This information was presented at a public hearing in September 2007. In a letter dated October 24, 2007, the Chief Engineer for the Tennessee Department of Transportation (TDOT) notified the City that the underpass option, Alternative 5, would “have a negative impact on I-65” and was not considered viable. However, TDOT did express their willingness to work with the City to provide approval of an overpass option. With this information, and no funding programmed for right-of-way acquisition or construction, the City stopped development of plans.

In Spring 2010, City staff drafted another letter to the TDOT Chief Engineer to again request the possibility of an underpass of I-65 to connect Old Peytonsville Road and Long Lane. Secondly, the City requested that any bridge work, which would negatively impact operations along I-65, be considered as a part of the I-65 widening project. Finally, the letter also made reference to a possible connection across I-65 between the southern sections of Berry Farms. The City received a prompt response from the TDOT Chief Engineer that reiterated TDOT’s opinion that the underpass was not considered a viable option. However, TDOT also expressed a willingness to accommodate an overpass as a part of its I-65 widening project.

Ultimately, TDOT agreed to construct the necessary support piers to allow for an overpass connection between Old Peytonsville Road and Long Lane as a part of the I-65 widening project. In July 2012, the BOMA approved a PSA with Benesch to complete a bridge design and a ROW set of roadway plans for the connector project. As a condition of TDOT’s inclusion of the bridge piers with the I-65 widening project, the City agreed to make the Long Lane Overpass project a high priority project, which was accomplished via Resolution 2012-63 on January 22, 2013.

In 2016, TDOT completed construction of Phase 2 of the I-65 Widening Project, which included: the widening of I-65 to 8 lanes, the reconstruction of the Goose Creek Bypass interchange, the widening of Goose Creek Bypass, substantial improvements to Old Peytonsville Road and Long Lane, and the construction of the bridge piers needed for the Long Lane Overpass.

As a part of the fiscal years (FYs) 2019-2028 Capital Investment Program (CIP) prioritization process, the Old Peytonsville Road & Long Lane Bridge & Connector project was the only project to receive interest from all BOMA members. With the latest iteration of the project, City staff recommended expansion of the project scope to include: a gap section of unimproved Long Lane in front of the Ag Center, the possibility of a traffic signal at the intersection of Old Peytonsville Road and Lewisburg Pike, and the improvement of the remaining portion of Peytonsville Road. This new PSA (COF Contract No. 2019-0233) will provide the design needed for the additional work and will complete the full design.

### **Financial Impact**

Funding for the design of this project will come from Road Impact Fee funds. For the overall project, funding will predominantly come from future General Obligations (GO) bond issuances. The remainder will come from a mixture of General Fund Cash, and appropriate Road Impact Fees and Water and Wastewater revenues. The exact ratios and amounts of each funding source will be determined closer to the actual bidding of the construction phase.

### **Recommendation**

Staff recommends approval of the PSA (COF Contract No. 2019-0233) with Alfred Benesch & Company.