



CHANNEL IMPROVEMENTS AT INDEPENDENCE BOULEVARD TOWN OF CHRISTIANSBURG, VIRGINIA

Submitted to
Town of Christiansburg

Submitted by
Branch Highways, Inc.
in association with
Balzer and Associates, Inc.

SEPTEMBER 9, 2011



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P.O. Box 40004
Roanoke, VA 24022
Phone: 540-982-1678
Fax: 540-982-4216
www.branchhighways.com



448 Peppers Ferry Road, NW
Christiansburg, VA 24073
Phone: 540-381-4290
Fax: 540-381-4291
www.balzer.cc

1. Qualification and Experience

a. *Legal Structure of Firm*

Identify the legal structure of the firm or consortium of firms making the proposal. Identify the organizational structure for the project, the management approach and how each partner and major subcontractor in the structure fits into the overall team.

Branch Highways, Inc., a wholly owned subsidiary of The Branch Group, Inc., is the private entity and Team leader submitting this proposal to the Town of Christiansburg. Branch proposes to complete the improvements for the Channel Improvements at Independence Boulevard project under the purchasing regulations of the Town of Christiansburg, and, in particular, the Public-Private Education Facilities and Infrastructure Act of 2002 (PPEA), originally adopted April 4, 2006 and Revised October 19, 2010.

Branch Highways, Inc. will be the sole legal entity with who this PPEA contract will be written. A separate sub-agreement will be entered into between Branch Highways, Inc. (Branch) and the lead designer, Balzer and Associates, Inc. (Balzer). Branch's corporate structure is as follows:

Parent Company

The Branch Group, Inc.
P.O. Box 40004
Roanoke, VA 24022

Subsidiary Companies

Branch Highways, Inc.
P.O. Box 40004
Roanoke, VA 24022

G.J. Hopkins, Inc.
P.O. Box 12467
Roanoke, VA 24025

E.V. Williams, Inc.
925 South Military Highway
Virginia Beach, VA 23464

Branch & Associates, Inc.
P.O. Box 40051
Roanoke, VA 24022

R.E. Daffan, Inc.
P.O. Box 1100
Manassas, VA 20108

Organizational Structure

The team that Branch has assembled for this project offers extensive corporate and individual experience and will deliver the most effective results related to cost, time of performance, quality, safety and standards of design to meet or exceed the expectations of Town of Christiansburg. We are able to draw from the considerable strengths of each team member to provide the necessary level of technical skills, along with the flexibility and timely, comprehensive planning and problem solving required for success in this type of design-build project.

Our primary team members will be:

Branch Highways, Inc.: Team Leader and Construction Manager

Balzer and Associates, Inc.: Design, Permitting, CEI Monitoring.

Within the overall Project Team structure, Branch and Balzer will be responsible for all design, construction, permitting, and inspection activities. Branch will provide project management, and supervision, and will perform the work utilizing both its own resources and through strategic use of subcontractors. Balzer will be the design manager for the project and will be responsible to produce consistency in all areas of the design and deliver to Branch construction-ready documents. Balzer will also provide complete Construction Engineering Inspection (CEI) services during and after construction and post construction monitoring per permit requirements. The organizational chart to the left shows the relationships between all key firms and subconsultants.



Management Approach

As Team leader and construction manager, Branch will act as the organizational umbrella, bringing together the resources of our Team, and providing the Town of Christiansburg with a single point of responsibility. Branch's Team will utilize their collective experiences in the design-build and construction arena along with our working experiences with other local governmental agencies to maintain a seamless transition from project initiation through design, construction and completion. Our experiences, such as the Route 15 Prince William County PPTA project and the Route 58 Meadows of Dan Bypass and Hillsville Bypass VDOT PPTA projects, enable our Team to fully utilize the design-build process. Our Team members' experience will help facilitate our establishment of a team-oriented organization with an open-door policy that functions as a private entity partner to the Town of Christiansburg. This open-door policy will enable on-going project plan review by not only the Team but also the Town of

Christiansburg allowing both parties the ability to address and resolve concerns or issues for any of the stakeholders, including third-party agencies or individuals.

b. *Experience & Team Information*

Describe the experience of the firm or consortium of firms making the proposal and the key principals involved in the proposed project including experience with projects of comparable size and complexity. Describe the length of time in business, business experience, public sector experience and other engagements of the firm or consortium of firms. Include the identity of any firms that will provide design, construction and completion guarantees and warranties and a description of such guarantees and warranties. Provide resumes of key individuals who will be involved in the project.

Branch Highways, Inc. (BHI), a wholly owned subsidiary of The Branch Group, Inc., an employee-owned Virginia corporation, is the Team leader and Lead Contractor submitting this PPEA proposal to the Town of Christiansburg, Virginia. BHI has been engaged in the construction of infrastructure work since being founded in 1963. This business experience has covered civil construction work in Virginia, North Carolina, Maryland, Tennessee, Pennsylvania, West Virginia and Mississippi. BHI contracts with both public and private owners. Recently completed major projects include the Route 58 PPTA (Phase 1), Prince William County Route 15 PPTA, Route 123/Hooes Road, Spriggs Road, VDOT Peppers Ferry Road and Chesterfield County Beulah Road Improvements. Major projects currently under construction include Phase 2 of the Route 58 PPTA (Hillsville Bypass) for VDOT and Progress Park Building Pad Design-Build project for the Joint Industrial Development Authority of Wythe County, Wytheville and Rural Retreat. The Branch Group companies, including BHI, typically maintain bonded contracts in progress that total over \$500 Million. BHI is one of five (5) subsidiary companies comprising The Branch Group, Inc., and is currently ranked No. 239 overall nationally by *Engineering News-Record*. Throughout its history and experience with VDOT and other state agencies and owners, BHI has an unmatched level of success in completing large, complex projects to our Owner's satisfaction. BHI's management team has a wealth of experience in transportation and site grading projects. Branch's heavy equipment investment is valued at over \$20 million and its' program of preventive maintenance and asset management are considered significantly better than the industry average.

Balzer and Associates, Inc. (Balzer), was founded in 1967 by Donald J. Balzer, Sr. Since that time, the firm has expanded its' services to include complete civil, structural and traffic engineering services along with complete surveying, environmental, soils, landscape architectural and architectural services. This diversity enables Balzer and Associates to coordinate and control the interconnected disciplines required to successfully complete projects of varied scope and complexity.

With a staff of over 80, including over 30 licensed professionals, the firm offers a high level of enthusiasm, technical knowledge and personal service to its many clients. Balzer has established offices in the New River Valley, Roanoke, Shenandoah Valley and Richmond. This enables them to serve the entire state of Virginia with local professional knowledge. As a firm, the staff is committed to serving our clients as one corporate unit employing the advantage of independent offices in a complimentary function.

Balzer and Associates has extensive experience in planning and designing projects that require road work and culvert design. Some more recent jobs include Progress Park Building Pad Design-Build project for the Joint Industrial Development Authority of Wythe County, Wytheville and Rural Retreat; Emory Creek Subdivision in Salem, VA; Phillips Brook Subdivision in Salem, VA; Ballyhack Subdivision in Roanoke, VA and Loblolly Mill Subdivision in Roanoke, VA.

Balzer is committed to providing requested work within the stated timelines and budgetary constraints. These goals are attained through our dedication to performance and long standing

history of successfully working with clients to understand their needs, develop their expectations and fulfill their project requirements.

Relevant Experience

Branch has completed stream relocations/restoration for mitigation purposes for the Salem District of the Virginia Department of Transportation (VDOT) on the Meadows of Dan PPTA project (764 lf of stream relocation) and is currently working on over 3,400 lf of stream relocation and restoration on the Hillsville By-Pass PPTA project.

In addition, Balzer and Associates has designed and permitted several stream and wetland restoration projects including the Lake Gaston Stream Restoration Bank in Brunswick County, Virginia and the Pioneer Estates Umbrella Mitigation Bank in Rockbridge County, Virginia.

Completion Guarantees and Warranties

The Branch Team will meet the obligations set forth in the permit documents.

Resumes of Key Personnel

The following are brief resumes of the key personnel of the Branch Team:

Michael C. Tomlinson

Contact Information

Branch – Vice President of Estimating/
Business Development
P.O. Box 40004, Roanoke, VA 24022
P: 540-982-1678; F: 540-982-4216
miket@branchhighways.com

Education

Business Administration, Florida
International University, 1973

Associates Arts, Miami-Dade
Community College, 1971

Years of Experience

With Branch: 10 Years

Construction Experience: 40 Years

Mr. Tomlinson has over 40 years of experience in the private and public site/civil construction arena. Mr. Tomlinson's experience transcends numerous and varied project types (e.g., DOT public projects including bid-build projects, design-build projects, and PPTA design-build projects; other public projects for local government and federal government; private projects; airport runway/taxiways projects; and landfill development/operations projects). Mr. Tomlinson's responsibilities as Vice President at Branch include overseeing the estimating department, business development, contract negotiations, customer relations and purchasing for subcontracts and construction materials.

Mr. Tomlinson is an innovative leader with strong team building and leadership skills. He initiates decisive judgment while communicating effectively both inside and outside the organization.

Michael P. Higgins

Contact Information

Branch – Vice President of Operations
Director of Design-Build Services
P.O. Box 40004, Roanoke, VA 24022
P: 540-982-1678; F: 540-982-4216
mikeph@branchhighways.com

Education

BS, Civil Engineering, West Virginia
Institute of Technology, 1985

Years of Experience

With Branch: 12 Years
Construction Experience: 26 Years

Mr. Higgins will serve as the main point of contact for the project. He is Branch's authorized representative for the Route 58 Corridor PPTA project for VDOT as well as being involved with the Route 15 PPTA project for Prince William County. His past management experiences include Branch's subcontracted portion of the Route 288 VDOT PPTA project along with projects for numerous other owners such as USACE, the FAA, the County of Roanoke, other state highway agencies and many private owners. Mr. Higgins has more than 25 years of extensive experience in the heavy and highway construction industry including the past 12 years with Branch. Relevant project experience includes:

- PPTA Route 15 Corridor Improvements, Prince William County, VA
- PPTA Route 58 Corridor, Hillsville Bypass, Hillsville, VA
- PPTA Route 58 Corridor, Meadows of Dan Bypass, Meadows of Dan, VA

Steve Clayton

Contact Information

Branch - Project Manager
P.O. Box 40004, Roanoke, VA 24022
P: 540-982-1678; F: 540-982-4216
steve.clayton@branchhighways.com

Education

BS's in Management and Finance
Virginia Tech (VPI & SU), 1990

Years of Experience

With Branch: 16 Years
Construction Experience: 16 Years

Mr. Clayton is currently performing as Project Manager on the Progress Park Design-Build project. His past management experiences include projects at the Roanoke Regional Airport as well as the 2nd (Final) Phase Grading for the Western Virginia Regional Jail Facility which included converting the temporary stormwater management basins into permanent stormwater detention facilities and coordination with landscaping/planting contractor to ensure permit compliance during construction.

Relevant project experiences include:

- Progress Park Design-Build
- Western Virginia Regional Jail Facility
- Roanoke Regional Airport – GA Rehabilitation, Phase III

Billy Mayo

Contact Information

Branch - Superintendent
P.O. Box 40004, Roanoke, VA 24022
P: 540-982-1678; F: 540-982-4216
billy.mayo@branchhighways.com

Years of Experience

With Branch: 18 Years

Construction Experience: 25 Years

Mr. Mayo's experience as superintendent with Branch includes projects ranging from VDOT Peppers Ferry Road (Route 114) in Christiansburg, Progress Park Design-Build project, Route 15 PPTA Prince William County, and numerous industrial and retail developments for private owners. Mr. Mayo has more than 25 years of construction experience with 14 of those years on Branch projects.

Relevant project experience includes:

- Progress Park Design-Build Project, Wytheville, VA
- James Hardie Building Products, Plant #10, Pulaski, VA
- VDOT Peppers Ferry Road, Christiansburg, VA
- Duffield Jail – Site Work, Duffield, VA

Steve Semones

Contact Information

Balzer - Vice President
448 Peppers Ferry Road
Christiansburg, VA 24073
P: 540-381-4290; F: 540-381-4291
ssemones@balzer.cc

Education:

Bachelor of Landscape Architecture,
Va. Tech (VPI & SU), 1998

Years of Experience

With Balzer: 13 Years

Construction Experience: 13 Years

Steve Semones will serve as the main point of contact for all consulting services through design and construction of this project. His design and construction experience includes site planning and engineering designs including commercial properties, industrial sites, residential developments, recreational spaces and office developments. He also is experienced in performing wetland delineations and Phase I Environmental Site Assessments. Mr. Semones' background in dealing with site design and development and his awareness of environmental issues allows him to create practical, well planned and efficient site development plans, Mr. Semones' relevant experiences include:

- Progress Park Design-Build Project, Wytheville, VA
- Sheridan Ridge Private Reserve Phase I, Smyth County, VA
- Kensington, Christiansburg, VA
- Fiddlers Green, Blacksburg, VA.

Taylor Goodman, P.E.

Contact Information

Balzer – Project Manager,
15871 City View Drive, Suite 200
Midlothian, VA 23113
P: 804-794-0571; F: 804-794-2635
tgoodman@balzer.cc

Education

Civil Engineering,
Va. Tech (VPI & SU), 2000

Years of Experience

With Balzer: 5 Years
Construction Experience: 11 Years

As a Project Manager of the Civil Engineering Department, Mr. Goodman is involved in the planning, design and construction of a wide variety of engineering, land development, stream restoration and water resource projects commissioned by the firm. His experience covers site planning and engineering designs for residential developments, commercial properties, municipal and federal projects throughout Virginia and Maryland.

Mr. Goodman has an extensive background in dealing with the various engineering and planning issues of site development. His expertise includes stormwater management, water and wastewater infrastructure design, floodplain analysis and design, dam break analysis, hydraulic and hydrologic computations, best management practices (BMP), low impact development (LID) practices, road design and erosion and sediment control. He is a Qualified Storm Water Construction Inspector for monitoring of site work, erosion control and stormwater practices. He is also experienced with successful and efficient project management methods to take a project from preliminary feasibility through design, permitting and construction.

- Progress Park Design-Build Project, Wytheville, VA
- The Malvern Development and Restoration, Powhatan County, VA
- Autumn Grove, Chesterfield County, VA

c. *Contacts for Further Information*

Provide names, addresses and telephone numbers of persons within the firm or consortium of firms who may be contacted for further information.

The Branch Team leaders, Michael P. Higgins of Branch Highways, Inc. and Steve Semones of Balzer & Associates, Inc., may be contacted directly for any further information. Contact information for these two individuals are as follows:

BRANCH HIGHWAYS, INC.

Michael P. Higgins, Vice President
Phone: (540) 982-1678
Fax: (540) 982-4216
Email: mikeph@branchhighways.com

BALZER & ASSOCIATES, INC.

Steven Semones, Vice President
Phone: (540) 381-4290
Fax: (540) 381-4291
Email: ssemones@balzer.cc

d. *Financial Statement*

Provide a current or most recently audited financial statement of the firm or firms and each partner with an equity interest of twenty percent or greater.

Financial information for Branch Highways, Inc. is located at the end of Section 3 and is considered confidential.

e. Disqualification of Personnel

Identify any persons known to the private entity who would be obligated to disqualify themselves from participation in any transaction arising from or in connection to the project pursuant to The Virginia State and Local Government Conflict of Interest Act, Chapter 31 (§ 2.2-3100 et seq.) of Title 2.2.

In accordance with the Virginia State and Local Government Conflict of Interest Act, Chapter 31 of Title 2.2, we have no knowledge of anyone that is part of the Branch Team that would be required to disqualify themselves for participation in this project.

f. Project Listing/Claims

A list of all projects in the past ten years in which the contractor served as prime contractor and the contract value of the project was within 25% more or less of the proposed contract price of this project. For each such project, state whether or not the contractor or owner submitted any claims against the other for damages or losses and whether or not there was settlement or litigation of such a claim. Describe each claim fully and the result.

See listing in Table 1f on the following page; for all the project references on that page there were no claims by Branch Highways, Inc. or the Owners for damages or losses.

CHANNEL IMPROVEMENTS AT INDEPENDENCE BLVD. - PPEA PROPOSAL

Project	Location	Owner	Contract Amount	Scope of Work	Start Date	Completion Date
Virginia Tech/Montgomery Executive Airport - Clear Span Hangar No. 1, Site Development	Blacksburg, Virginia	Virginia Tech/Montgomery Executive Airport	\$728,000	Construction of apron expansion for future hangar building with access roadway and parking lot pavement.	May 2008	November 2008
Bedford County State Route 911	Bedford County, Virginia	Bedford County	\$857,000	Construction of roadway with associated work.	April 2007	August 2008
Slate Hill -- Pad Fills	Roanoke, Virginia	Smith-Packett	\$525,000	Creating new building pad at top of mountain and expanding lower building pad.	June 2008	August 2008
Boxley Materials - Asphalt Plant Improvements	Blue Ridge, Virginia	Boxley Materials	\$510,000	Site improvements for asphalt plant.	December 2007	June 2008
Roanoke Stadium & Amphitheater	Roanoke, Virginia	City of Roanoke	\$869,000	Early site work for Construction of stadium and amphitheater.	August 2003	April 2004
VDOT Route 639	Montgomery County, Virginia	Va. Dept. of Transportation	\$540,000	Bridge replacement.	November 2003	January 2004
Orange County Airport - Runway 7/25 Safety Area Improvements	Orange County, Virginia	Orange County Airport	\$785,000	Grading, drainage and avionics.	June 2002	April 2003
F & W Bonsack	Roanoke, Virginia	Fralin & Waldron	\$814,000	Early site work for commercial outparcels.	December 2001	October 2002

2. Project Characteristics

a. ***Project Description & Conceptual Design***

Provide a description of the project, including the conceptual design. Describe the proposed project in sufficient detail so that type and intent of the project, the location, and the communities that may be affected are clearly identified.

The proposed project is the replacement of three existing stormwater culverts located under Independence Boulevard in Christiansburg, Virginia. The existing culverts are 6-foot diameter corrugated metal pipes. The upstream and downstream ends of the pipes are set within concrete headwalls. Through various studies, these pipes have been shown to be inadequate and do not comply with the Virginia Department of Conservation and Recreation's requirement for "adequate channel" as defined by Minimum Standard 19. The inadequacies of these pipes have contributed to stream bank erosion, stream channel degradation and upstream flooding conditions. The proposal is to replace these culverts with one 8' x 25' structural arch culvert for a length of approximately 90'.

In order to replace the existing culverts with the new arch culvert, this section of Independence Boulevard will have to be closed down during construction and then rebuilt. This project will include the rebuilding of the road as well as any public or private utility line relocation. The design of the culvert will incorporate all pertinent local, state and federal design guidelines and will be designed to pass the 100 year storm. The project will provide a variety of improvements to the adjacent properties and the overall watershed. The design will reduce flooding effects of large storms due to the additional capacity of the new arch culvert and will also have a positive effect on the environmental quality of this unnamed tributary of Crab Creek. Additional details on these improvements are documented later in this proposal.

b. ***Work To Be Performed by the Town or Any Other Public Entity***

Identify and fully describe any work to be performed by the Town or any other public entity.

The Town will be responsible for reviewing and approving all proposed site and land disturbance plans for the project and coordinating and inspecting all proposed work around utility lines. The Town is also responsible for all utility relocations and temporary waterline shutdowns necessary to complete the project. Town is responsible for asphalt paving for Independence Boulevard. Separate alternate prices have been provided for the removal/replacement of the waterline and the asphalt paving should the Town elect not to perform this work.

c. ***Federal, State or Local Permits and Approvals***

Include a list of all federal, state and local permits and approvals required for the project and a schedule for obtaining such permits and approvals.

The proposed project will require a Nationwide Permit from the United States Army Corps of Engineers. This permit will take approximately 60-120 days to obtain. The Town of Christiansburg will also require site plan and land disturbance plan approval.

d. Adverse Impacts & Mitigation Strategies

Identify any anticipated adverse social, economic and environmental impacts of the project. Specify the strategies or actions to mitigate known impacts of the project.

The entire proposed project is located within property owned by the Town of Christiansburg as right of way or has the required dedicated public stormwater easements necessary to complete the project. The culvert and the adjacent area are currently maintained by the Town staff.

During construction, there will be transportation impacts to the Town and the local residents. To complete the project, this section of Independence Boulevard will have to be shut down temporarily and traffic re-routed. Coordination between the Town, Contractor and Emergency Services will be critical during this time.

There will be very short term environmental impacts to the stream and aquatic life during initial stages of construction associated with the installation of erosion and sediment control practices removing the existing culverts and replacing them with the proposed structures along Independence Boulevard.

e. Positive Social, Economic, & Environmental Impacts

Identify the projected positive social, economic and environmental impacts of the project.

The proposed culvert replacement project will restore the natural streambed and allow for increased storm capacity.

The culvert replacement will reduce the Town's long term maintenance and infrastructure costs of the existing culvert pipes, culvert undercutting, future road undermining and sanitary sewer backups due to flooding. The larger culvert design will allow for more capacity during large storm events, thus further protecting adjacent properties from flooding.

There are also numerous environmental benefits that will be derived from the culvert replacement including the restoration of degraded aquatic habitat; prevention of downstream flooding by reconnecting the stream to its historic floodplain thus helping prevent future upstream flooding conditions; and channel stabilization reducing the amount of sediment contributed to the stream and Crab Creek; In addition, the proposed work should assist the Town with meeting its obligations for the Total Maximum Daily Load requirements for Upper Crab Creek which is currently listed as an impaired water according to the 2008 Water Quality 305(b)/303(d) Integrated Report for not supporting aquatic life and recreation. The listed impairments consist of *Escherichia coli* (E. coli) and benthic macro-invertebrates. The Commonwealth of Virginia also benefits from the proposed project by helping meet its water quality goals and obligations under the Clean Water Act.

f. Project Schedule

Identify the proposed schedule for the work on the project, including the estimated time for completion.

The proposed work will begin immediately with final design then construction beginning in the first quarter of 2012 and the work being completed approximately 3 months after the start of construction, weather permitting.

DIAMOND HILLS STREAM RESTORATION – PPEA PROPOSAL

g. Allocation of Risk & Liability, & Assurance for Timely Completion

Propose allocation of risk and liability for work completed beyond the agreement's completion date, and assurances for timely completion of the project.

This work will be performed in conjunction with the adjacent stream mitigation project that Branch is performing for the Town of Christiansburg for environmental impacts from a project in Wythe County, Virginia. Completion of the channel improvements along with the stream mitigation project will be in accordance with the conditions and timeline set forth in the permits from the regulatory agencies.

Any stream restoration will require mitigation monitoring and reporting in accordance with the following regulations: Norfolk District Corps and Virginia Department of Environmental Quality Recommendations for Wetland Compensatory Mitigation - Including Site Design, Permit Conditions, Performance and Monitoring Criteria, July 2004; Department of Army, Corps of Engineers and Environmental Protection Agency's Compensatory Mitigation for Losses of Aquatic Resources; Final Rule, 33 CFR Parts 325 and 332 and 40 CFR Part 230, April 10, 2008; and the United States Army Corps of Engineers Regulatory Guidance Letter 08-03 Minimum Monitoring Requirements for Compensatory Mitigation Projects, Involving the Restoration, Establishment and/or Enhancement of Aquatic Resources, October 10, 2008.

h. Assumptions Related to Ownership, Legal Liability, Law Enforcement & Operations

State assumptions related to ownership, legal liability, law enforcement and operation of the project and the existence of any restrictions on the Town's or any other public entity's use of the project.

The proposed culvert replacement will occur within the Town of Christiansburg right of way and will be maintained in the future by the Town of Christiansburg. Any restored area downstream of the culvert will be required to be placed within an easement dedicated to the preservation and maintenance of the restoration area in perpetuity. The easement will allow recreational and educational uses of the easement such as trails and interpretive educational signs but will not permit clearing or other land disturbances post-construction.

i. Project Phasing

Provide information relative to phased or partial openings of the proposed project prior to completion of the entire work.

There will be no phased or partial openings of the proposed project due to the very tight schedule already anticipated.

j. Applicable Standards

Describe any architectural, building, engineering, or other applicable standards that the proposed project will meet.

The culvert replacement will be designed to meet all Town of Christiansburg, Virginia Department of Transportation, and Virginia Department of Conservation and Recreation standards. Any stream restoration project is being designed using Natural Channel Design principles and all engineering, construction and project management will be in compliance with standard professional practices.

DIAMOND HILLS STREAM RESTORATION – PPEA PROPOSAL

k. Other Assumptions for Project Success

List any other assumptions relied on for the project to be successful

It is assumed that the Town of Christiansburg will coordinate all utility line and other infrastructure crossings, issue a land disturbance permit and perform the asphalt paving operations for the proposed project in a timely manner.

L. Contingencies for Project Success

List any contingencies that must occur for the project to be successful.

The regulatory agencies must agree with Branch Highways' mitigation plan for the Wythe County Project and issue a permit for the Diamond Hills Stream Mitigation Project.

Pages 14 – 17 have been intentionally omitted.

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4. Project Benefit and Compatibility

a. Project Benefits

Describe the anticipated benefits to the community, region or state, including anticipated benefits to the economic condition of the Town, and identify who will benefit from the project and how they will benefit.

The proposed project will restore the streambed underneath Independence Boulevard and will help restore the floodplain upstream of the culvert.

The culvert replacement will reduce the Town's long term maintenance and infrastructure costs of the existing culvert pipes, future road undermining and sanitary sewer backups due to flooding.

There are also numerous environmental benefits that will be derived from the culvert replacement including the restoration of degraded aquatic habitat; prevention of downstream flooding by reconnecting the stream to its historic floodplain thus helping prevent future upstream flooding conditions and channel stabilization reducing the amount of sediment contributed to the stream and Crab Creek. In addition, the proposed work should assist the Town with meeting its obligations for the Total Maximum Daily Load requirements for Upper Crab Creek which is currently listed as an impaired water according to the 2008 Water Quality 305(b)/303(d) Integrated Report for not supporting aquatic life and recreation. The listed impairments consist of *Escherichia coli* (E. coli) and benthic macro-invertebrates. The Commonwealth of Virginia also benefits from the proposed project by helping meet its water quality goals and obligations under the Clean Water Act.

b. Public Support and Opposition

Identify any anticipated public support or opposition, as well as any anticipated governmental support or opposition, for the project.

It is anticipated that there would be widespread public and community support for the project due to the past issues with the existing culverts. The culvert replacement will remedy those issues and provide an overall better stormwater management plan for the citizens of Christiansburg. This culvert replacement project should also have local governmental support for these same reasons.

c. Public Involvement

Explain the strategy and plans that will be carried out to involve and inform the general public, business community and governmental agencies in areas affected by the project.

Once the project has been awarded, the Team will meet with the Town of Christiansburg to discuss the overall project design and construction scheduling. The construction plans will require approval by the Town. The Town may wish to facilitate a public information meeting for residents to address the Team and the Town with any concerns or suggestions. These could be incorporated into the final design. Any reviews and approvals required by the Virginia Department of Conservation and Recreation, Virginia Department of Environmental Quality and the United States Army Corps of Engineers would also be public record.

d. *Attracting or Maintaining Industries and Businesses*

Explain whether and, if so, how the project is critical to attracting or maintaining competitive industries and businesses to the Town or the surrounding region.

The culvert replacement project will assist the Town with meeting its obligations for Minimum Standard 19 as defined by the Virginia Department of Conservation and recreation, as well as the Total Maximum Daily Load requirements for Upper Crab Creek which is currently listed as impaired water according to the 2008 Water Quality 305(b)/303(d) Integrated Report for not supporting aquatic life and recreation. The Commonwealth of Virginia also benefits from the proposed project by helping meet its water quality goals and obligations under the Clean Water Act. This replacement will allow for and help promote future upstream development within the watershed and will help alleviate/reduce possible future water quality restrictions imposed on development in the Crab Creek watershed.

The proposed project will also improve the property values and quality of life for the surrounding Diamond Hills community.

e. *Project Compatibility with Local Plans*

Explain whether and, if so, how the project is compatible with the Town's comprehensive plan, infrastructure development plans, capital improvements budget, or other governmental spending plan.

The proposed project is compatible with the Town's Comprehensive Plan's goals and objectives including promoting safe, environmentally sound and aesthetically pleasing development; protecting the natural environment from inappropriate development and enhancing the man-made environment; providing adequate stormwater management facilities and conveyance channels; protecting the quality and reliability of the regional water supply system; and promoting the future development and the preservation of green space.

f. *Participation by Minority, Woman and Small Businesses*

Provide a statement setting forth participation efforts that are intended to be undertaken in connection with this project with regard to the following types of businesses: (i) minority-owned businesses, (ii) woman-owned businesses and (iii) small businesses.

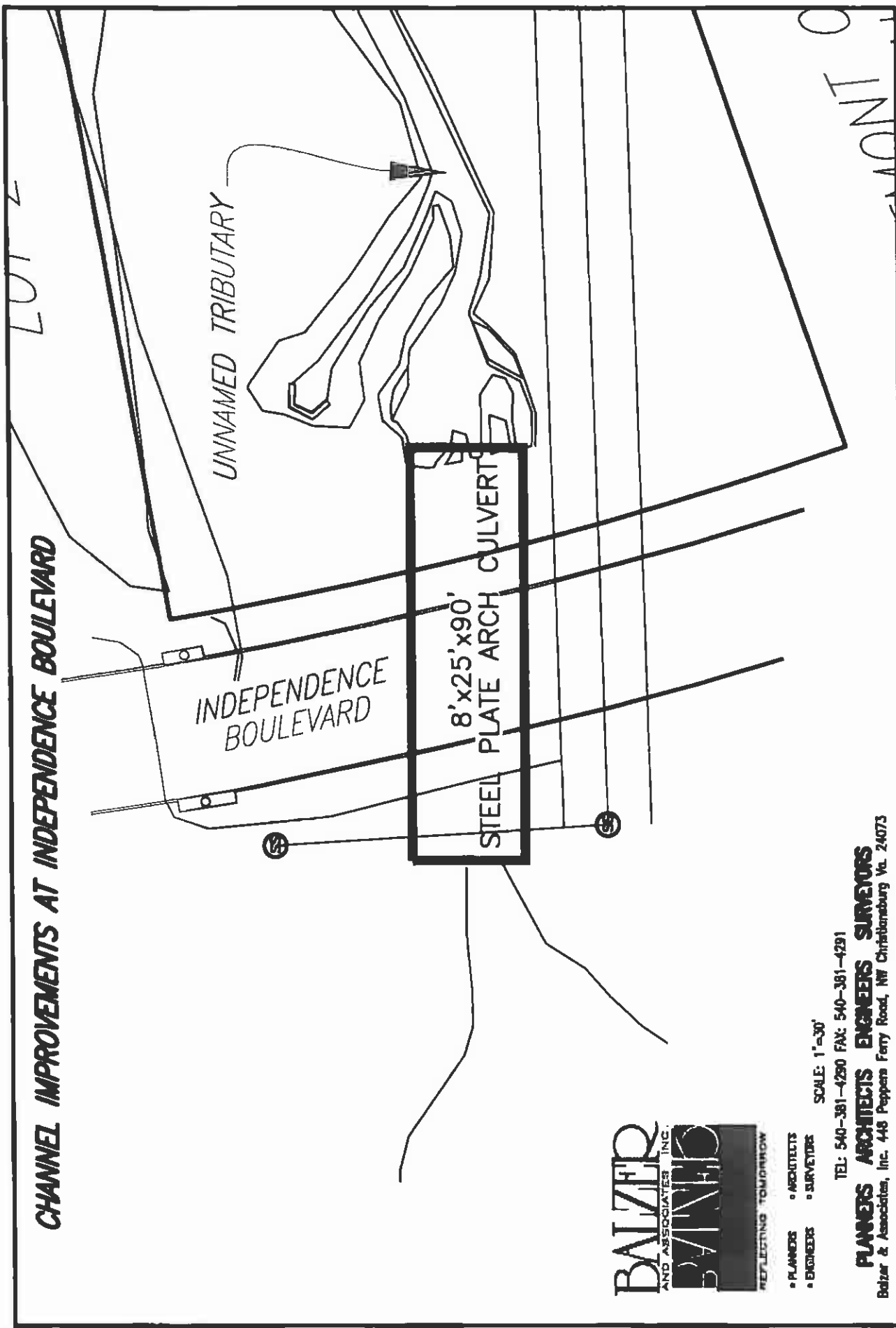
Branch Highways, Inc. is committed to the participation of minority, woman-owned and small businesses.

Branch maintains an up-to-date and comprehensive database of subcontractors, suppliers and vendors which include the ability to identify disadvantaged and small businesses; additionally we will rely on the Virginia Department of Minority Business Enterprise's website to search for additional minority, woman and small businesses. Branch will solicit participation from qualified subcontractors and suppliers including minority-owned, women-owned and small businesses as subcontracting and material supply opportunities arise.

Our designer, Balzer & Associates, Inc. is registered as a small-business concern (SWAM #676823).

Branch will maintain and provide to the Town a list of subcontractors and material suppliers as they are selected for the Project.

5. Exhibits



CHANNEL IMPROVEMENTS AT INDEPENDENCE BOULEVARD

INDEPENDENCE BOULEVARD

UNNAMED TRIBUTARY

8'x25'x90'
STEEL PLATE ARCH CULVERT



- PLANNERS
- ENGINEERS
- ARCHITECTS
- SURVEYORS

SCALE: 1"=30'

TEL: 540-381-4290 FAX: 540-381-4291

PLANNERS ARCHITECTS ENGINEERS SURVEYORS

Balzer & Associates, Inc. 448 Peppers Ferry Road, NW Christiansburg Va. 24073