



ADDENDUM # 1
RFP #14-19 – CITY POINT RD & HHS STREAM
RESTORATION DESIGN SERVICES

JANUARY 8, 2019

The City of Hopewell has received and reviewed the below questions/requests related to RFP #14-19 – City Point Rd & HHS Stream Restoration Design Services, and offers the following responses as Addendum #1. Please acknowledge receipt of this addendum by signing and including **page 4** as part of your proposal response.

1. Can the City provide more detail as to the specific sediment and nutrient reduction credits projected to be required to meet the Chesapeake Bay Total Maximum Daily Load (Bay TMDL)?

The initial assessment conducted by the City was based on the *Recommendations of the Expert Panel to Define Removal Rates for Individual Stream Restoration Projects* interim default Total Phosphorus reduction of 0.068 pounds/linear foot. There is no ‘requirement’ other than to achieve the maximum load reduction for Sediment, Total Nitrogen, and Total Phosphorus consistent with the Protocols outlined in the *Recommendations*.

2. Are there any specific construction or access constraints to either site that you have identified?

Hopewell High School-Mathis (HHS-Mathis) Restoration is located entirely on City Recreation & Parks and School Board property. Access points will be identified during design and confirmed with the School Board and Rec & Parks so as to minimize impacts to Citizens.

City Point (CP) Road Restoration has two potential access points through existing road right-of-ways but will require additional easements. The City is currently contacting the affected property owners and will negotiate easements or other agreements for construction & long-term access as needed.

3. Do you anticipate any specific public outreach or involvement activities associated with the project?

The City will conduct outreach in partnership with Recreation & Parks Dept. and the School Board as needed. There may be requests of the design consultant for exhibits or other presentation material.

4. How were the stream reaches selected for restoration?

HHS-Mathis was selected based on multiple factors: Mathis Park (and the adjacent Crystal Lake Park) is one of the most visited City Parks, and the stream corridor represents a link between the Park and the High School and adjacent Elementary School, providing both a public amenity and educational outreach opportunity. Also, the Stormwater Program is partnering with the Hopewell School Board and the Chesapeake Bay Foundation (CBF) to develop an Watershed Science/Biology curriculum as part of an expanded ‘Meaningful Watershed Educational Experience’ (MWEE) based on having several stream systems, including this existing and soon to be restored system adjacent to the school. Also, it is expected that the head cutting will continue to migrate upstream and impact the School Board’s infrastructure.

CP Road Restoration was selected due to the proposed construction of improved drainage conveyances from CP Road to the existing channel (proposed for construction potentially as early as this spring). This has been a long-standing drainage and safety problem on CP Road. The proposed conveyance will efficiently convey stormwater runoff from CP Road to the existing channel, exacerbating the existing erosion. Similar to HHS-Mathis, the existing head cut is expected to impact both private and public infrastructure if not addressed.

5. Was a reach-wide geomorphic evaluation done that included BANCS and if so, can the City provide the results and who completed that evaluation?

No geomorphic evaluation has been performed. It is anticipated that a geomorphic assessment and evaluation will be included in successful design consultant’s scope of work.

6. Has a wetland delineation been completed and confirmed by the USACE?

No wetland delineation been completed. It is anticipated that the permitting process will be included in successful design consultant’s scope of work.

7. The HHS–Mathis Park Stream Restoration reach appears to be fed by a stormwater pond. Will possible improvements/retrofits to the pond be part of the scope of work provided there is some credit uplift?

There are no improvements or retrofits of the upstream basin proposed at this time. The basin was built circa. 2009 as a 2-yr/10-yr ‘post back to pre’ dry basin, but was either

never converted from a sediment basin, or became clogged almost immediately after construction because it has been observed as a ‘brim-full’ wet pond ever since. Based on available budgets and the presumed limited benefit of a retrofit to the stream restoration design, the current plan is to leave the basin ‘as is’.

8. The RFP states that funding for the design of these stream restoration projects is available from the City’s Stormwater Program Project budget. Does the Stormwater Program budget include state (SLAF) or federal (NFWF) grants, and if so, do those grants have other ancillary requirements such as public access, trails, signage, etc. that will be incorporated into the projects?

The City’s FY ’19 budget generally includes funding for design (based on the very preliminary cost estimates being accurate), with construction funding in FY ’20 budget pending an informed estimate for construction. The presumption is to bundle the two projects for both design and construction to achieve an improved economy of scale.

The City has partnered with CBF on a NFWF Chesapeake Bay Small Watershed Implementation Grant: Expanding Urban Tree Canopy and Green Infrastructure in Hopewell, Virginia, that includes design/construction funding for the HHS-Mathis stream restoration in the approximate amount of \$100,000. The CBF has been notified of our successful application; however, a formal grant agreement has not yet been signed.

The City has also submitted two separate applications for VSLAF 50% match grant funding in the amounts of \$265,000 for HHS-Mathis restoration, and \$91,500 for the CP Road restoration. VDEQ staff have conducted site inspections of both locations as part of the grant review process, but no awards have been announced.

9. Is it possible to access the restoration sites for RFP #14-19 on City Point Road and Hopewell High School to collect photos?

The channel referenced as Hopewell High School-Mathis Park is all on public land. Park at Mathis Park and walk upstream along the channel towards the High School. From the parking lot, cross over the overflow parking lot access road and continue up the right fork of the channel.

City Point Road outfall channel is best accessed from Brooklawn Ave along the Day St right of way (it’s a paper right of way – so park next to the curb inlet approximately 180 ft from the intersection with City Point Rd and follow the drainage channel, see attached).

The drainage channel that originates at the City Point Road curb line goes between two houses – this area of the channel will be a pipe or concrete channel until reaching the rear property lines (designed and built by others) – so access to that portion of the channel is not really needed.

Clarification of the HHS-Mathis exhibit Proposed bank stabilization:

The stream restoration generally ends upstream of a culvert that conveys the channel flow under an access road. The relatively short segments of open channel between the proposed restoration and the confluence with Cabin Branch may benefit from bank stabilization using natural channel design concepts, but will likely not be counted for nutrient and sediment reduction credits.

Please sign and include this form as part of your proposal response to verify receipt of Addendum # 1.



April L. Cone, Purchasing Officer

Signature of Receipt of Addendum # 1

Date

Company Name

City Point Road Channel Restoration

