

# Town of Montreat - Texas Road Bridge

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*RFP for Coronavirus State and Local Fiscal Recovery Funds*

## ***Town of Montreat***

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# Application Form

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## Question Group

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Buncombe County requests proposals for projects to help the community recover from and respond to COVID-19 and its negative economic impacts.

Buncombe County has been awarded \$50,733,290 in Coronavirus State and Local Fiscal Recovery Funds (Recovery Funding), as part of the American Rescue Plan Act. To date, Buncombe County has awarded projects totaling \$23,093,499, leaving a balance of \$27,639,791 available to award.

Visit <http://www.buncombecounty.org/recoveryfunding><http://www.buncombecounty.org/recoveryfunding><http://www.buncombecounty.org/recoveryfunding><http://www.buncombecounty.org/recoveryfunding><http://www.buncombecounty.org/recoveryfunding> for details.

This infusion of federal resources is intended to help turn the tide on the pandemic, address its economic fallout, and lay the foundation for a strong and equitable recovery.

Buncombe County is committed to investing these funds in projects that:

- Align to county strategic plan and community priorities
- Support equitable outcomes for most impacted populations
- Leverage and align with other governmental funding sources
- Make best use of this one-time infusion of resources
- Have a lasting impact

Proposals shall be submitted in accordance with the terms and conditions of this RFP and any addenda issued hereto.

[Click here for the full terms and conditions of the RFP](#)

## Organization Type\*

Public

## Nonprofit documentation

If nonprofit, attach IRS Determination Letter or other proof of nonprofit status.

## Name of Project.\*

Town of Montreat - Texas Road Bridge

## New/Updated Proposal\*

Is this a new project proposal or an updated version of a proposal submitted during the earlier (July 2021) Recovery Funding RFP?

New project proposal

## Amount of Funds Requested\*

\$191,000.00

## Category\*

Please select one:

- Affordable Housing
- Aging/Older Adults
- Business Support/Economic Development
- Environmental/Climate
- Homelessness
- K-12 Education
- Infrastructure and/or Broadband
- Mental Health/Substance Use
- NC Pre-K Expansion
- Workforce

Infrastructure and/or Broadband

## Brief Project Description\*

Provide a short summary of your proposed project.

This project will repurpose a former vehicular bridge on Texas Road over Flat Creek into a bicycle and pedestrian bridge. The crossing will provide a safe bicycle and pedestrian crossing over Flat Creek. Previous expenditures include \$20,000 in local expenditures for engineering for Phase I.

Phase I is to rehabilitate and make structural repairs to the bridge, a planned Phase II will add aesthetic improvements and user amenities. Phase I is estimated to cost \$111,000. Phase II to is estimated to cost \$80,000.

The bridge interconnects with the Town's trail system as well as Montreat College; including the college's athletic facility, library, and performing art center.

In addition, it connects the trail network with Town's parks, post office, town hall, government center, and the Montreat Conference Center.

## Project Plan\*

Explain how the project will be structured and implemented, including timeframe.

The Town of Montreat closed the Texas Road Bridge #528 to vehicular traffic in 2008 and began replacement plans when an engineering inspection report revealed widespread timber decay. The Town determined that replacing the bridge in the same location would require raising the new structure between

five to seven feet in order to avoid construction within the floodway and surrounding non-encroachment areas and any rise in flood elevation.

In 2010, the Town applied for and was accepted into the Municipal Bridge Program, a joint venture between the North Carolina Department of Transportation (NCDOT) and Federal Highway Administration to provide 80% of the bridge's replacement costs through a reimbursement grant.

The Montreat Board of Commissioners considered five potential replacement options, including: Option A (No-Build), Option B (Replace in Place), Option C (New Bridge Construction at Welch Field), Option D (New Bridge Construction at Tennessee Road Alignment), and Option E (New Bridge Construction at Montreat Playing Field). Town staff learned in March, 2013 that historical and archeological studies would be required for replacement Options B, D and E. In June 2013, the North Carolina State Historic Preservation Office (NC SHPO) determined that the bridge was located within an eligible National Historic District, and that replacement Options B, D and E would be considered to have an adverse effect on the area. As a result, NC SHPO required a more detailed historical study and an archaeological dig. These studies were completed in October 2013.

In March, 2014 the Board voted to select Option B to replace in place. Work continued to progress throughout 2014 and 2015.

However, due to increased costs and increased public engagement related to the project, following the election of 2015 the newly installed Town Board of Commissioners passed a resolution suspending the Texas Road Bridge Project. The Board authorized the Mayor to appoint a committee to reconsider the need for, and type of, a bridge and report back to the Board. The Montreat Bridge Committee made their recommendations to the Board in May of 2016, which included the recommendation that the existing Texas Road Bridge be left in place and converted to a pedestrian-only bridge.

In March of 2017 the Board of Commissioners formally voted to pursue the conversion of the existing vehicular bridge into a pedestrian-only bridge. In March of 2018 the Commission appointed a new committee to make aesthetic recommendations for a pedestrian bridge. In August of 2018 the Bridge Aesthetics Committee reported on its recommendations.

In 2019 the Town engaged Mattern & Craig for engineering and design services. The project is divided into two phases: Phase One is the simple conversion of the existing bridge. Phase Two is for a signature architectural design.

## Statement of Need\*

Describe the need that this project will address. Include data to demonstrate the need, and cite the source of the data.

This project will assist in the implementation of the Town's Pedestrian, Bicycle and Greenways Master Plan, adopted in 2011. The Plan established long range goals for broad multi-modal connectivity in Montreat and the adjacent community. Walking trails, a greenway, and a bicycle lane have been constructed in primary corridors, but further planning for connecting and expanding existing systems throughout the cove is ongoing.

The Town of Montreat recognizes the need to plan for an effective and safe bicycle, pedestrian, and greenways system as the Town continues to experience change and growth over time. A community that provides opportunities to walk to a park, jog down a meandering trail, or bicycle to work fosters and promotes a more livable town. Planning for a bikeable and walkable town while protecting open space and unique characteristics of an area strengthens a community and enriches its quality of life.

The Town of Montreat, with a population of approximately 730, comprises an area of approximately six square miles in Western North Carolina. The Town is best known as a national conference center for the Presbyterian Church (USA), which is managed by the Mountain Retreat Association (MRA), and for Montreat College, a small liberal arts institution. The Town accommodates 35,000 visitors each year, with an estimated 17,000 of those visitors during just ten weeks of the year.

An interwoven network of bicycle and pedestrian facilities and greenways offers the benefits of providing alternate modes of transportation that can alleviate traffic congestion, maximize street volume capacity,

encourage healthy living, create opportunities for outdoor recreation activities, and protect the natural environment.

This project is designed to assist in the implementation of the community's desire to create a bikeable, walkable, and environmentally aware and active Town.

### Link to COVID-19\*

Identify a health or economic harm resulting from or exacerbated by the public health emergency, describe the nature and extent of that harm, and explain how the use of this funding would address such harm.

The coronavirus disease 2019 (COVID-19) pandemic has affected activities for many people. Public health restrictions caused by the COVID-19 pandemic have led to canceled festivals, concerts and other events.

But walking and biking are fun activities that are even more important now. And outdoor activities are particularly important. The COVID-19 virus is primarily spread from person to person among those in close contact, within about 6 feet to each other.

The virus spreads through respiratory droplets released into the air. In some situations, especially in enclosed spaces with poor ventilation, the COVID-19 virus can spread when a person is exposed to small droplets or aerosols that stay in the air for minutes to hours.

When you're outside, fresh air is constantly moving, dispersing these droplets. So you're less likely to breathe in enough of the respiratory droplets containing the virus that causes COVID-19 to become infected.

### Population Served\*

Define the population to be served by this project, including volume and demographic characteristics of those served.

The Town of Montreat, with a population of approximately 730, comprises an area of approximately six square miles in Western North Carolina. The Town is best known as a national conference center for the Presbyterian Church (USA), which is managed by the Mountain Retreat Association (MRA), and for Montreat College, a small liberal arts institution. The Town accommodates 35,000 visitors each year, with an estimated 17,000 of those visitors during just ten weeks of the year.

### Results\*

Describe the proposed impact of the project. List at least 3 performance measures that will be tracked and reported. If possible, include baselines and goals for each performance measure.

This project will become part of an interwoven network of bicycle, pedestrian facilities, greenways, and hiking trails, that offer benefits of providing alternate modes of transportation. This will assist in the alleviation of traffic congestion, maximize street volume capacity, encourage healthy living, create opportunities for outdoor recreation activities, and protect the natural environment.

".....The scale of the town, with its compact form and well-defined core lends itself to a very walkable environment. There are two kinds of walking pathways. First is the series of hiking trails that connect the town with the surrounding wilderness areas. Of these trails, Old Mitchell Toll Road Trail connects the entrance of Montreat to the Blue Ridge Parkway via Rainbow Mountain Trail. It is one of the longest trails in the town's vicinity. Greybeard Trail connects the town to Greybeard Mountain. West Ridge Trail runs along the ridgeline northwest of the town and connects various unnamed peaks before ending at Big Slaty (False Greybeard). The second set of trails is the in-town trail network that provides connectivity within the town. One such trail is the Gate Trail. One may walk from town entrance to town core along Assembly Drive and Flat

Creek on this trail, characterized by its very narrow dirt path.....” Town of Montreat - Pedestrian, Bicycle and Greenways Master Plan 2011

## Evaluation\*

Describe the data collection, analysis, and quality assurance measures you will use to assure ongoing, effective tracking of contract requirements and outcomes.

The Town is an experienced fiduciary entity and will provide contract management and compliance for construction. The Town, along with the Mountain Retreat Association, will continue to monitor the number of visitors annually and the use of the facilities.

## Equity Impact\*

How will this effort help build toward a just, equitable, and sustainable COVID-19 recovery? How are the root causes and/or disproportionate impacts of inequities addressed?

Walking and biking are outdoor activities that can be enjoyed by everyone. And they allow plenty of space between people and pose a lower risk of spread of the COVID-19 virus than indoor activities do. Being outside can offer benefits, an emotional boost and can help you feel less tense, stressed, angry or depressed.

## Project Partners\*

Identify any subcontractors you intend to use for the proposed scope of work. For each subcontractor listed, indicate:

- 1.) What products and/or services are to be supplied by that subcontractor and;
- 2.) What percentage of the overall scope of work that subcontractor will perform.

Also, list non-funded key partners critical to project.

The Town will utilize a qualified engineering firm for design and to oversee construction management.

## Capacity\*

Describe the background, experience, and capabilities of your organization or department as it relates to capacity for delivering the proposed project and managing federal funds.

The Town of Montreat is experienced in project development and management. The Town is ready to proceed immediately and begin construction. Cost estimates from previous preliminary engineering have provided a good estimate and the town is committed moving forward. A hydrology report has already been conducted. The town can allocate additional funds through the town’s find balance.

## Budget\*

Provide a detailed project budget including all proposed project revenues and expenditures, including explanations and methodology. For all revenue sources, list the funder and denote whether funds are confirmed or pending. For project expenses, denote all capital vs. operating costs, and reflect which specific expenses are proposed to be funded with one-time Buncombe County Recovery Funds.

Download a copy of the budget form [HERE](#). Complete the form, and upload it using the button below.

Texas Road Pedestrian Bridge Project Phase I Cost Estimate March 1 2022.pdf

### Special Considerations\*

Provide any other information that might assist the County in its selection.

Texas Road Bridge Proposal.docx

There are completed engineering drawings and specifications that can be forwarded.

## File Attachment Summary

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### *Applicant File Uploads*

- Texas Road Pedestrian Bridge Project Phase I Cost Estimate March 1 2022.pdf
- Texas Road Bridge Proposal.docx



<u>Item Description</u>	<u>Pay Type</u>	<u>Unit Price</u>
MOBILIZATION	LUMP SUM	\$ 7,500
REMOVAL OF EXISTING STRUCTURE	LUMP SUM	\$ 10,000
ABUTMENT REPAIRS	LUMP SUM	\$ 5,000
ASBESTOS ASSESMENT FOR BRIDGE DEMOLITION AND RENOVATION ACTIVITIES	LUMP SUM	\$ 7,500
BRIDGE RAILING	LUMP SUM	\$ 9,000
DRAINAGE SYSTEM	LUMP SUM	\$ 4,000
CLEANING AND REPAINTING OF BRIDGE	LUMP SUM	\$ 15,000
POLLUTION CONTROL	LUMP SUM	\$ 5,000
PAINTING CONTAINMENT FOR BRIDGE	LUMP SUM	\$ 13,000
CLEANING AND PAINTING EXISTING BEARING PLATES	LUMP SUM	\$ 1,000
TRAFFIC BOLLARDS	LUMP SUM	\$ 3,000
Subtotal		\$ 80,000
Contingency (20%)		\$16,000
<b>Total</b>		<b>\$96,000</b>

**Coronavirus State and Local Fiscal Recovery Funds  
BUNCOMBE COUNTY - Request for Proposals**

**1. Name of Organization**

Town of Montreat, North Carolina

**2. Organization Type**

Local Municipal Government

**3. Name of Project**

Texas Road Bicycle and Pedestrian Bridge

**4. New/Updated Proposal**

This is a new Proposal.

**5. Amount of Funds Requested**

\$191,000

**6. Category**

Infrastructure

## **7. Project Description**

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### **Project Background**

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Alignment), and Option E (New Bridge Construction at Montreat Playing Field). Town staff learned in March, 2013 that historical and archeological studies would be required for replacement Options B, D and E. In June 2013, the North Carolina State Historic Preservation Office (NC SHPO) determined that the bridge was located within an eligible National Historic District, and that replacement Options B, D and E would be considered to have an adverse effect on the area. As a result, NC SHPO required a more detailed historical study and an archaeological dig. These studies were completed in October 2013.

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However, due to increased costs and increased public engagement related to the project, following the election of 2015 the newly installed Town Board of Commissioners passed a resolution suspending the Texas Road Bridge Project. The Board authorized the Mayor to appoint a committee to reconsider the need for, and type of, a bridge and report back to the Board. The Montreat Bridge Committee made their recommendations to the Board in May of 2016, which included the recommendation that the existing Texas Road Bridge be left in place and converted to a pedestrian-only bridge.

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In 2019 the Town engaged Mattern & Craig for engineering and design services. The project is divided into two phases: Phase One is the simple conversion of the existing bridge. Phase Two is for a signature architectural design.

### **Project Timeline**

2008 - Texas Road Bridge closed

2010 - Town Entered Municipal Bridge Program

2013 - NCSHPO determined location within an eligible National Historic District

2014 - Board approved 'replace-in-place' plan

2015 - Project suspended

2016 - Bridge Committee issued final report

2017 - Board voted to convert vehicular bridge to a pedestrian bridge; appointed Bridge Aesthetics Committee

2018 - Bridge Aesthetics Committee issued final report and recommendations; formed Friends of Montreat Bridge Committee

2019 - Town engaged Mattern & Craig for Engineering and Design Services

2019/2020 - Proposed construction of Phase One

2020 - Proposed construction of Phase Two

## 8. **Statement of Need**

This project will assist in the implementation of the Town's Pedestrian, Bicycle and Greenways Master Plan, adopted in 2011. The Plan established long range goals for broad multi-modal connectivity in Montreat and the adjacent community. Walking trails, a greenway, and a bicycle lane have been constructed in primary corridors, but further planning for connecting and expanding existing systems throughout the cove is ongoing.

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## 9. Link to COVID-19

The coronavirus disease 2019 (COVID-19) pandemic has affected activities for many people. Public health restrictions caused by the COVID-19 pandemic have led to canceled festivals, concerts and other events.

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When you're outside, fresh air is constantly moving, dispersing these droplets. So you're less likely to breathe in enough of the respiratory droplets containing the virus that causes COVID-19 to become infected.

## **10. Population Served**

The Town of Montreat, with a population of approximately 730, comprises an area of approximately six square miles in Western North Carolina. The Town is best known as a national conference center for the Presbyterian Church (USA), which is managed by the Mountain Retreat Association (MRA), and for Montreat College, a small liberal arts institution. The Town accommodates 35,000 visitors each year, with an estimated 17,000 of those visitors during just ten weeks of the year.

## **11. Results**

This project will become part of an interwoven network of bicycle, pedestrian facilities, greenways, and hiking trails, that offer benefits of providing alternate modes of transportation. This will assist in the alleviation of traffic congestion, maximize street volume capacity, encourage healthy living, create opportunities for outdoor recreation activities, and protect the natural environment.

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core along Assembly Drive and Flat Creek on this trail, characterized by its very narrow dirt path.....” **Town of Montreat - Pedestrian, Bicycle and Greenways Master Plan 2011**

## 12. **Evaluation**

The Town is an experienced fiduciary entity and will provide contract management and compliance for construction. The Town, along with the Mountain Retreat Association, will continue to monitor the number of visitors annually and the use of the facilities.

## 13. **Equity Impact**

Walking and biking are outdoor activities that can be enjoyed by everyone. And they allow plenty of space between people and pose a lower risk of spread of the COVID-19 virus than indoor activities do. Being outside can offer benefits, an emotional boost and can help you feel less tense, stressed, angry or depressed.

## 14. **Project Partners**

The Town will utilize a qualified engineering firm for design and to oversee construction management.

## 15. **Capacity**

The Town of Montreat is experienced in project development and management. The Town is ready to proceed immediately and begin construction. Cost estimates from previous preliminary engineering have provided a good estimate and the town is committed moving forward. A hydrology report has already been conducted. The town can allocate additional funds through the town’s find balance.



## **15. Budget**

Please see attached budget; Texas Road Pedestrian Bridge Project Phase I Cost Estimate. March 1, 2022.

References: Town of Montreat Pedestrian, Bicycle and Greenways Master Plan  
Town of Montreat Comprehensive Plan  
Town of Montreat Bridge Aesthetics Committee Report 2018