

EXHIBIT D
Designated Intersection Approaches

This Agreement is for the installation, implementation, maintenance and support of the hardware, software and Equipment at existing Designated Intersection Approaches as well as the installation, implementation, and maintenance and support of new intersection approaches. Any new Designated Intersection Approaches shall be determined after completion of any required traffic studies conducted by City Engineering based on community safety and traffic needs. Determination of which approaches at each Designated Intersection Approaches shall be monitored will be based upon a mutual agreement between BLS and the City.

I. Existing Designated Intersections Approaches:

The following intersection approaches have already been determined to be Designated Intersection Approaches and the hardware, software and equipment for the Traffic Control and Safety Enforcement Program shall be installed within 60 days after deployment of 50% of Automated Speed Enforcement Cameras, the Contractor agrees to begin installation of the Traffic Signal Enforcement Program (APE Program).. At each of these Designated Intersection Approaches, BLS will be installing the APE systems in accordance with the Contract Documents:

Traffic Signal Camera Locations

Location Description A desirable system will incorporate, but not be limited to, many of the following features: multiple digital still photographs to include rear scene images, rear plate images, digital video, internet review and approval (both for officer approval and violator review), the availability to select from several triggering options to include induction loops (although non-intrusive systems will be preferred), and the capability to issue citations related to red light violations associated with straight through, left turn, double left-turn and right-hand turning movements at intersections marked "No Turn on Red." The City is anticipating the traffic signal photo enforcement program will include up to 30 intersections, with approaches to vary dependent on the intersection, and up to 4 approaches per intersection.	Active Hours
WB WESTERN AVE/ TN 62 @ ED SHOUSE PKWY	24
EB KINGSTON PIKE @ MONTVUE RD	24
WB KINGSTON PIKE @ MONTVUE RD	24
NB N BROADWAY ST @ ADAIR DR	24
NB LOVELL RD @ PARKSIDE DR	1
EB PARKSIDE DR @ LOVELL RD	24
EB KINGSTON PIKE (LHT) @ MONTVUE RD	24
WB KINGSTON PIKE (LHT) @ MONTVUE RD	24
EB CLINTON HWY / US 25W / SR 9 @ CALLAHAN DR / SCHAAD RD	24
WB CLINTON HWY / US 25W / SR 9 @ CALLAHAN DR / SCHAAD RD	24
EB KINGSTON PIKE / US 11 / SR 1 @ N GALLAHER VIEW RD	24
WB KINGSTON PIKE / US 11 / SR 1 @ N GALLAHER VIEW RD	24

EB KINGSTON PIKE / US 11 @ MABRY HOOD RD	24
WB KINGSTON PIKE / US 11 @ MABRY HOOD RD	24
EB WESTERN AVE / SR 62 @ COPPER KETTLE ST / BALL CAMP PIKE	24
WB WESTERN AVE / SR 62 @ COPPER KETTLE ST / BALL CAMP PIKE	24
NB N CEDAR BLUFF RD @ PARK W BLVD / EXECUTIVE PARK DR	24
SB N CEDAR BLUFF RD @ PARK W BLVD / EXECUTIVE PARK DR	24
EB KINGSTON PIKE / SR 1 @ WALKER SPRINGS RD	24
WB KINGSTON PIKE / SR 1 @ WALKER SPRINGS RD	24
EB PARKSIDE DR @ TURKEY COVE LN	24
WB PARKSIDE DR @ TURKEY COVE LN	24
EB KINGSTON PIKE / US 11 @ EBENEZER RD SW	24
WB KINGSTON PIKE / US 11 @ EBENEZER RD SW	24
NB GALLAHER VIEW RD NW @ BRIDGEDALE DR	24
EB WESTERN AVE /SR 62 @ I-640 /I-75 SB OFFRAMP	24
WB CHAPMAN HWY / US 441 @ STONE RD	24
SB N GALLAHER VIEW RD NW @ WALBROOK DR	24

II. Newly Additional Designated Intersection Approaches:

The parties agree that there may be additional Designated Intersection Approaches in the future, based on applicable traffic studies, where hardware, software and equipment need to be installed and implemented at each approach listed and subsequently maintained and supported by BLS:

III. Relocation.

The parties understand and agree that the City may request to relocate any of the above-listed Designated Intersection Approaches to another intersection or a different intersection approach for any reason, including but not limited to the following: a road construction project, the lack of red light violations being detected, or the direction of City Council. The parties agree that the City is only responsible for the relocation costs for new intersections installed during this term of the Agreement not already identified in this Exhibit A. BLS will execute the work of the system installations, implementation, maintenance and support at its own cost. Costs associated with moving any Cameras and related Equipment will be deducted from the gross receipts generated by the program.