Why is the American Structurepoint team the **BEST** choice to partner with the **INDOT VINCENNES DISTRICT**?

**QUALITY**
American Structurepoint is consistently at the top of the scoring sheet with a 0.39 average score, well above the consultant scoring average for quality! We are successful because of our required internal QC/QA process and our expertise in value engineering throughout the life of the project.

**PROJECT APPROACH**
American Structurepoint offers a large, diverse, and experienced staff that allows us to design a wide variety of projects all under one roof. It also allows us to expedite delivery, no matter if it is a smaller bridge preservation project, an intersection improvement, a road preservation project, or a more complex project like a new interchange, bridge replacement, or road reconstruction project.

**PROJECT MANAGER**
Ryan Cummins will serve as your point of contact and project manager for this on-call. He has ten years of INDOT and LPA federal-aid experience, works out of our Evansville office, has worked with the Vincennes District staff on many occasions, and has worked on a multitude of small and large projects with varying complexities. He also has the required capacity, starting right now and over the next four years, to manage and coordinate the projects.

**ON-CALL PROJECT EXPERIENCE**
American Structurepoint has recently been involved in 25 on-call project development projects with INDOT.

**AMERICAN STRUCTUREPOINT** 91%
5.2 5.3 5.5 5.6 5.12 6.1 8.1 9.1 10.1 11.1 12.2

**AMERICAN ENGINEERS** 2%
71

**KASKASKIA ENGINEERING (DBE)** 7%
5.2 5.3

To enable you the ability to navigate through the document easily, we have organized this LOI according to the scoring sheet.
CAPACITY OF TEAM TO DO WORK

Evaluation of the team’s personnel and equipment to perform the project on time. Availability of more-than-adequate capacity that results in added value to INDOT.

American Structurepoint has the available capacity to accelerate assignments under this on-call contract and deliver all of the work in one year if needed to get projects to construction faster.

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CAPACITY OF PROJECT MANAGER TO DO WORK

Ryan Cummins will be the project manager for this on-call contract and has the capacity to devote the time needed to make INDOT assignments his top priority.

Current LPA and INDOT federal projects Ryan is currently managing.

HARRISON COUNTY NBIS BRIDGE INSPECTIONS (65% Complete)
STEUBEN COUNTY NBIS BRIDGE INSPECTIONS (95% Complete)
FIVE DECK OVERLAYS (0% Complete)
TWO REPLACEMENTS (0% Complete)
PROJECT MANAGER

Rating or predicted ability to manage the project, based on experience in size, complexity, type, subs, and documentation skills. Demonstrated outstanding in similar type and complexity.

RYAN CUMMINS, PE
PROJECT MANAGER BSCE 2006

100% Commitment

Ryan will serve as our project manager located full time in our Evansville office, and he will be available 24/7 to answer any questions you or your staff may have regarding your projects.

- He has worked on urban and rural projects.
- Ryan has significant experience developing all types of projects.
- He has worked with many district project managers, including Brian Malone, Rob Dreiman, and Shawn Will.
- Ryan has been involved in well over 100 transportation-related projects over his 10 years of transportation design/project management experience, including engineering assessment and scoping, all aspects of road design, and project delivery for projects all over the state.

Due to many of Ryan’s previous Vincennes District projects having been completed over the last year, his availability as well as experience will provide immense value to this contract.

Proven Track Record

Ryan’s proven track record in designing, managing, and leading projects to successful completion for INDOT and local public agencies in southwest Indiana is unmatched. He continuously strives to exceed his clients’ expectations by building the highest level of trust. Ryan scores anywhere from 0.50 to 0.75 points on his INDOT evaluations for quality and responsiveness, where the state average falls between 0.25 to 0.63.

Through coordination with INDOT’s Bridge Section, the scope for all three sets of twin structures was revised from a deck overlay to a sealer/healer project, reducing the project cost by more than $11M. Following the scope change, American Structurepoint (Ryan Cummins) was able to accelerate this project from FY 17 to FY 16.

From Evaluation for I-64 District Bridge Project (Rehabilitation) over Big Bayou River

INTERSTATE REHABILITATION
I-65 Posey County Bridge Rehabs

INTERCHANGE MODIFICATIONS
I-65 / I-465 Interchange

NEW ROAD CONSTRUCTION
Hoosier Heartland, CR 500S over NSRR & SR 25

LOCAL FEDERAL AID
Green River Road Phase VII

BRIDGE DESIGN
US 50 over Tanners Creek

BRIDGE REHABILITATION
Multiple Vincennes District Rehabs

BRIDGE INSPECTION
Harrison County NBIS Bridge Inspection
TEAM’S DEMONSTRATED QUALIFICATIONS

Technical expertise: unique resources and equipment that yield a relevant added value or efficiency to the deliverable. Demonstrated outstanding expertise and resources identified for required services for value-added benefit.

PRINCIPAL-IN-CHARGE
Greg Kicinski, PE

PROJECT MANAGER
*Ryan Cummins, PE

DEPUTY PROJECT MANAGER
Will Lyon, PE

INDOT VINCENNES DISTRICT

ROAD GROUP
Ken Olsen, PE
LEAD ENGINEER
Mike Maurovich, PE
Todd Stout, PE
Nick Murphy, PE

BRIDGE GROUP
Dave Day, PE
LEAD ENGINEER
Kevin Gorak, PE, SE
Mary Appel, PE
Ben Borcherding, PE
QA/QC

TRAFFIC GROUP
Jeromy Grenard, PE, PTOE
LEAD ENGINEER
Hardik Shah, PE, PTOE
Ryan Huebschman, PE, PTOE
Amanda Johnson, PE, PTOE
LIGHTING

ENVIRONMENTAL GROUP
Briana Hope
LEAD ENVIRONMENTAL SCIENTIST
Paul Johnson, LPA
Chad Costa
NOISE ANALYSIS
Kaskaskia Engineering, DBE

RIGHT-OF-WAY PLAN MANAGEMENT
Jessica Stapleton, LS
Dale Brewer
TITLE RESEARCH

GEOTECHNICAL ENGINEERING
American Engineers

UTILITY COORDINATION
Natalie Parks, PE

PAVEMENT DESIGN
Mike Maurovich, PE
Todd Stout, PE
Ken Olsen, PE

TOPOGRAPHIC SURVEY
Bryan Moll, LS

*works in Evansville office
MEET OUR KEY STAFF

**WILL LYON PE**
**DEPUTY PROJECT MANAGER**
BSCE 1998

Will has 18 years of experience in transportation engineering. He is one of American Structurepoint’s most experienced design engineers and project managers with a broad understanding of the overall project development process, from concept to the constructed project. Area project experience includes:

- 16th Street Reconstruction
  Speedway, Indiana
- Oak Hill Road Reconstruction Phase I
  Evansville, Indiana
- USI Campus Improvements
  Evansville, Indiana
- INDOT Heavy Haul Route Project
  Development Services, Clark County, Indiana
- On-Call Traffic Engineering
  Terre Haute, Indiana

**DAVID DAY PE**
**BRIDGE AND SMALL STRUCTURE TECHNICAL LEAD**
BSCT 1980, BSCE 1984

Dave has over 30 years of experience and has been involved in over 400 bridge inspections, repairs, and new and rehabilitation bridge designs, ranging in all levels of complexity throughout Indiana. Dave has assisted INDOT in the development of the recently released bridge deck chapter for their design manual. He has just recently completed services for an on-call bridge design contract for the INDOT LaPorte District. Other INDOT on-call projects Dave has completed include:

- INDOT Consultant Plan Review Services
- INDOT On-Call Project Development Services – Central Region
- INDOT On-Call Project Development Services – Vincennes District
- INDOT On-Call Bridge Project Development – LaPorte District
- INDOT On-Call Project Development Services – Central Office

Dave consistently receives high scores on his evaluations and high praise from his clients.

“The designer was able to make a submission three weeks ahead of schedule, which is always valued. Mr. Day is accessible and quick to respond.”

Ellie Dieckmeyer, Project Manager (RETIRED)
INDOT CRAWFORDSVILLE DISTRICT

**BRIANA HOPE**
**ENVIRONMENTAL DOCUMENTATION**
BSNRES 2001

Briana is responsible for preparing environmental assessment documents, including field activities and technical report writing, wetland determinations and delineations, wetland permitting and mitigation planning, and Phase I ESAs. Briana has completed the INDOT/FHWA environmental project documentation certification and has specialized training in waterway permitting, wetland delineation, wetland plant identification, creation and restoration of wetlands, and stream rehabilitation and restoration.

Briana consistently receives above-average scores on her evaluations providing responsive documentation and speed of delivery.
As our Transportation Group’s dedicated utility coordinator, Natalie continues to use her knowledge of the Indiana utility coordination rules, allowing her to efficiently direct the utility coordination efforts on all transportation projects through completion. She has worked with utility companies across the state of Indiana and her streamlined process, as well as her outstanding relationships with the utility company personnel, provides added value and service to projects throughout design. Natalie also assists in teaching the INDOT Utility Coordination Certification Training.

Jeremy has 14 years of experience in traffic operations analysis, roadway and safety analysis, traffic signal and signal system design, roundabout design, traffic modeling, traffic forecasting, and simulation. He has been heavily involved in roundabout outreach and education for both the public and fellow engineers. Jeremy’s resume also includes significant involvement with development of the roundabout design guide in the INDOT Design Manual due to his expertise in roundabout analysis and design.

Jessica oversees preparation of route surveys, land title surveys, easement and right-of-way descriptions, boundary surveys, and right-of-way engineering documents. She will be overseeing the right-of-way engineering services and right-of-way plan development on your projects, utilizing our effective right-of-way engineering process here at American Structurepoint.

American Structurepoint is sometimes perceived as a firm that only does the big “monster” projects like new complex interchanges, complex bridges over railroads or waterways, or interstate reconstruction. Though we take pride in developing these types of projects, we actually have a long history of providing on-call design services for INDOT throughout the state.

- Central Office Open End Environmental Studies
- Open End R/W Engineering - Crawfordsville District
- Fort Wayne Project Development Services
- Fort Wayne Environmental Services
- Seymour Project Development Services
- Crawfordsville Preliminary Engineering Assessment Services
- Greenfield Preliminary Engineering Assessment Services
- Seymour R/W Engineering Services
- Central Office NEPA Services
- Central Office Wetland & Waterway Studies
- Crawfordsville Preliminary Engineering Assessment Services
- LaPorte Traffic Design Services
- LaPorte R/W Engineering & Real Estate Services
- Central Office On-Call - Survey Services
- Fort Wayne Title Research & R/W Engineering Services
- Crawfordsville On-Call Environmental Services
- Consultant Plan Review Services
- On-Call Project Development Services - Central Region
- On-Call Project Development Services - Interstate Expansion/Reconstruction
- On-Call Pavement Analysis Design Services
- On-Call Utility Coordination Services - Central Office
- On-Call Project Development Services - Central Office
- On-Call Project Development Services - LaPorte District
- On-Call - Project Development Services - Vincennes District
- On-Call Project Development Services - Interstate Expansion/Reconstruction
- On-Call Project Development Services - Central Office
Approach to Project - Technical

Understanding and innovation that gives INDOT cost and/or time savings. High level of understanding and viable innovative ideas proposed.

Project Development Process

1. Define Scope of Project and Develop Purpose and Need
   - Purpose and need guide the scope of the project and alternatives evaluated

2. Data Collection
   - Traffic data, existing plans, studies, accidents, natural resources, socio-economic conditions, and survey establish the existing conditions and define potential needs

3. Development of Alternatives
   - Engineering assessment, matrix evaluation of alternatives, and impacts evaluation for review against environmental and public impacts

4. Preferred Alternatives
   - Meets purpose and need, balances impacts and costs with a practical design that contains costs and satisfies the public and transportation needs

5. Preliminary Design
   - Design exceptions, hydraulics, geotechnical, utilities, initial cost estimates, and preliminary design lay the groundwork for final design of preferred alternative and meets environmental commitments

6. Right-of-Way
   - Preliminary R/W plans and right-of-way engineering determine acquisition needs to build the project

7. Land Acquisitions
   - Expertise and management of appraising, buying, and relocation is essential to meeting the desired letting dates

8. Final Tracings
   - Finalize design including utility relocations, maintenance of traffic, unique special provisions, constructability reviews, and right-of-way certifications

Practical Roadway Design

Preservation of INDOT’s existing roadway network requires a special design approach because the goal is to address the deficiency with minimal impacts, while at the same time, providing a design that meets the appropriate safety standards. Designing a project that addresses the deficiencies without going overboard keeps costs down and gives INDOT the most “bang for their buck.” So we ask ourselves the following questions:

- Which is a more practical design, using guardrail or building slopes to meet clear zone?
- Would a roundabout be a better fit versus a traffic signal for an intersection improvement project, assessing not only construction costs, but long-term maintenance costs?
- Does it make sense to retain any of the existing infrastructure to reduce costs?
- Would slip lining a pipe be a more economical solution versus total replacement?
- Can we adjust wingwall angles to avoid or minimize right-of-way impacts?
- Can we apply minimum design criteria versus desirable criteria based on the context and setting of the project? This should be carefully assessed when looking at safety improvements based on road classification, anticipated future maintenance and use, shoulder widening, sight distance, and traffic maintenance.

Relevant Projects

Road Preservation:
- I-94 Preventative Maintenance, Lake County Indiana
- I-94 Functional Overlay, Porter and LaPorte Counties
- SR 37 Functional Overlay, Monroe County

Intersection Improvements:
- SR 1 at Amstutz Road Intersection Improvement, Leo-Cedarville, Indiana
- US 421 Roundabout in Seymour District

Road Reconstruction:
- SR 120 Road Reconstruction from SR 5 to SR 9, LaGrange County, Indiana
- SR 205 Road Reconstruction in Columbia City, Indiana

Pipe Lining:
- Vincennes District On-Call Project Development Services (Eight assignments under design)
American Structurepoint has designed, rehabilitated, or replaced over 800 bridges, including 305 over roadways, 30 over rivers, 400 over streams, and 65 railroad grade separations. Much of this work was through on-call projects we have had over the years with several INDOT districts. Dave Day, our bridge lead, has provided projects with valuable practical design elements that have included substantial cost savings such as the following:

**BRIDGE PRESERVATION**

**DECK OVERLAYS**

- Bridge Design/Build Engineering Services, Crawfordsville, Indiana
- LaPorte District Bridge Project Development Service, LaPorte, Indiana
- CR275 over I-74 Bridge Repairs, Pittsboro, Indiana
- I-65 Added Travel Lanes, Greenwood, Indiana
- INDOT Bridge Rehabilitation Services, Veedersburg, Indiana

**DECK REPLACEMENTS**

- LaPorte District Bridge Project Development Service, LaPorte, Indiana
- SR 55 over S Fork Montgomery Branch Bridge, Crawfordsville, Indiana
- Culvert Replacement Stockwell Road & NS RR/Harper Ditch, Vanderburg County, Indiana

**SUPERSTRUCTURE REPLACEMENTS**

- CR 600 S over Little Sugar Creek Bridge, New Palestine, Indiana
- I-465/I-65 Interchange, Indianapolis, Indiana
- LaPorte District Bridge Project Development Service, LaPorte, Indiana

**SMALL STRUCTURE REPLACEMENTS**

- SR 15 over Wolf Lake Drain Small Structure Replacement, Elkhart County, Indiana
- CR 900 S over Little Racoon Creek, Ladoga, Indiana

**ROUNDABOUT DESIGN**

Since 1997, American Structurepoint staff has provided the design and layout of over 160 modern roundabouts. Our expertise pre-dates that of many other firms now considered industry leaders in the subject. As the design of modern roundabouts continues to evolve, our engineers are at the forefront. We visit many of the roundabouts we have designed with our clients to experience our design and obtain feedback adjustments that may be made on future projects to enhance the driver’s visual and drivability experience. Pedestrian and bicyclist safety is also an increased concern by civic groups and the ADA. The interaction of pedestrians with vehicles and the latest developments regarding this issue are always identified to our clients for inclusion and approval into our plan design. In addition, American Structurepoint staff provides peer review services for INDOT on projects containing roundabouts.

**ROUNDABOUTS**

- US 421 and SR 62, Madison, Indiana
- US 52 and Fourth Street, Lafayette, Indiana
- Ewing and Fairfield Roundabout, Fort Wayne, Indiana
- Pontiac Street, Fort Wayne, Indiana
- SR 2 and Vale Park, Valparaiso, Indiana
PAVEMENT DESIGN
American Structurepoint was selected for on-call pavement designs through INDOT's central office. Many of these projects involved pavement site evaluations and rehabilitation with a combination of full-depth pavement, patching, milling, and overlays. Our pavement design team minimizes project costs by analyzing different pavement rehabilitation strategies and performing a life cycle cost analysis. This ensures that the project will be using the proper rehabilitation technique to balance construction costs with long-term maintenance and provide the most value for the cost of the project. Furthermore, our staff routinely makes site visits to our pavement projects to determine additional rehabilitation needs that can extend the life of the pavement with minimal added cost during construction.

ENVIRONMENTAL/PERMITTING
Don’t let our experts go to waste. They steer your projects through environmental hurdles that can mean the difference between success and failure. Our team of qualified environmental scientists has been providing quality NEPA documentation and consultation to INDOT for the last 30 years. They are well versed in environmental mitigation and permitting and have completed all levels of environmental documents:
- CE and EA documentation on a wide variety of projects, from new alignment roadways in open terrain to added travel lanes projects to bridge replacement projects.
- Level 1 CE document for I-469 in Fort Wayne
- Level 2 CE document on SR 120
- Level 3 CE document for US 421
- Level 4 CE document for Cumberland Road in Tippecanoe County
- EA document for the realignment of Crandall-Lanesville Road in Harrison County

UTILITY COORDINATION
Our team is very well versed in the necessary procedures for coordinating transportation improvement projects with utility companies. We take a very proactive approach that aggressively tracks and holds the utility companies accountable to develop their relocation plans in a timely manner. We accomplish this by making information requests from utility companies a top priority and by tracking progress of utility company responses on a constant basis. To illustrate our commitment to minimizing delays due to utility conflicts, we have a designated utility coordination engineer, Natalie Parks, on staff whose sole responsibility is utility coordination and making sure utilities are held accountable for timely responses, acceptable work plans, and utility agreements. She will use her experience and well-established relationships with the utilities throughout the area to make this process as smooth as possible.

- INDOT On-Call Utility Coordination Services (Central District)
**ADA COMPLIANCE**

Though ADA compliance has been an important part of many urban or suburban type projects for many years, INDOT recently released new PROWAG design requirements and standards to be incorporated into plans. American Structurepoint has been working with PROWAG requirements for the past few years through our local and LPA Federal Aid projects. On several occasions, we have done on-site assessments, taking a level and measuring cross slopes to assess compliance. On our South Bend Smart Streets Project, our staff did an assessment of all curb ramps throughout an entire seven-mile corridor to determine compliance, designating new and retrofit locations. Retro-fit locations included complex spot elevations to match in with existing sidewalks.

**PREVENTATIVE MAINTENANCE**

Many on-call projects fall under preventative maintenance-type projects with the purpose to preserve and maintain the existing roadways. Most of these projects are considered partial 3R improvements and include both roadways and bridges. These projects can be developed on 8½ x 11 plan sheets instead of the standard plan size sheets if desired, saving INDOT time and money.

With concurrence from INDOT, the number of submissions can be reduced to also expedite delivery.

- I-94 Preventive Maintenance, Lake County, Indiana
- SR 37 Design/Build Functional Overlay, Monroe County, Indiana

**VALUE ENGINEERING**

American Structurepoint recognizes one of INDOT’s most important goals is to keep costs contained on projects. We pride ourselves on using our design and construction expertise to constantly value engineer our projects, looking for ways to reduce costs while still achieving the project goals and objectives. American Structurepoint’s value engineering process involves more than just a one-time review of cost-saving opportunities. Our in-depth assessments and innovative design practices are conducted and monitored throughout the life of your project to ensure your cost containment goals are met.

**I-64 OVER BIG BAYOU RIVER, BRIDGE REHABILITATION**

Project development services for three sets of twin bridges on I-64 in Posey County.

- Originally scoped for a bridge deck overlay.
- Using “Open Roads” principles supported by a Life Cycle Cost analysis, proposed the use of a deck sealer/healer application to treat the minor surface cracks on the wearing surface and extend its useful life.
- Resulted in a construction cost reduction of over $1 million per bridge as well as a reduction in the life cycle costs.

**US 41 OVER CSX RAILROAD BRIDGE REHABILITATION**

Rehabilitation of the twin bridges carrying US 41 over CSX Railroad in Vincennes.

- Original scope of the work included constructing a bridge deck overlay, upgrading the bridge rails to current standards, and replacing the approach slabs and deck joints.
- Due to the structures’ age and serviceability, we provided value engineering and practical design principals that resulted in a 48% reduction in the construction cost.

**CR 200 N. RECONSTRUCTION**

Rehabilitation of the twin bridges carrying US 41 over CSX Railroad in Vincennes.

- Original scope for full-depth pavement replacement.
- Recommended roadway be reconstructed only in areas that did not meet vertical curve requirements for stopping sight distance.
- Other areas would be milled and resurfaced or widened as needed
- Resulted in a construction cost reduction of over $1.3 million.

**RFP 1604 ITEM 8**

**ON-CALL PROJECT DEVELOPMENT SERVICES**

**VINCENNES DISTRICT**

SUBMITTED BY AMERICAN STRUCTUREPOINT

PAGE 10
US ROUTE 31 - KOKOMO CORRIDOR
PROJECT TIPTON & HOWARD COUNTIES, INDIANA

Led and managed the design team for the new 13-mile US 31 corridor with 36 new bridges and six interchanges.

- Managed 28 total subconsultants and roughly 60 American Structurepoint employees,
- Right-of-way acquisition effort included the tracking and coordination of 197 parcels, 72 of which were relocations and 25 condemnations.
- Savings of $59,267,480 was realized on this project using practical design practices.

I-65 DOWNTOWN MONSTER BRIDGE REHABILITATION

Rehabilitation repairs included patching the existing overlay and removal and replacement of the class s-s joint and reinforced concrete bridge approach slabs. A deck condition survey that resulted in only 1.5% of the overlay showing delamination.

- Open roads decision was made to eliminate any patching and to replace the bladders in lieu of the entire joint, avoiding the need for partial deck replacement.
- The approach slabs were in good enough condition to expect 10 years of life.
- Bridge beams have minor rust on most decided to only paint the 5- to 10-feet on either side of the joints.
- Working with a bridge material provider to derive a solution to the leaking joints by providing an economical viable gutter system that will prolong the life of the beam ends and substructure units below.
- With the modification to the rehabilitation, the MOT scheme was minimized by only performing nighttime single-lane closures at a time, significantly reducing the construction impact on the traveling public.
- The current estimate shows a savings of $19 million.

US 421/SR 62 INTERSECTION IMPROVEMENT

Provided design services for a roundabout intersection at the intersection of US 421 and SR 62. As one of the first of its kind in Indiana (roundabout with high-speed approaches):

- Worked closely with local officials conducting private and public meetings to garner support for the project and address any questions about roundabouts in general and at this location.
- Revisited the justification for constructing a roundabout and successfully proved to the stakeholders that it was the best option for the intersection.
- During the design phase, our engineers saved costs by designing the roundabout to fit entirely within the existing paved area of the intersection, requiring no additional right-of-way.
- Further cost savings of roughly $200,000 were found during design using open roads concepts to utilize more existing pavement, save existing guardrail, and reduce unnecessary curbing on the project approaches.

Scope of work assignments included bridge deck replacements, bridge deck repair with overlays, superstructure replacements, structure widening, slopewall and drainage repairs, survey, permitting, and NEPA documentation.

- Technical challenges included the development of unique repair solutions and maintenance-of-traffic details in an accelerated time frame.
- Maintained coordination with INDOT’s District and Central Office personnel who reviewed and managed the projects.
- Dave Day, our bridge lead, helped the LaPorte District realize over $20 million in savings for rehabilitation of 21 bridge assignments.
WHY SHOULD YOU CHOOSE AMERICAN STRUCTUREPOINT?

As your on-call consultant, our goal on every project is to receive high review scores and minimize your review time by providing you exactly what is required in each of our submissions. If we have questions or uncertainties, we will call you ahead of time to resolve.

SUPERIOR CUSTOMER SERVICE

Kickoff meeting as soon as task is assigned. Provide clear communication (establish expectations, develop meeting minutes, promise to return phone calls same day).

Provide seamless plans to eliminate uncertainties on agreed upon action items and exceptional customer service.

Provide progress reports to INDOT project managers every month.

As an example of our commitment to customer service excellence, three bridges along Keystone Avenue in Carmel, Indiana, were hit by an oversized truck on a Saturday morning. Within 90 minutes Dave Day, our senior bridge engineer, was on-site assessing the damage with INDOT staff. With staff located in our Evansville office, as well as our support staff in Indianapolis, you will always have someone available for any type of situation 24/7.

QUALITY ASSURANCE/QUALITY CONTROL

Our formal QA/QC process will check, backcheck, correct, and verify every product we develop on every project assignment. Having an experienced QA/QC technical lead and a strong QA/QC plan in place, we can assure the Vincennes District a quality product will be delivered.

MEETING DEADLINES

If speed is of the essence, we will work under aggressive schedules and deliver every time. As proof that we can deliver projects on aggressive deadlines, we have listed projects we have recently finished under tight schedule conditions:

- Prairie Street Overpass in Elkhart (delivered final plans on accelerated six-month schedule in partnership with the Fort Wayne District, MPO, and Local Agency)
- I-469 Pavement Replacement in Allen County (delivered PFC to tracings in two months)
- Princeton Street Road Construction for City of Muncie (six months)
- Delaware County Bridge No. 513 (delivered NTP to tracings in 12 months)
- I-465/I-65 Interchange modification (delivered in 12 months)

Outstanding project manager, knowledgeable approach, on-call project experience, quality, and more than enough capacity are the reasons why American Structurepoint is a trusted partner for your project development on-call contract. We promise to continuously look for ways to save you money and do what we do best—provide responsive service—because these projects are as important to us as they are to you.

RYAN CUMMINS, PE
PROJECT MANAGER