



City of Missoula, Montana
Item to be Referred to City Council Committee

Committee: Public Works

Item: Higgins Ave. Bridge Rehabilitation—Hip Strip Plaza & West Stair Feasibility Studies and Design Modifications Project

Date: July 30, 2019

Sponsor(s): Jeremy Keene

Prepared by: Lori Hart

Ward(s) Affected:

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

Action Required:

Approve a professional services agreement with HDR Engineering, Inc. for the Higgins Ave. Bridge Rehabilitation—Hip Strip Plaza & West Stair Feasibility Studies and Design Modifications Project.

Recommended Motion(s):

I move the City Council: Approves and authorizes the Mayor to sign a professional services agreement with HDR Engineering, Inc. for the Higgins Ave. Bridge Rehabilitation—Hip Strip Plaza & West Stair Feasibility Studies and Design Modifications Project at a cost not to exceed \$39,625.60.

Timeline:

Referral to committee:	August 5, 2019
Committee discussion:	August 7, 2019
Council action (or sets hearing):	N/A
Public Hearing:	N/A
Deadline:	N/A

Background and Alternatives Explored:

The City wishes to hire HDR Engineering, Inc. to perform two feasibility studies that may result in plan and design changes on the Higgins Avenue Bridge Rehabilitation Project:

1. Modify the 3rd Street Plaza, including grading, ADA compliance, utility conflict avoidance, and cost.
2. Modify and relocate the existing west stair on the Higgins Ave. Bridge that connects to Caras Park.

If one or both of the studies is deemed feasible, this agreement would also allow the City to move forward with HDR to revise current Higgins Avenue Bridge Rehabilitation Project design and plans to include the modifications.

Financial Implications:

This project will be funded with Transportation Impact Fees and a private contribution from an adjacent property owner.

Links to external websites: