



**City of Missoula, Montana  
City Council Committee Agenda Item**

**Committee:** Public Works and Mobility

**Item:** Professional Services Agreement with WGM for Scott Street Surface Infrastructure Improvements Project – Phillips to Otis

**Date:** February 23, 2023

**Sponsor(s):** Brandt Dahlen, Surface Project Coordinator

**Prepared by:** Brandt Dahlen, Surface Project Coordinator

**Ward(s) Affected:**

<input checked="" type="checkbox"/> Ward 1	<input type="checkbox"/> Ward 4
<input checked="" type="checkbox"/> Ward 2	<input type="checkbox"/> Ward 5
<input type="checkbox"/> Ward 3	<input type="checkbox"/> Ward 6
<input type="checkbox"/> All Wards	<input type="checkbox"/> N/A

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**Action Required:**

Approve a Professional Services Agreement with WGM for preliminary design consulting services on the Scott Street Surface Infrastructure Improvements Projects – Phillips to Otis.

**Recommended Motion(s):**

I move the City Council: Approve and authorize the Mayor to sign a Professional Services Agreement with WGM for consulting services on the Scott Street Surface Infrastructure Improvements Project – Phillips to Otis, at the cost not to exceed \$99,912.

**Timeline:**

Committee discussion:	March 1, 2023
Council action (or sets hearing):	March 6, 2023
Public Hearing (if required):	N/A
Final Consideration	N/A
Deadline:	N/A

**Background and Alternatives Explored:**

The project includes surface improvements along Scott Street between Phillips Street and Otis Street to provide safe, accessible multi-modal transportation facilities and intersection traffic control improvements.

The Northside neighborhood is experiencing the pressures of rapid growth due to a combination of many smaller infill projects, brownfields site redevelopment, and investment from the North Reserve/Scott Street Urban Renewal District. Two specific development projects, the Villagio Apartments and Rivara Project mixed-use development, will add substantial amounts of new traffic of all modes onto Scott Street. As one of the primary routes into and out of the Northside Neighborhood, Scott Street will need to safely accommodate this traffic growth within multi-modal transportation facilities.

Existing conditions along the corridor include two travel lanes, striped bike lanes, parking along the east side of the street, and intermittent curbside sidewalks and ADA accessibility. The Scott Street Bridge currently includes sidewalk only on the west side, and minimum

width bike lanes alongside the two travel lanes. Recent traffic analysis indicates that the intersection of Scott Street/Phillips Street experiences high traffic speeds coming off the bridge and congested conditions, resulting in safety concerns for users of all transportation modes. The intersection of Scott Street/Turner Street is also expected to see increased congestion and safety concerns in the future.

The purpose of this project is to identify the specific street improvements necessary to improve safety and alleviate traffic pressure created by residential and commercial developments in the Northside Neighborhood. Planning-level design for the corridor, based on the North Reserve/Scott Street Master Plan, includes sidewalks, a two-way protected bikeway on the west side of the street, roundabouts, turn lanes, crosswalks, street lighting, non-motorized connections from Stoddard Street to the Scott Street Bridge, traffic calming measures, curbs, drainage structures, and asphalt resurfacing.

The initial phase of the project involves preliminary engineering to define the scope, planned improvements, cost, constraints, and timing of the improvements. Future phases will include final plan preparation and construction administration and may be added as additional services to the contract for the selected consultant. Coordination with City staff as well as adjacent property owners, neighborhood residents, developers and other stakeholders during design development is an important component of the consultant's work.

It is anticipated that the preliminary engineering phase would be completed in 2023 prior to the next City budget for Fiscal Year 2024, with final design and construction occurring in 2024-2025. Construction may be phased over multiple years depending on available funding.

**Financial Implications:**

The \$99,912 contract is being funded through Transportation Impact Fees

**Links to external websites:**