

state the terms and conditions as to the manner in which the Project will be completed; and

WHEREAS, the Project consists of the planning and design of a fiber optics communications backbone along certain corridors detailed in Exhibit A, along with signal detection, data collection, and CCTV installation along the corridors, which consist of a combined approximately 40 traffic signals over approximately 8.9 miles; and

WHEREAS, it is deemed to be in the best interests of the Metropolitan Government to approve Amendment 2 so that NDOT may resume work on the Project;

NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Amendment 2 to Agreement No. 2001226, a copy of which is attached hereto as Exhibit A and incorporated herein, by and between TDOT and the Metropolitan Government, acting by and through NDOT is hereby approved, and the Metropolitan Mayor is authorized to execute the same.

Section 2. Any amendments, renewals, or extension of the terms of the agreement may be approved by resolution of the Metropolitan Council.

Section 3. That this resolution shall take effect from and after its adoption, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.

Analysis

This resolution approves the second amendment to an agreement between the Tennessee Department of Transportation ("TDOT") and the Nashville Department of Transportation and Multimodal Infrastructure ("NDOT"). The agreement provides for the planning and design of a fiber optic communications backbone along certain streets in Davidson County, along with signal detection, data collection, Automatic Travelers Information System (ATIS), Intelligent Transportation Systems (ITS), and Communication & Closed-Circuit Television (CCTV) installation.

The Metropolitan Council approved the original agreement on June 27, 2001, pursuant to Ordinance No. BL2001-721. This agreement approved a fiber optics communications backbone and use of ATIS, ITS, and CCTV on 35-40 miles of arterial streets, chosen from the following list:

- US 31/SR 6 (Gallatin Pike)
- US 70S/Broadway/SR 1 (West End Blvd/Harding Road)
- US 70S/US 41/ SR 1 (Murfreesboro Pike)
- US 431/Broadway/21st Ave/SR 106 (Hillsboro Pike)
- Atl. US 41/Alt US 31/ 4th Ave/ SR 11 (Nolensville Pike)
- US 70/SR 24 (Charlotte Pike)
- US 70/SR 24 (Lebanon Pike)
- US 41/SR 11 (Dickerson Pike)

The first amendment to the agreement was approved on November 17, 2004, pursuant to Resolution No. RS2004-597 and changed the scope of work for the agreement to authorize ATIS, ITS, and CCTV on 15-20 miles of arterial streets, from the same list provided above. It further clarified that the contract provided for the design, in addition to the construction, of the project.

This second amendment replaces the entire contract. The agreement amendment reduces the scope of the project for the planning and design of a fiber optics backbone and use of ATIS, ITS, and CCTV. The project will

consist of approximately 40 traffic signals over approximately 8.9 miles of the following streets:

- US 431/SR 106/21st Ave S (Hillsboro Pike), from US 70S/SR 1 (West End Ave) to Warfield Dr;
- Blakemore Ave/31st Ave S, from US 431/SR 106/21st Ave S to US 70S/SR 1 (West End Ave);
- Woodmont Blvd, from US 70S/SR106 (Harding Rd) to US 431/SR 106 (Hillsboro Pike); and
- US70S/ SR1 (West End Ave/Harding Rd), from SR 155 (White Bridge Rd) to I-440

The agreement amendment anticipates that the Metropolitan Government will be responsible for 50% of the cost of the project and the State and/or Federal Government will be responsible for 50% of the cost on a reimbursement basis.