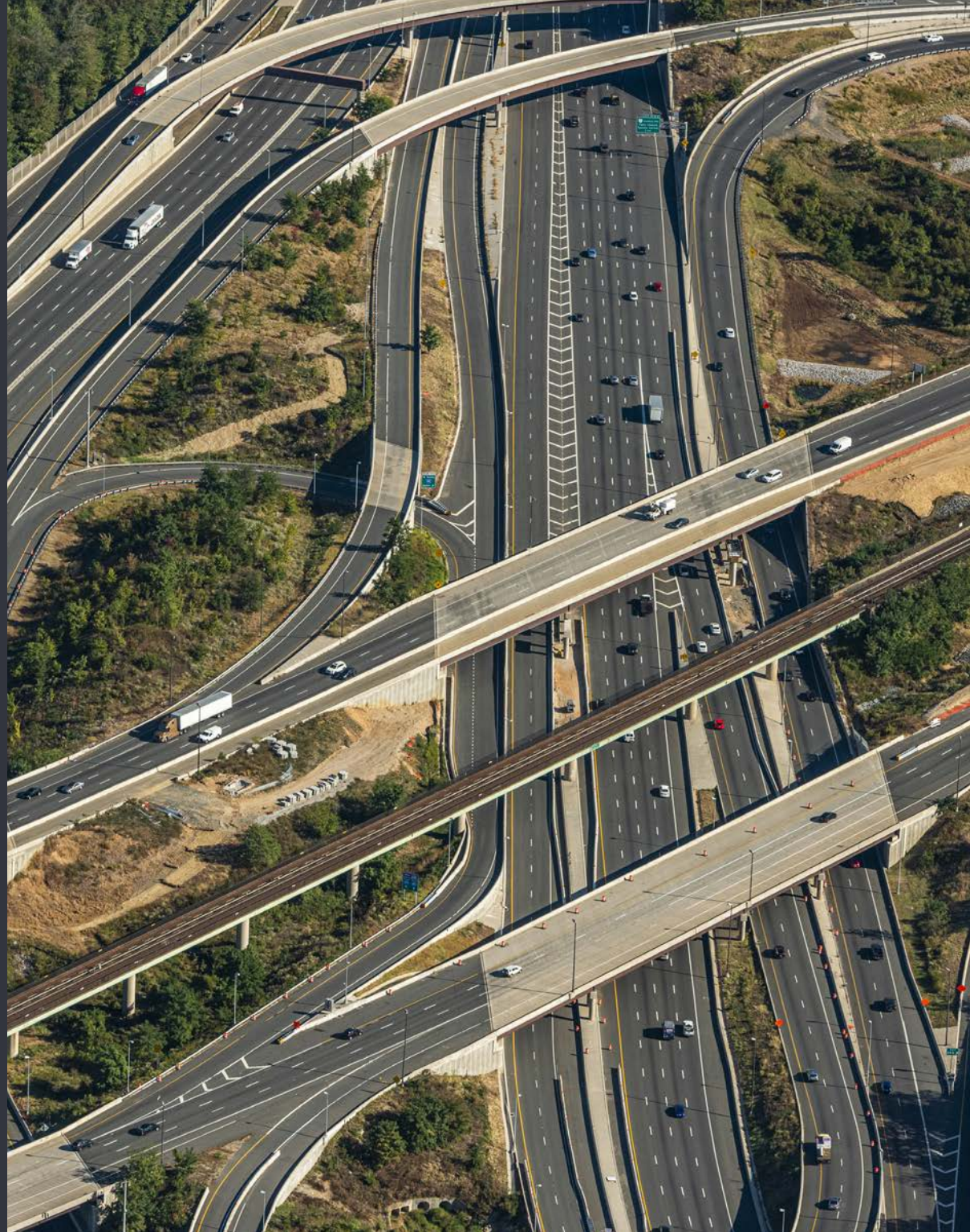


DESIGN-BUILD EXPERIENCE

DEFINING THE
BUILT ENVIRONMENT



AMERICAN
STRUCTUREPOINT
INC.



COMPANY OVERVIEW

AMERICAN STRUCTUREPOINT



With approximately 600 experts working in-house across 11 disciplines, American Structurepoint's award-winning team understands how to successfully move your project from concept to completion.

We provide a wealth of experience and resources dedicated to helping you make your vision a reality. Since opening our doors in 1966, our mission has been to improve quality of life through our commitment to communities. Offering strength in numbers, stability that lasts, and innovative solutions, we provide complete consulting and comprehensive design services.

Keeping the nation's transportation infrastructure up to speed requires creativity, innovation, and a comprehensive approach that leaves no stone unturned. American Structurepoint works creatively to provide more than just road and bridge designs and construction documents. Our work serves as the foundation for the entire transportation process. The success of some projects relies heavily on speed of delivery—an area where we're trendsetters.

We place great emphasis on a design-build delivery model.

Our team has completed over 500 design-build projects—from in-patient hospitals to major transportation projects—varying in size from a few thousand square feet to nearly a million square feet. American Structurepoint's team-oriented, proactive professionals thoroughly understand the elements necessary to ensure a successful design-build project. Our team is trained to excel under the unique demands of these projects.



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9/HEAVY-SILK/32/20

9/HEAVY-SILK/32/20

CORPORATE ACHIEVEMENTS



Top 200 National Design Firm
Engineering News-Record, 2022



Top 50 National Transportation Firm
Engineering News-Record, 2022



No. 1 Largest Engineering Firm in Indianapolis
Indianapolis Business Journal, 2022

1966 YEAR FOUNDED

600 PROFESSIONALS

17 DESIGN CENTERS

11 IN-HOUSE A/E SERVICES

500+ DESIGN-BUILD PROJECTS



350+ Vertical Design-Build Projects

Consolidated Support Center, Seymour Johnson AFB, Goldsboro, NC **\$9.8M**
 SFC Robert H. Deeks Jr. Language and Cultural Center, Fort Campbell, KY **\$5.3M**
 Veterans Affairs Parking Structure, Indianapolis, IN **\$8.8M**
 Cummins Corporate Parking Structure, Columbus, IN **\$10M**
 SMC Manufacturing Expansion, Noblesville, IN **\$20M**
 Battery Innovation Center, Crane, IN **\$12M**
 Dunham's Sports Distribution, Marion, IN **\$30M**
 Hampton Inn & Suites, New Albany, OH **\$6M**
 Hagen Dental Clinic, Moncrief Army Community Hospital, Fort Jackson, SC **\$9M**
 Park Reserve Forces Dining Facility, Dublin, CA **\$9.1M**
 Reebok Distribution, Indianapolis, IN **\$12.8M**
 Landerbrook Corporate Center, Mayfield Heights, OH **\$9M**
 Park Center, Independence, OH **\$13M**
 Gap, Inc., Groveport, OH **\$42M**
 Nationwide Insurance, Dublin, OH **\$35M**
 Indiana Heart Physicians, Indianapolis, IN **\$6.8M**
 Custom Concrete Corporate Office, Westfield, IN **\$4.5M**
 BMW Group Financial Services, Hilliard, OH **\$22M**
 ADENA Medical Office Building, Chillicothe, OH **\$12M**
 Aspen Office Center II, Franklin, TN **\$11M**
 Norman Pointe II, Bloomington, MN **\$40M**
 Kindred Hospital, Greenwood, IN **\$17M**
 EnerDel Battery Manufacturing Facility, Noblesville and Greenfield, IN **\$480M**
 White River Canal Intake/Pump Station, Indianapolis, IN **\$10M**
 VA Community-Based Outpatient Clinic, Fort Knox, KY **\$7.6M**
 Wright-Patterson Air Force Base Hangar F/200006 Renovation, Greene County, OH **\$32.2M**
 USACE Shipping & Receiving Building, Fort McCoy, WI **\$8M**
 USACE Milan Army Reserve Center, Milan, OH **\$5.3M**

Over \$2.5 billion in construction costs

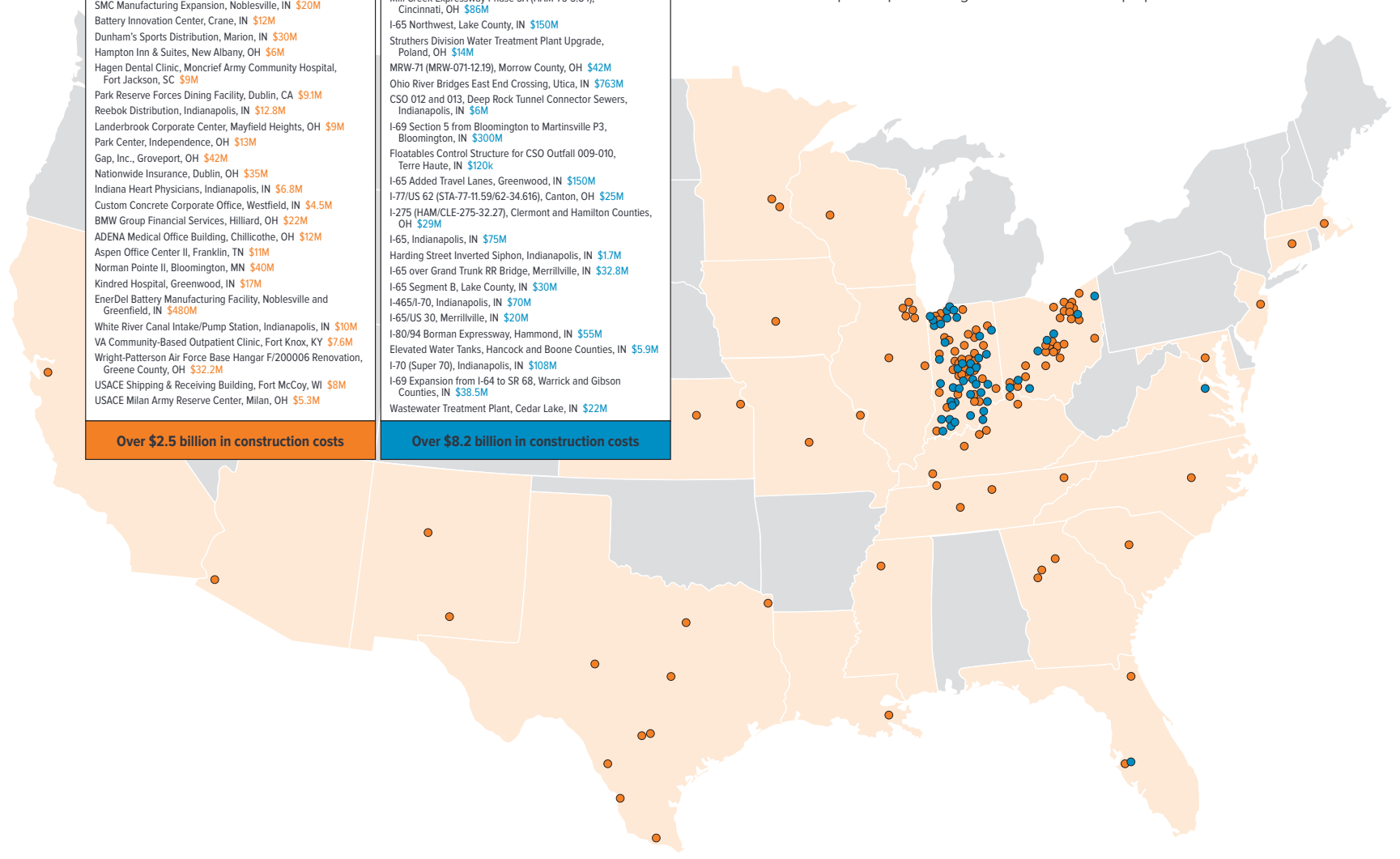
150+ Horizontal Design-Build Projects

Illiana Expressway P3, Lake County, IN **\$400M**
 I-65 Northwest Indiana Expansion, Lake County, IN **\$62M**
 I-275/I-4 Downtown Tampa Interchange, Tampa, FL **\$225M**
 I-65 Added Travel Lanes, Clark County, IN **\$70M**
 Transform I-66, Segment 3, VA **\$2.5B**
 Mill Creek Expressway Phase 5A (HAM-75-3.84), Cincinnati, OH **\$86M**
 I-65 Northwest, Lake County, IN **\$150M**
 Struthers Division Water Treatment Plant Upgrade, Poland, OH **\$14M**
 MRW-71 (MRW-071-12.19), Morrow County, OH **\$42M**
 Ohio River Bridges East End Crossing, Utica, IN **\$763M**
 CSO 012 and 013, Deep Rock Tunnel Connector Sewers, Indianapolis, IN **\$6M**
 I-69 Section 5 from Bloomington to Martinsville P3, Bloomington, IN **\$300M**
 Floatables Control Structure for CSO Outfall 009-010, Terre Haute, IN **\$120k**
 I-65 Added Travel Lanes, Greenwood, IN **\$150M**
 I-77/US 62 (STA-77-11.59/62-34.616), Canton, OH **\$25M**
 I-275 (HAM/CLE-275-32.27), Clermont and Hamilton Counties, OH **\$29M**
 I-65, Indianapolis, IN **\$75M**
 Harding Street Inverted Siphon, Indianapolis, IN **\$17M**
 I-65 over Grand Trunk RR Bridge, Merrillville, IN **\$32.8M**
 I-65 Segment B, Lake County, IN **\$30M**
 I-465/I-70, Indianapolis, IN **\$70M**
 I-65/US 30, Merrillville, IN **\$20M**
 I-80/94 Borman Expressway, Hammond, IN **\$55M**
 Elevated Water Tanks, Hancock and Boone Counties, IN **\$5.9M**
 I-70 (Super 70), Indianapolis, IN **\$108M**
 I-69 Expansion from I-64 to SR 68, Warrick and Gibson Counties, IN **\$38.5M**
 Wastewater Treatment Plant, Cedar Lake, IN **\$22M**

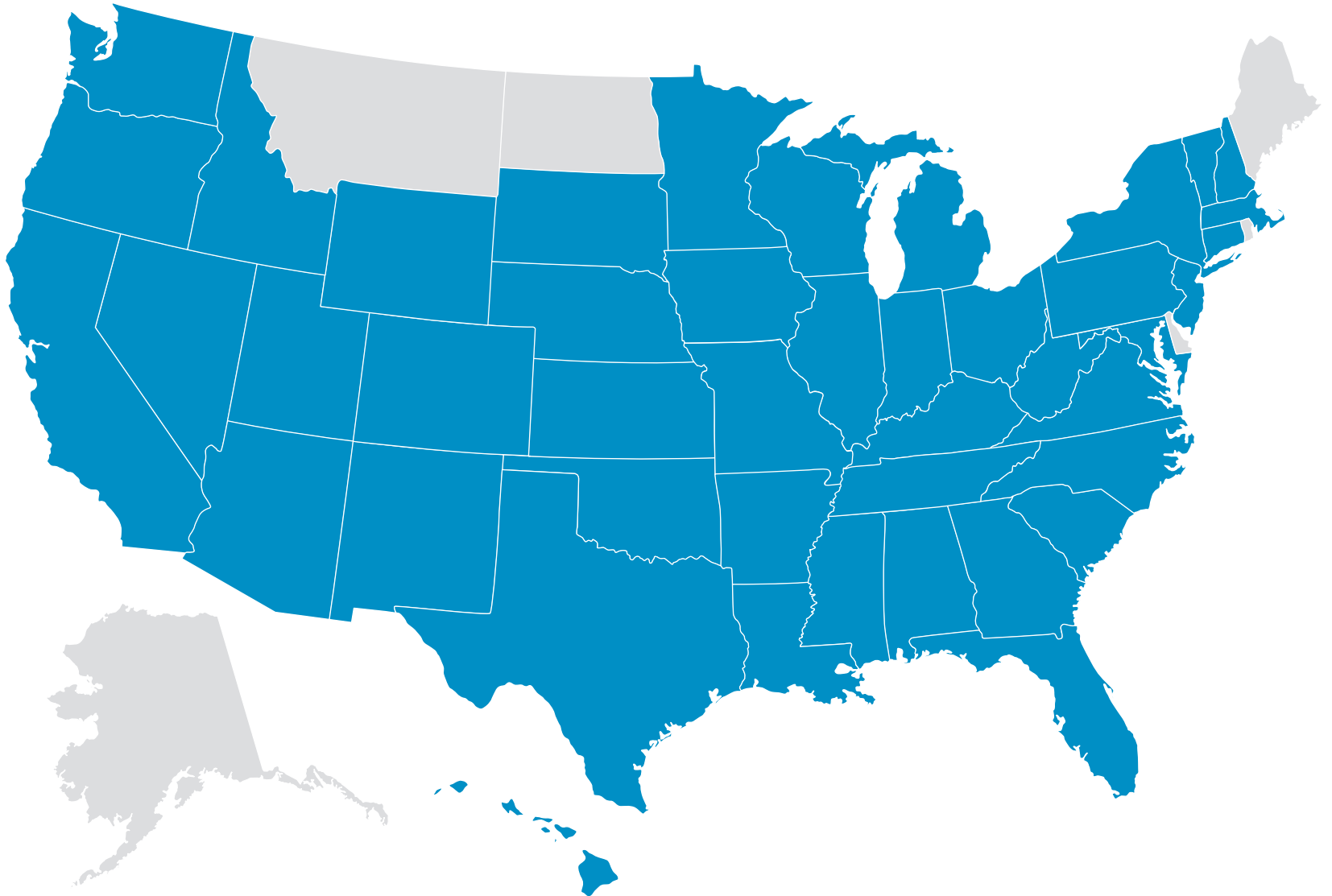
Over \$8.2 billion in construction costs

DESIGN-BUILD PROJECTS

●● = cities where we've completed one or more design-build projects
 = required upfront design-build RFP document preparation



FIRM REGISTRATIONS



KEY STAFF

AMERICAN STRUCTUREPOINT



CASH CANFIELD, PE

● Executive
27 years of experience



STEVE DAVIDSON, PE

● Executive
24 years of experience



NICK HARRISON, PE

● Executive
18 years of experience



SAM BALOG, PE

● Design Manager
14 years of experience



WILLIAM STRINGER, PE

● Design Manager
20 years of experience



PAUL MCILREE, PE, DBIA

● Design Manager
24 years of experience



MIKE RAUBENOLT, PE, LEED AP

● Design Manager
● Roadway Design Lead
● MOT Lead
24 years of experience



JOEY ROSELLI, PE

● Design Manager
16 years of experience



FRANK ARANSKY, PE

● Design Manager
● Roadway Design Lead
● MOT Lead
22 years of experience



BEN BORCHARDING, PE

● Design Manager
● Bridge Design Lead
18 years of experience



WING LAU, PE

● Design Manager
21 years of experience



CHASE MYERS, PE

● Design Manager
● Roadway Design Lead
21 years of experience



FERNANDO GAYTAN, PE

● Design Manager
● Roadway Design Lead
37 years of experience



NICK MURPHY, PE

● Roadway Design Lead
11 years of experience



ERIC FARNY, PE

● Roadway Design Lead
17 years of experience



TODD STOUT, PE
 ● Roadway Design Lead
 14 years of experience



MIKE MAUROVICH, PE
 ● Roadway Design Lead
 ● MOT Lead
 16 years of experience



BRUIN RAMSDELL, PE
 ● Roadway Design Lead
 ● MOT Lead
 20 years of experience



JOSE SANDOVAL, PE
 ● Roadway Design Lead
 36 years of experience



CHRIS BETTINGER, PE
 ● Bridge Design Lead
 20 years of experience



RYAN CUMMINS, PE
 ● Bridge Design Lead
 15 years of experience



SAGE FLANNAGAN, PE
 ● Bridge Design Lead
 18 years of experience



HARDIK SHAH, PE, PTOE
 ● Traffic Lead
 16 years of experience



PATRICK O'CONNOR, PE, PTOE
 ● Traffic Lead
 19 years of experience



BETH SCHNEIDER, PE, PTOE
 ● Traffic Lead
 14 years of experience



GANNON GRIMMER, PE
 ● Traffic Lead
 8 years of experience



ANDREW STASTNY, PE, PTOE, RSP
 ● Traffic Lead
 14 years of experience

PROJECT EXPERIENCE

AMERICAN STRUCTUREPOINT



TRANSFORM I-66, SEGMENT 3 DESIGN-BUILD

MERRIFIELD, VIRGINIA

CONSTRUCTION COST: \$2.5B

This project will reconstruct and widen 22 miles of I-66 just outside Washington, D.C., in northern Virginia. The main goal of the project is to transform I-66 into a multimodal corridor that quickly moves traffic and people in a more reliable way. The project is broken into three segments, and American Structurepoint is the lead designer for Segment 3, providing full detailed design services to its client (Ferrovial Agroman). Segment 3 begins just west of Jermantown Road and runs eastwardly to the Capital Beltway of I-495. It includes approximately 7 miles of roadway reconstruction (two express lanes and three general purpose lanes in each direction); 23 new, re-placement, or rehabilitated bridges; and three interchange modifications. The estimated construction cost of Segment 3 is \$800 million. American Structurepoint is providing full-service design including roadway, drainage, maintenance-of-traffic, structural, lighting design, and other services necessary to complete the project.



I-69 SECTION 6 DESIGN-BUILD

MARION AND JOHNSON COUNTIES, INDIANA

CONSTRUCTION COST: \$728M

American Structurepoint is the lead engineering firm joining with the Walsh/Milestone Joint Venture design-build team. The project includes full reconstruction and conversion of existing SR 37 to interstate standards from Fairview Road in Johnson County to I-465 in Indianapolis. It also includes full reconstruction and improvements to I-465 between I-65 and I-70 in southern Marion County, expanding I-465 to 4 lanes in each direction.

American Structurepoint developed a highly innovative and cost-effective design using approved alternative technical concepts (ATCs) to reduce cost and schedule duration, create efficiencies, and improve long-term durability and maintainability. Our engineering team focused heavily on identifying elements of the design that could be optimized as compared to the concept drawings and upon approval, implementing those optimizations into the project design. The project required intense coordination to ensure that all design elements avoid conflicts with each other throughout the design process.

In total, the project includes 49 bridges, 59 retaining walls, four new I-69 interchanges, 3 interchange modifications, and 15 sound walls. The project is the final leg of the 142-mile extension of I-69 from Evansville to Indianapolis that began in 2008. This leg is scheduled to open to traffic by the end of 2024.



I-275 AT I-4 DOWNTOWN TAMPA INTERCHANGE **DESIGN-BUILD** TAMPA, FLORIDA

CONSTRUCTION COST: \$225M

American Structurepoint is part of the EOR team working for Lane on this design-build project for the Florida Department of Transportation. The project will improve the safety and operations of the I-275/I-4 interchange in downtown Tampa. Improvements include the addition of a new direct connector ramp to supplement the existing single-lane ramp from southbound I-275 to eastbound I-4, widening the existing single-lane ramp from westbound I-4 to northbound I-275 to two lanes, widening the existing two-lane ramp from westbound I-4 to southbound I-275 to three lanes, changing the eastbound exit ramp from I-4 into Ybor City/East Tampa by providing new access directly from southbound I-275 and NB I-4 instead of a single ramp at 21st/22nd streets, widening the existing eastbound frontage road (13th Avenue) to two lanes, adding an additional merge lane on northbound I-275 between I-4 and the Dr. MLK Jr. exit, widening the shoulders on southbound I-275 between Palm Avenue and Jefferson Street, and shifting the exit ramp from southbound I-275 into downtown Tampa to the west of the current alignment. The project will also add shared-use paths by connecting to existing facilities for access throughout the interchange. Construction is anticipated to begin in early 2023.



I-65 NORTHWEST INDIANA EXPANSION **DESIGN-BUILD** LAKE COUNTY, INDIANA

CONSTRUCTION COST: \$62M

This design-build project included construction of added travel lanes and bridge rehabilitation along an approximately 13-mile stretch of I-65 from 0.63 miles south of SR 2 to 1.05 miles south of US 30. The scope included complete reconstruction and widening of the Kankakee River Bridges, construction of a third lane and shoulder in existing median while resurfacing adjacent two lanes and outside shoulder from SR 2 to US 231, converting outside PCCP shoulder to a third lane during construction of a new PCCP shoulder adjacent from US 231 to 1.05 miles south of US 30, deck overlay and widening of I-65 over SR 2 and Wirtz Ditch bridges, deck reconstruction and widening of I-65 over US 231 bridges, rehabilitation of another eight bridges within project limits, and expansion/upgrade of an intelligent traffic system network along I-65 from 217th Avenue to 101st Avenue. In total, 75 lane miles and 16 bridges were under construction during either the 2017 or 2018 construction year. The project included drainage improvements, signage, and pavement markings. American Structurepoint, as a subconsultant to HNTB, provided construction inspection services throughout the project.



I-71 DESIGN-BUILD (MRW-71-12.19)

MORROW COUNTY, OHIO

CONSTRUCTION COST: \$42M

American Structurepoint teamed with Kokosing Construction Company and was the design engineer for this project for ODOT District 6. The project was 7.35 miles long and consisted of the removal and replacement of the existing pavement and the addition of a third lane in each direction toward the median. Two bridges required superstructure replacement and raised profile to achieve the minimum vertical clearance required along interstates. A third bridge was completely replaced. American Structurepoint staff developed alternative design concepts (including reduced median widths, changes to the vertical profile and various structure types) and worked closely with Kokosing staff to develop an alternative MOT scheme that did not impact the southbound lanes during the first year of construction of this two-year project.



MILL CREEK EXPRESSWAY PHASE 5A (HAM-75-3.84) DESIGN-BUILD

CINCINNATI, OHIO

CONSTRUCTION COST: \$86M

American Structurepoint was lead design engineer for Walsh Construction Company. The project is along I-75 from Hopple Street to Mitchell Avenue and along I-74 to the interchange with I-75. The scope of work includes adding both a northbound and southbound I-75 through-lane, replacing the I-75 mainline pavement south of Ludlow Avenue, resurfacing the pavement north of Ludlow Avenue, and separating the combined sewer system within the ODOT right-of-way. Work also included adding a second exit lane on the southbound exit to Hopple Street and reconstruction of the I-74 EB Hopple Street ramps to I-75 to improve the ramp connectivity and level of service. The project included rehabilitation and replacement of several structures. Due to the widening of I-75, it was also necessary to construct five new retaining walls along the corridor. New highway lighting, ITS, and traffic control was also included within the project corridor. Maintenance of traffic was critical in the design and construction of this project. Traffic was maintained at all times during construction in this heavily traveled corridor.



I-77/US 62 DESIGN-BUILD (STA-77-11.59/62-34.616)

CANTON, OHIO

CONSTRUCTION COST: \$25M

This \$25 million design-build project provided increased capacity and safer roadways for the greater Canton area. The project upgraded 1.17 miles of I-77 near the Pro Football Hall of Fame, providing a concrete median barrier and a third lane in each travel direction with full replacement of pavement and shoulder sections. Ramp modifications at two major interchanges were included, as well as six mainline bridges and an upgrade for the traffic signal at SR 687 and I-77. The project also improved 0.47 mile of US 62 with deck replacement and widening of the twin bridges over Nimishillen Creek and the Wheeling and Lake Erie Railway. Replacement of the northbound ramp to I-77 and part of the eastbound on-ramp from Fulton Drive/I-77 to eastbound US 62 was included as well. Extensive drainage work for the 44-acre site included inlet spacing analysis, closed system capacity analysis, and hydraulic grade line analysis. Approximately 1,500 feet of new pipe ranging in size from 12 to 36 inches was designed, and 24 new catch basins were placed. Additional drainage work included adding median inlets, analyzing and replacing existing culverts and storm sewer systems, and ditch design and analysis. The project also involved guardrail reconstruction, signing, lighting, pavement markings, and traffic control.



I-275 DESIGN-BUILD (HAM/CLE-275-32.27)

CLERMONT AND HAMILTON COUNTIES, OHIO

CONSTRUCTION COST: \$29M

This project involved rehabilitation of 8.08 miles of I-275 in Clermont and Hamilton Counties. A 12-foot shoulder was added to the inside lane. Also included was the installation of approximately 120 new catch basins, construction of approximately 1,000 feet of storm drainage pipe, guardrails, signing, lighting, pavement markings, and design of two twin mainline bridges and seven overpass structures. Three structures were raised for vertical clearance, and the mainline profile was lowered under four structures to gain a 16-foot, 6-inch vertical clearance. Maintenance of traffic (maintained six lanes during daylight hours) involved splitting one lane of eastbound traffic onto the westbound side of the roadway while maintaining two lanes of traffic on the existing roadway. This was the first use of a contra-flow maintenance-of-traffic scheme in the state of Ohio.



ILLIANA EXPRESSWAY P3 DESIGN-BUILD

LAKE COUNTY, OHIO

CONSTRUCTION COST: \$400M

This P3 project involved new construction for the Indiana portion of the Illiana expressway project that begins at I-65 about 3 miles north of the SR2 interchange, and extends generally westward for about 12 miles to the state line. The project also included rehabilitation and added travel lanes of the portion of I-65 that stretches for almost 8 miles from the SR2 interchange through the Illiana interchange to the US231 interchange outside of Crown Point. American Structurepoint provided technical procurement advisor services as part of the HNTB team. We were head of the utility coordination and NEPA environmental services. Our survey team provided full topographic survey services for this project. A high-accuracy LiDAR survey was employed to map over 2,500 acres of open terrain in an unprecedented time frame.



I-80/94 PHASE II DESIGN-BUILD

HAMMOND, INDIANA

CONSTRUCTION COST: \$55M

The reconstruction and widening of 3 miles of the Borman Expressway began at the Calumet Avenue interchange and ended just west of the Cline Avenue interchange. It was the second of several phases using a fast-track design-build process, all of which were intended to improve the aging Borman Expressway. The typical roadway had 5 lanes in each direction and full-width median and exterior shoulders. The project included pavement replacement and added travel lanes, minor ramp modifications, bridge removal and replacement, new signage and lighting, sound barrier relocation, retaining wall construction, Intelligent Transportation System (ITS) facility relocation, and drainage improvements.



I-65 NORTH DESIGN-BUILD SEGMENT A

MERRILLVILLE, INDIANA

CONSTRUCTION COST: \$33M

This project was only the second design-build project for INDOT. It included total pavement replacement and the addition of a third lane in each direction for 3 miles of I-65 from just north of the US 30 interchange to just north of the 61st Avenue interchange. Also included in the project was the widening and superstructure replacement of five bridges, replacement of highway signs and lighting system, and the complete reconstruction of the 61st Avenue interchange. This project was finished before the scheduled completion date and the team received the maximum incentive bonus.



SR 37 DESIGN-BUILD MONROE COUNTY, INDIANA

CONSTRUCTION COST: \$10M

This fast-track rehabilitation included full-depth patching and pavement overlay, as well as drainage, safety, and intersection improvements. The project also included a Stage II engineer's report required to address specific aspects of the project that could not be addressed in Stage I construction.

AWARDS

ACEC Engineering Excellence Awards, Honor Award (2008)

ACEC Engineering Excellence Awards, Project of the Year (2008)

ITE Transportation Achievement Award for Safety (2008)



I-70 RECONSTRUCTION DESIGN-BUILD (SUPER 70) INDIANAPOLIS, INDIANA

CONSTRUCTION COST: \$175M

American Structurepoint prepared design-build contract documents and 30% complete design plans for this \$175 million project involving reconstruction of six miles of I-70, the busiest highway in Indiana. Super 70 was the largest road construction project in INDOT's history as of 2008, completed in the least amount of time, completed on time, and had the best traffic safety record in recent history. The project begins just east of the I-65 north split in downtown Indianapolis and ends just east of the I-465 interchange. Engineering services included inspection of all bridges to be rehabilitated and providing recommendations for the amount and type of work required for proper rehabilitation. The scope of work also included preparing an engineer's report for ramp adjustments. Design work was completed in a 12-month, accelerated time period. The project included replacement of 75 lane miles of pavement and 28 bridge decks, as well as reconstructing I-70 over Sherman Drive and the CSX railroad, which had been an underpass, with the use of a 50-foot-tall temporary retaining wall along the median of I-70. The interstate was widened by eight feet on each side. Plans for improvements to local routes, including modernization/improvement of 16 signalized intersections, were prepared in order to improve capacity on the local street network during the I-70 reconstruction. New highway signs, lighting, and ITS relocation were also part of this project, which was awarded an Honor Award for Engineering Excellence by ACEC Indiana.

I-69 EXPANSION DESIGN-BUILD (PHASE I, SEGMENT 1)

WARRICK AND GIBSON COUNTIES, INDIANA

CONSTRUCTION COST: \$38M

American Structurepoint was responsible for developing 40-percent complete design plans for this I-69 design-build project. The project included new construction of the first 2-mile section of I-69 extending from the I-64 interchange to just north of SR 68. This project met an aggressive schedule despite daily challenges as it approached the letting. Land acquisition for 39 parcels was done concurrently with the design and was completed in 14 months.



OHIO RIVER BRIDGES EAST END CROSSING P3 DESIGN-BUILD CLARK COUNTY, INDIANA

CONSTRUCTION COST: \$763M

American Structurepoint was the design firm for Section 6 of the East End Crossing, which improved cross-river mobility and enhanced safety for southern Indiana and Louisville, Kentucky, as the Indiana Finance Authority and Kentucky Transportation Cabinet combined forces for a massive, multi-phase, long-term construction to build a new bridge over the Ohio River. The Section 6 project included designing four miles of new SR 265 as a 4-lane divided highway (two lanes in each direction) from SR 62 to the new Ohio River Bridge, as well as reconstruction of the SR 265/SR 62/Port Road interchange roadways and ramps, new SR 265/Salem Road interchange ramps, seven bridges over small creeks, seven bridges over roadways, and four bridges over railroads. The East End Crossing was a best value design-build-finance-operate-maintain public-private-partnership (P3) project.



US 421 MILTON-MADISON BRIDGE OVER THE OHIO RIVER DESIGN-BUILD

MADISON, INDIANA & MILTON, KENTUCKY

CONSTRUCTION COST: \$103M

American Structurepoint provided construction inspection services on the US 421 Bridge over the Ohio River design-build project, which included bridge pier rehabilitation and construction of a new superstructure, new approach piers, abutments, approaches, retaining walls, and a pedestrian bridge. The project began in Kentucky at the intersection of KY 36 and US 421 going to the intersection of Fillmore Street and US 421 in Indiana for a total length of 0.696 mile.



I-65 ADDED TRAVEL LANES DESIGN-BUILD

BOONE COUNTY, INDIANA

CONSTRUCTION COST: \$150M

This \$150 million project involved the reconstruction of 12 miles of freeway and six interchanges. American Structurepoint provided supplemental ground survey, an engineer's report including analysis of multiple alternatives and proposed recommendations, bridge design, traffic analysis, an interchange justification study for the elimination of an interchange off-ramp, wetlands delineation, biological assessment, and preliminary design plans for the development of the project as a design-build. Additional responsibilities included alignment layout, identification and analysis of alternatives, railroad coordination, preparation of reports and a traffic management plan, construction contract document preparation, consultant review of design-build plan submissions, and cost estimating.



I-69 SECTION 5 FROM BLOOMINGTON TO MARTINSVILLE DESIGN-BUILD

MONROE AND MORGAN COUNTIES, INDIANA

CONSTRUCTION COST: \$300M

This project involved upgrading SR 37 into interstate standards. Project elements include upgrade of 21 miles of existing roadway, new construction of four overpasses and four interchanges, and additional travel lanes in the Bloomington area. American Structurepoint provided technical procurement advisor services.



I-65 DESIGN-BUILD SEGMENT B

LAKE COUNTY, INDIANA

CONSTRUCTION COST: \$30M

This project was the third design-build project for INDOT. It included total pavement replacement and addition of a third lane in each direction of 2.5 miles of I-65 from just north of the 61st Avenue interchange to just north of the Ridge Road interchange. Also included in the project was the widening and superstructure replacement of four bridges, removal and fill in of two bridges, replacement of highway signs and lighting system, and complete reconstruction of the Ridge Road interchange.



I-465/I-70 INTERCHANGE DESIGN-BUILD

INDIANAPOLIS, INDIANA

CONSTRUCTION COST: \$67M

American Structurepoint teamed with JSE and Walsh Construction of Illinois for this design-build project. This project designed and built nearly \$70 million of improvements and reconstruction for the I-465/I-70 interchange on the east side of Indianapolis in less than 24 months. The project work involved adding a travel lane in each direction and complete pavement replacement for approximately 2.4 miles of I-465 highway, adding a travel lane and pavement replacement for approximately one mile of I-70 EB to I-465 NB ramp, adding a new 2-lane directional ramp for I-465 SB to I-70 EB traffic, complete pavement replacement for five other ramps, replacement of six bridges, reconstruction and widening of ten bridges, and construction of three new bridges, all while maintaining three lanes of traffic in each direction on I-465. Additional construction of improvements to Shadeland Avenue, Pendleton Pike, Post Road, and 21st Street were also part of this project to increase the capacity of alternative routes for traffic during construction. Installation of new highway and interchange lighting and signing were also included.



INDIANAPOLIS INTERNATIONAL AIRPORT, MIDFIELD TERMINAL ROADS AND BRIDGES

INDIANAPOLIS, INDIANA

CONSTRUCTION COST: \$20M

This project was part of a \$1.3 billion state-of-the-art terminal expansion to create a hub for major airlines to serve the city. Numerous consultants worked together to design and construct the new terminal, restaurants and retail shops, parking garage and surface lots, Ground Transportation Center, and roadway system. American Structurepoint was responsible for the planning, design, and coordination of multiple projects and the overall concept for an efficient, cost-effective road system serving all the aspects of a modern, highly secured airport facility. The roadway system was divided into several different construction and design contracts over a six-year period. The roadway project required coordination of environmental issues, road and bridge design, signage, lighting, utility infrastructure, and landscaping, as well as coordination with adjacent projects, including the parking facilities and new terminal building.

DESIGN CENTERS

Indianapolis, Indiana (Headquarters)
Indiana - Evansville, Fort Wayne, Jeffersonville, Merrillville, South Bend, Terre Haute
Ohio - Columbus, Cincinnati, Cleveland
Texas - Austin, Round Rock
Illinois - Chicago/Aurora
Tennessee - Nashville
Kentucky - Lexington
Florida - Tampa, Orlando

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