



AMERICAN
STRUCTUREPOINT
INC.

STATEMENT OF QUALIFICATIONS
**BURNET COUNTY, TEXAS
CAPITAL IMPROVEMENT
PLAN AND PROGRAM**

OCTOBER 2025



2600 VIA FORTUNA, SUITE 300
AUSTIN, TEXAS 78746
TEL 512.494.6037

October 24, 2025

Burnet County
220 S. Pierce Street
Burnet, Texas 78611

Dear Burnet County Judge and Commissioners:

At American Structurepoint, we believe in improving the quality of life for the communities we serve. Our goal is simple—provide solutions that will help create a successful future for you and your county. American Structurepoint is excited to provide our services for Burnet County's Capital Improvement Plan and Program (CIPP), and we look forward to partnering with you!

REGIONAL AND LOCAL EXPERIENCE Our team has delivered planning and design services in multiple Central Texas communities. Our experience in this region and others across the state and country allows us to build on our relationships to best serve you.

TAKE A CIPP ONE STEP FURTHER American Structurepoint's process is unique and will be highly beneficial to your community's future infrastructure projects. First, we will complete the needed outreach and public engagement activities to gather the most robust data and obtain stakeholder buy-in. After this vital step, our team will help you score and prioritize your projects and identify different available funding opportunities. We have recently and successfully completed this process in Caldwell County, as well as other counties and cities across the country.

MULTIDISCIPLINARY EXPERIENCE & COLLABORATION When you make American Structurepoint a member of your team, you automatically gain direct access to hundreds of industry professionals from 11 related disciplines. Each member of our team is a well-rounded expert and seasoned leader in their field of practice. Our team sees around the corners of the planning process and will help you find the hidden challenges and opportunities for the CIPP.

Thank you again for the opportunity to work with you on this important initiative. If you have any questions about the following information, please contact us.

Yours truly,
American Structurepoint, Inc.

Lon A. Shell
Principal

QUALIFICATIONS

EXPERIENCED INFRASTRUCTURE LEADERSHIP

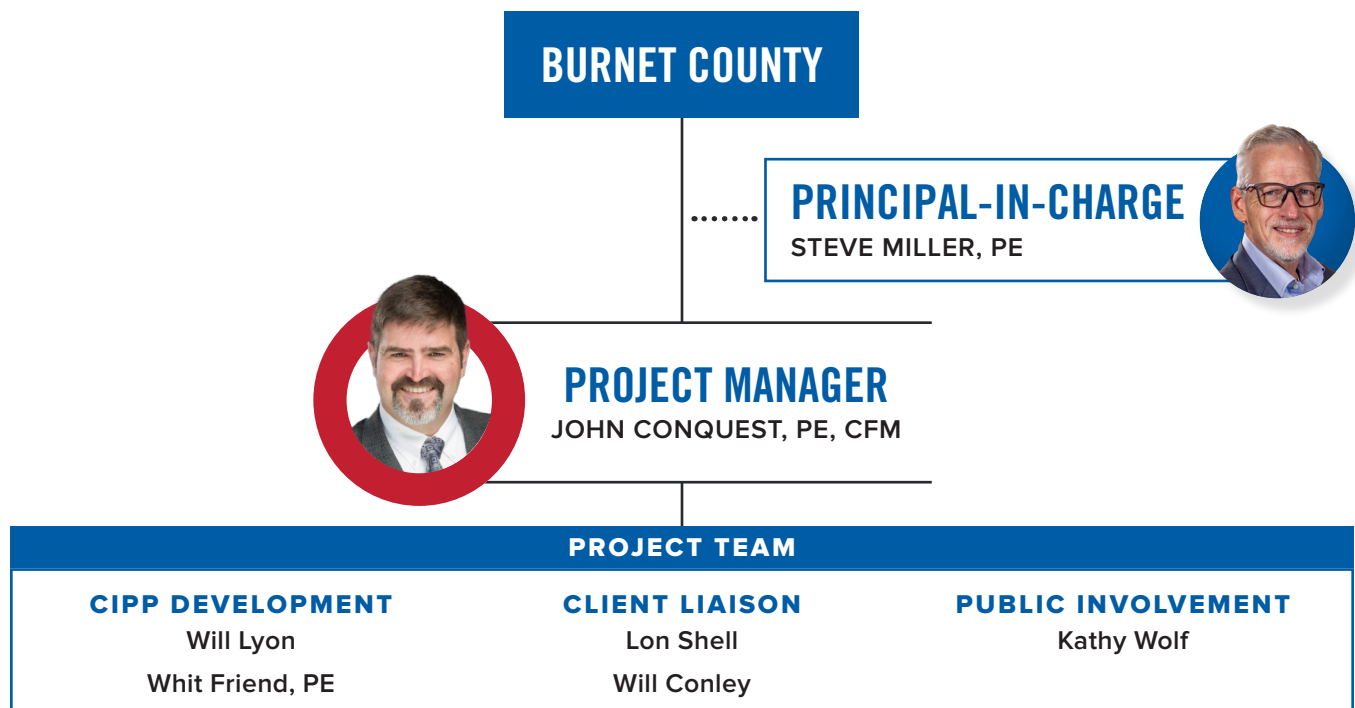
Established in 1966, American Structurepoint continues to improve the quality of life for the people and communities we serve.

WE ARE AMERICAN STRUCTUREPOINT

With approximately 750 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. American Structurepoint's Texas team comprises 46 multidisciplinary professionals, with design centers in Austin and Round Rock. These offices provide innovative and progressive full-service engineering and transportation services, with experience delivering urban and rural roadway design projects, highway design, bridge design, traffic control, schematic design, hydrology and hydraulics, and construction phase services.

Our Texas team is fully supported by the robust resources from all of American Structurepoint's design centers throughout the US, and our company is ranked as a national Top 150 Design Firm by Engineering News-Record. In addition, we are ranked in the Top 25 Largest Austin Engineering Firm by the Austin Business Journal in 2025.

Your team for the CIPP is built on local leadership and enhanced by national expertise.





JOHN CONQUEST, PE, CFM

PROJECT MANAGER

John is a senior project manager with a 30-year proven record of delivering efficient, innovative designs and creating trusted partnerships with local counties. John has been a Central Texas Hill Country resident since 2004. He is experienced in project management, schematic design, PS&E, and construction phase services for rural highways, urban arterials, and controlled access freeways. John develops “win-win” solutions utilizing a multi-disciplined approach to identify the most appropriate design solution, leading to projects that are phaseable, fundable, and constructible. His project sensibilities extend beyond how to simply meet the criteria, including the consideration of environmental stewardship, stakeholder concerns and future needs. John’s goal is to serve the county as it continues to grow.

EDUCATION

Master of Engineering, Civil Engineering, 2000,
Texas A&M University
Bachelor of Science, Agricultural Engineering,
1993, Texas A&M University

REGISTRATION/CERTIFICATION(S)

Professional Engineer – Texas #89243 +
North Carolina
Certified Floodplain Manager –
Texas #3805-19N

TXDOT PRECERTIFICATIONS

2.5.1, 3.2.1, 4.2.1, 8.6.1, 10.1.1, 10.2.1, 10.3.1, 10.5.1

RELEVANT PROJECT EXPERIENCE

Williamson County, Ronald Reagan Route Study, Williamson County, Texas*

John served as the deputy project manager and drainage task leader responsible for determining a feasible route for a new location, controlled-access facility between IH 35 in Jarrell and SH 95 north of Granger, a distance of approximately 12 miles. In addition to leading the drainage design, John influenced the roadway design by proposing the typical that allowed for the design to meet the horizontal sight distance for the design speed. Additionally, John proposed the revised typical section to accommodate the parallel floodplain within the ROW. John also attended numerous property owner coordination meetings when the preferred alignment was being developed. Project included drainage, environmental constraints analysis, route feasibility and alternatives analysis, traffic evaluation, right-of-way preservation and preliminary schematic development for interim and ultimate conditions.

Williamson County, Corridor E4 (US 79 - Ronald Reagan), Williamson County, Texas*

John served as the deputy project manager and drainage task leader over multiple drainage teams responsible for determining a feasible route for a new location, controlled-access facility between CR 330 and the future alignment of SH 29, for approximately 5.4 miles. John provided extensive coordination with the project team and elected official to make sure drainage solutions were viable and was influential in determining the tie in location with Corridor E3 at the future SH 29 alignment. Project includes drainage, environmental constraints analysis, route feasibility and alternatives analysis, traffic evaluation, right-of-way preservation and preliminary schematic development for interim and ultimate conditions.

Williamson County, MoKan Corridor Plan, Williamson County, Texas*

John was a key staff member for the MoKan corridor project from approximately Quail Valley Drive in Georgetown to SH 45. This was approximately 10 miles of new location roadway in the MoKan ROW. John led the drainage analysis and provided roadway design guidance for the Halff team designing the alignment and design of a 4-lane controlled access roadway with bridges on the corridor from SE Inner Loop to University Blvd including an analysis of a depressed and elevated MoKan roadway over existing SE Inner Loop and Westinghouse Road. Additionally, John recommended the alternate alignment for MoKan that incorporated the Kenny Fort Boulevard preserved ROW and existing construction.

TxDOT RM 1431, Williamson County, Texas*

John served as the project manager for 2 miles of widening from Destination Way to Reed Park Road including safety improvements, the addition of a Continuous Two-Way Left-Turn Lane, culvert improvements, floodplain administrator coordination, TCP, utility coordination, signing and pavement markings, and erosion control. The first CSJ was on an accelerated schedule and completed within 3 months. John also proposed the innovative use of reinforced soil slope “walls” in lieu of standard retaining walls.

*Prior to joining American Structurepoint



STEVE MILLER, PE

PRINCIPAL-IN-CHARGE

Steve is an accomplished engineering executive with over 30 years of experience in public and private infrastructure planning, development, and strategic leadership. Steve has a proven ability to develop 'win-win' solutions for agencies and stakeholders that lead to phaseable, fundable, constructible projects. Steve has provided project management, multi-modal transportation planning, data collection, engineering design, and construction administration for all types of transportation projects—from local collectors to urban freeway corridors—for cities, counties, DOTs, and federal and private clients. Steve understands the complete project development process, from conceptual development through construction, including working with local stakeholders, elected officials, and decision makers on implementation needs, processes, and funding.

EDUCATION

Master of Science, Construction Engineering and Project Management, 1992,
University of Texas at Austin
Bachelor of Science, Civil Engineering, 1991,
Oklahoma State University

REGISTRATION/CERTIFICATION(S)

Professional Engineer – Texas #85524 +
10 additional states

TXDOT PRECERTIFICATIONS

1.1.1, 1.2.1, 1.3.1, 1.4.1, 1.5.1, 1.6.1, 1.8.1, 2.5.1, 3.2.1,
4.2.1, 4.4.1, 4.5.1, 7.1.1, 8.1.1, 8.6.1, 10.1.1, 10.2.1,
10.3.1

RELEVANT PROJECT EXPERIENCE

MoKan/Northeast Subregional Plan, Williamson/Travis Counties, CAMPO*

Steve was the project principal for this corridor and regional mobility study for 350 square miles in northeastern Travis County and southeastern Williamson County. The study was performed to establish potential projects for inclusion in the region's long-range transportation plan (LRTP). The plan area has experienced and continues to experience high growth and development. As a developing subregion, the transportation corridors must serve their purpose of providing safe and reliable travel for a growing area. CAMPO's proposed plan evaluates future mobility options for the 2045 planning horizon for a regional use of the MoKAN right-of-way, as well as complementary development of additional corridors of regional significance with the planning area, including SH 95. Using a bottom-up, needs-based planning process with extensive stakeholder and agency coordination, the subregional plan proposes multi-modal solutions to the corridors that are tailored to local and regional land use and future needs. Stakeholders include TxDOT, Travis and Williamson counties, Cap Metro, and the cities of Pflugerville, Round Rock, Elgin, Taylor, and Austin.

I-35 (Mobility35 Program) General Engineering Consultant, TxDOT, Hays, Travis and Williamson Counties, Texas*

Steve was the program manager for programming and implementation of multiple mobility improvement projects for 79 miles of I-35. His role encompassed managing staff for both the self-performing portion of the program and segment engineers and subconsultants assigned to diverse disciplines and projects at various locations throughout the corridor. In addition, he coordinated with stakeholders including TxDOT, local cities and counties (including Williamson County), CAMPO, CapMetro, CTRMA, FHWA, UT-Austin, and local stakeholders. Responsibilities also included overseeing corridor survey; environmental constraints mapping; public outreach; traffic and operational analysis; engineering feasibility analysis for mainline, frontage road and cross street improvements; managed lane assessment; bicycle, pedestrian, and transit improvements; aesthetic elements; traffic and revenue/funding planning and assessment; development of implementation plan for improvements; overseeing development of stand-alone NEPA, schematic and PS&E projects; and maintaining corridor development estimates and funding strategies.

FM 60/University Drive Bicycle and Pedestrian Connectivity Study, Bryan-College Station, Texas*

Steve was the project technical advisor for a bicycle and pedestrian facility enhancement study on the FM 60 (University Drive) corridor. In partnership with the Bryan-College Station MPO, the study identifies how to improve bicyclist and pedestrian mobility along and across this congested 6.6-mile corridor. The final study document recommends priority facility enhancements to improve active transportation linkages in the corridor, including conceptual designs and schematics to be incorporated into the region's LRTP, augmented by facility cost estimates and an associated work program.

*Prior to joining American Structurepoint



WILL LYON

CIPP DEVELOPMENT

With over 26 years in the industry and 25 years with American Structurepoint, Will has developed a broad range of engineering experience and funding expertise. More importantly, he has developed his passion for helping communities bring their goals and vision to reality. Will has a complete understanding of the federal-aid process for transportation projects and uses his skills to conceive innovative solutions to clients' problems, find them funding, and delivering the project from concept to completion.

EDUCATION

Bachelor of Science, Civil Engineering, 1998,
Purdue University

REGISTRATION/CERTIFICATION(S)

Professional Engineer – Indiana, Michigan

Will has been a key figure in helping deliver more than 10 CIPPs for communities and is providing guidance for the process in Caldwell County.

RELEVANT PROJECT EXPERIENCE

Vanderburgh County Transportation CIPP, Evansville, Indiana

The Vanderburgh County Commissioners engaged American Structurepoint to do analysis and then develop the Vanderburgh County Transportation Capital Improvement Plan and Program (CIPP) that addresses the County's future infrastructure needs. The CIPP, the first comprehensive plan of its kind ever undertaken by Vanderburgh County officials, ranks every transportation need for the next 20 years by priority and feasibility. It encompassed 550+ miles of publicly maintained roads in the unincorporated areas of Vanderburgh County and covers all modes of transportation—motor vehicle, pedestrian, and bicycle - as well as drainage projects. Will was a project leader for the award-winning plan.

Broadway TIF District Master Plan, Fortville, Indiana

American Structurepoint's Planning, Transportation, and Traffic Groups provided professional planning services to develop a master plan for two distinct areas in Fortville, Indiana. A master plan was needed for the newly established Broadway Consolidated TIF District—an area along the length of Broadway Street/US 36 where the focal point of the redevelopment efforts included the intersection with Main Street. The master plan created an identity and sense of place for the community by providing guidance on transportation enhancements, bicycle and pedestrian connectivity, land use, redevelopment strategies, and development recommendations. A second component of the master plan covered the South Madison Economic Development area that begins at CR W 900 North and CR N 200 West and goes northward to the tip of East High Street. This master plan defined opportunities for economic growth and job creation for this area, as well as transportation recommendations for the extension of Madison Street. Will helped to facilitate steering committee meetings and a variety of stakeholder discussions, public input, and feedback sessions.

Speed Zone Redevelopment Master Plan, Speedway, Indiana

The Indianapolis Motor Speedway and the Town of Speedway realized a newer and more grand entrance was needed for the racing capital of the world. Project priorities included creating a more pedestrian-friendly atmosphere around the track while providing for active and passive recreation opportunities, which were in short supply within the town of Speedway. The concept plan includes sports venues, an interpretive pedestrian promenade featuring public art, and landscaping that also serves to buffer surrounding residential neighborhoods from the track activities. The pedestrian facilities are integrated into the community's larger pedestrian trail network. Will was a project leader and identified the appropriate infrastructure improvements for the desired additions.

COIT Bond Program Management Services, Carmel, Indiana

American Structurepoint provided general program management services for the City of Carmel, Indiana, that included managing approximately \$140 million of roadway construction work including high-level utility coordination, financial tracking, traffic studies, on-call traffic engineering services, and high-level regional traffic management analysis. Will was part of the team that helped to prioritize and sequence the multiple projects launched by the bond funding.



WHIT FRIEND, PE

CIPP DEVELOPMENT

Whit brings a diverse background and 25 years of experience in all aspects of transportation engineering and project management. This includes engineering, planning, design, construction oversight, alternative delivery, and program management services for state, municipal, toll, and regional mobility authorities. He has served as project manager over a wide range of work, including highway, tollway, traffic, hydrology and hydraulics, construction oversight, utility, and land development projects. He has extensive experience in advanced planning, schematic, PS&E, and design-build projects throughout the US and has served as an in-house extension of staff for state, city, and regional agencies.

EDUCATION

Bachelor of Science, Civil Engineering, 2000,
Texas Tech University

REGISTRATION/CERTIFICATION(S)

Professional Engineer – Texas #94775
Local Government Project Procedures
Qualification

TXDOT PRECERTIFICATIONS

1.3.1, 1.5.1, 1.6.1, 3.2.1, 4.2.1, 4.5.1, 7.1.1, 7.3.1,
10.2.1, 10.3.1

RELEVANT PROJECT EXPERIENCE

Williamson County Road Bond and Pass-Through Program GEC, Williamson County, Texas*

Whit was the senior project coordinator for the general engineering consultant (GEC) for the 2013 (\$315 million), 2019 (\$412 million), and 2020 (\$825 million) Williamson County Road Bond programs. The program consisted of roadway design, rehabilitation, and reconstruction projects. Whit directly managed design consultants on more than thirty projects which included overseeing preliminary and final design, project schedules, surveying, environmental assessment, interaction with the public, bidding phase services, and negotiation of design contracts. His responsibilities also included presenting at stakeholder board meetings and working with Williamson County staff and County commissioners, TxDOT, and other government agencies. He also worked with the County right-of-way attorneys and local municipalities to develop and execute Interlocal Agreements necessary to advance projects on the Bond program. Whit worked with designers and utility coordinators to minimize utility relocations and progress the schedule. He met with major stakeholders, property owners, and right-of-way acquisition professionals to acquire property necessary for projects on the Bond program.

On-Call Engineering Services, Sunset Valley, Texas*

Whit was the lead engineer for on-call consulting engineering services for seven years. In this role, Whit conducted an in-depth traffic operation analysis for the city's main thoroughfare. He presented the findings, provided detailed explanations, and conducted question-and-answer sessions at city council meetings.

Program Management Consultant (PMC), Texas*

Whit provided engineering services for all corridors within the North Texas Tollway Authority (NTTA) system, a \$2.4 billion endeavor. He handled communication with the contractors and served as a liaison between the corridor managers/teams, NTTA, and potential proposers. Whit served on NTTA's Errors and Omissions Committee, reviewing the design of NTTA's Sam Rayburn Tollway and President George Bush Turnpike and successfully identifying over \$4 million in design errors. He also provided design engineering management for the NTTA's all-electronic toll collection (ETC) program conversion of 65 miles of toll roads, bridges, and tunnels within its existing system. The \$92.6 million conversion provided improved traffic flow, better air quality, reduced travel time, and enhanced safety. This included the conversion of the Dallas North Tollway (DNT) from Oak Lawn to US 380 which included 34 new or reconstructed all ETC ramp plazas and two new main lane plazas. Whit also provided construction oversight services for the \$860 million 27-mile Chisolm Trail Parkway project in Tarrant and Johnson counties, working to advance the construction schedule and reduce delays.

*Prior to joining American Structurepoint



LON SHELL

CLIENT LIAISON

Lon is a seasoned public servant and strategic leader with extensive experience in local government administration, infrastructure plan-

ning, and intergovernmental relations. Between 2017 and 2025 Lon served as a County Commissioner in Hays County, Texas, following six years as Chief of Staff to the Hays County Judge. His career spans industrial sales, small business ownership, and consulting, consistently marked by leadership, problem solving, and relationship-building. Lon's expertise includes budget development, financial planning, transportation and land use planning, capital bond program management, and regulatory compliance. He has led initiatives involving Tax Increment Reinvestment Zones (TIRZ), Public Improvement Districts (PID), Property Assessed Clean Energy (PACE) programs, and Local Provider Participation Funds (LPPF), demonstrating a strong command of innovative funding mechanisms. He has cultivated partnerships across municipal, county, state, and federal agencies, as well as with healthcare providers, school districts, and universities. Lon has served on numerous regional boards and commissions, including CARTPO, CAPCOG, and the Greater San Marcos Partnership, and has held leadership roles in local emergency services and criminal justice coordination. Lon is also deeply committed to community development and public service.



WILL CONLEY

CLIENT LIAISON

Will is an accomplished executive with over 15 years of public service in transportation, planning, water, resources, emergency response/

recovery, budgeting, and public safety in one of the fastest-growing counties and regions of Texas. Notably, he led the Capital Area Metropolitan Planning Organization (CAMPO) through the 2040 planning process and directed public involvement for various CAMPO plans, projects, and initiatives. He also acted as the architect and the county lead representative for Hays County in a 13-year \$800 million partnership with TxDOT. Will has also successfully led several highly regarded public involvement campaigns (Hays County Transportation Plan, FM 150 Corridor Project, RR 12), gaining him the respect of TxDOT leadership and earning him the prestigious "Road Hand of the Year" award, presented by the TxDOT administration and commission. Additionally, Will received the "Jack Grisenbeck Leadership in Regionalism" and the "Aquifer Advocate" awards in recognition of his considerable community contributions.



KATHY WOLF

PUBLIC INVOLVEMENT

Kathy offers more than 25 years of experience in integrated marketing and communications. A seasoned executive, Kathy has worked at the

highest level of diverse organizations, including large, global corporations, not-for-profit organizations, and two thriving research universities. Kathy is data-driven, measurement-oriented, collaborative, and passionate. She is skilled in both communications and marketing—two very different disciplines. In addition, Kathy offers expertise in branding, market identification, advertising, and materials development, and is well versed in strategic planning, media relations, crisis management, and content development and deployment. Kathy brings knowledge and experience developing communications strategies and understanding challenges that impact residential neighborhoods. For example, she provided similar expertise and services to the San Diego Metropolitan Transit System and Hamilton County, Ohio (Cincinnati metro).

"In closing, I appreciate the thoughtful and thorough coordination and design work American Structurepoint is providing on this project and as a result, highly recommend their engineering services to any municipality or community. We look forward to collaborating with American Structurepoint again to solve any future engineering issues in our community."

- WILLIAMSON COUNTY COMMISSIONER
VALERIE COVEY

PROJECT APPROACH

PLANNING BURNET COUNTY'S FUTURE

PROJECT APPROACH

American Structurepoint's approach to providing solutions for complex planning challenges is based on helping communities identify their unique qualities and values, and in developing tailored solutions that improve the quality of life for your communities. We take a collaborative, fact- and consensus-based approach to planning and policy issues, ever mindful of producing a continuous sense of progress.

The development of a comprehensive infrastructure Capital Improvement Plan and Program (CIPP) for Burnet County, Texas is an important step in planning for a successful future. This initiative is aimed at identifying, prioritizing, and planning for infrastructure improvements that address the county's needs over the next 20 years, while also preparing for funding opportunities to support these initiatives.

The project involves a multi-faceted approach to provide thorough planning, stakeholder engagement, and effective implementation. American Structurepoint will collaborate with the county to identify key stakeholders and build consensus around infrastructure priorities. This collaboration will culminate in a Capital Improvement Plan that evaluates and ranks infrastructure improvement projects based on their significance and impact on the community.

The CIPP will evaluate projects across all modes of transportation, including motor vehicle, pedestrian, and bicycle infrastructure. Projects will be assessed based on criteria such as safety and health benefits, equity and connectivity improvements, congestion relief, alignment with regional land-use goals, enhancement of quality of life, and community support.

SCOPE

American Structurepoint will perform the following tasks as part of the CIPP development process:

- ☒ Work with the County as your new Transportation Plan is developed
- ☒ Analyze existing infrastructure data to identify current conditions and gaps
- ☒ Collaborate with stakeholders to define and shape specific infrastructure projects
- ☒ Educate the community on the CIPP goals and gather public input
- ☒ Assist in identifying potential funding sources for the proposed projects including the review of applications for the Capital Area Metropolitan Planning Organization's Call for Projects
- ☒ Develop criteria and methods to rank projects based on impact and feasibility
- ☒ Provide ongoing project management, progress tracking, and regular reports to the county
- ☒ Produce a comprehensive CIPP document detailing project recommendations, prioritization, and funding strategies

Through this process, American Structurepoint aims to create a robust, forward-thinking infrastructure plan that reflects the needs and aspirations of Burnet County's residents while fostering broad community support for future funding initiatives.



PROUD TO BUILD STRONG RELATIONSHIPS

Our firm understands that happy clients become repeat clients. Since our founding in 1966, more than 1,400 clients have hired American Structurepoint at least two or more times. On average a client repeatedly hires our firm to complete at least seven projects. This high percentage of repeat business could not be possible without our unyielding commitment to communication, customer satisfaction, and quality design and consulting services. We are proud to share recommendations from a few of the communities where we are improving the quality of life.



CITY OF KYLE

1700 Kohlers Crossing • Kyle, Texas 78640 • (512) 262-1010 • FAX (512) 262-3981

Testimonial letter
Beebe Road

June 4, 2025

To Whom It May Concern,

I'm pleased to recommend American Structurepoint for your engineering needs. The City of Kyle selected American Structurepoint to redesign Beebe Road—a two-lane rural corridor that had long been plagued by safety concerns and traffic delays. Their team helped us tackle those challenges head-on with expertise, innovation, and professionalism.

American Structurepoint began by preparing a detailed preliminary engineering report. Based on that work, we hired them to complete the final design plans. Throughout the process, they have been a model of quality, commitment, and clear communication. They've consistently operated as true partners to our city.

One of the most impactful elements of their design was the conversion of four intersections on Beebe Road to modern roundabouts. This approach significantly improves public safety and eases congestion. American Structurepoint brought deep, nationally recognized experience to the table, having successfully delivered hundreds of roundabouts across the country.

Their team also delivered creative, cost-effective solutions. Because of Beebe Road's proximity to the Caraway mixed-use development, Structurepoint coordinated a joint storm sewer and detention system with the developers. This collaboration maximized land use and enhanced project efficiency—both financially and logistically.

Perhaps most impressively, their project manager, Steve Widacki, helped us avoid a costly and time-consuming Section 404 permit from the U.S. Army Corps of Engineers. By reconfiguring the roadway to eliminate a two-way left-turn lane through a wetland area—without compromising safety—he saved the city roughly \$500,000 and shaved a full year off our schedule. The team also aligned with the adjacent developer's timeline and delivered ready-to-let plans six weeks early.

In every respect, American Structurepoint has been an outstanding partner. Their national expertise, responsiveness, and collaborative approach have made a real difference for our community. I offer my strongest recommendation.

Sincerely,

Travis Mitchell
Mayor, City of Kyle

Hays County Commissioner

Precinct 4



Walt Smith

195 Roger Hanks Parkway, Dripping Springs, Texas 78620

November 15, 2021

To Whom It May Concern:

This letter expresses my appreciation of the professional quality of services and the positive working relationship American Structurepoint has provided Hays County to improve two existing T-intersections. The Hays County Commissioners hired American Structurepoint initially to conduct intersection traffic studies. The need for specific safety improvements at the intersection of FM 3237 and FM 150 as well as additional intersection improvements were identified as needed for the future extension of RM 12 West to a planned Southwest bypass corridor around the City of Dripping Springs. The commissioners were looking for data to help specifically determine if a roundabout would be a better public safety option than a signalized intersection.

The traffic studies American Structurepoint performed allowed the County to make an informed decision about the safest way to improve the intersections. In fact, the Court were so pleased with the quality of the firm's traffic study that they hired American Structurepoint to design roundabouts for both of the new intersections. The ultimate roundabout designs American Structurepoint produced showed their exceptional understanding of all elements of a roundabout. Their experience delivering hundreds of roundabouts nationally really shined as they worked on these projects! Throughout the entire process, Project Manager Ricardo Zamarripa and the entire American Structurepoint team was responsive to the County's needs and provided outstanding communication to keep us informed of the project's progress at each stage.

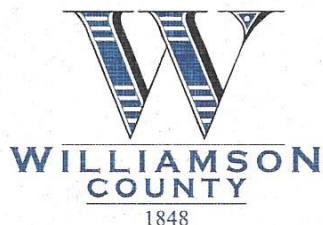
Any client would certainly benefit from the expertise, responsiveness, and quality work American Structurepoint provides. I have no hesitation in recommending them to any community seeking a dedicated full-service engineering firm for any of their needs.

Sincerely,

A handwritten signature in blue ink, appearing to read "Walt Smith", is written over a horizontal line.

Walt Smith

Hays County Commissioner, Precinct 4



Valerie Covey, CPA
County Commissioner Precinct 3

100 Wilco Way, Suite CO 201
Georgetown, TX 78626

(512) 943-3370 Office
(512) 943-3376 Fax

comm3@wilco.org

April 20, 2022

To Whom It May Concern:

I am writing to express my appreciation for the high-quality engineering services American Structurepoint provided to Williamson County for the E5 Feasibility Study. American Structurepoint went above and beyond the typical feasibility study services to help the county commissioners and the community assess and select from four preliminary alternatives the firm developed for a new 9-mile divided highway that will stretch from IH 35 to SH 79 in our fast-growing county. American Structurepoint's work also includes completing schematic design of a fully directional interchange at IH 35.

The American Structurepoint project team provided us a top-notch feasibility study. The team developed a screening matrix to evaluate each preliminary alternative according to total displacements, right-of-way needed, impacts to waters of the US, utility impacts, operational concerns with the connecting arterial network, and other factors. This matrix became the key to selecting the right alternative for us to move forward with. In fact, the commissioners were so impressed with the matrix American Structurepoint created that we adopted it for evaluating the county's remaining Road Bond Program feasibility and environmental studies.

American Structurepoint's project manager also coordinated directly with a large landowner and I to revise the recommended corridor alignment to better facilitate planned developments along the proposed corridor. The alignment refinements, coupled with the coordination skills American Structurepoint demonstrated, led to the land owner donating 90 acres of proposed right-of-way to the project. This donation saved Williamson County \$9 million in right-of-way acquisition costs. This type of creative thinking is indicative of the integrity and cost-consciousness American Structurepoint provides regularly on projects.

In closing, I appreciate the thoughtful and thorough coordination and design work American Structurepoint is providing on this project and as a result, highly recommend their engineering services to any municipality or community. We look forward to collaborating with American Structurepoint again to solve any future engineering issues in our community.

Sincerely,

Valerie Covey
Commissioner Precinct 3
Williamson County

PROJECT EXPERIENCE

EXTENSIVE CIPP EXPERIENCE

American Structurepoint's mission of improving the quality of life for the people and communities we serve is very visible when we partner to help local cities and counties develop their capital improvement plans and programs.

CAPITAL IMPROVEMENTS PLAN AND PROGRAM AND BOND ASSISTANCE CALDWELL COUNTY, TEXAS



Caldwell County engaged American Structurepoint to analyze and then develop the Caldwell County Transportation Capital Improvement Plan and Program (CIPP) that addresses the County's future infrastructure needs. **The CIPP, the first comprehensive plan of its kind ever undertaken by Caldwell County officials, ranks every transportation need by priority and feasibility.**

The Capital Improvement Plan and Program identified over 40 projects planned for implementation over the next 20 years. The Capital Improvement Program serves as a guide for the timely implementation of the Capital Improvement Plan. The Program uses the prioritization scores established by the Plan and develops a program of capital project investments for implementation within five years.

In November 2024, Caldwell County voters approved a \$150 million bond-funded investment in the safety and mobility of County roadways. **The 32 projects will bring enhancements to transportation networks over the next five years.** These projects include improvements to existing roadways, planning and construction of new roads, and enhancements to bridges and low-water crossings.

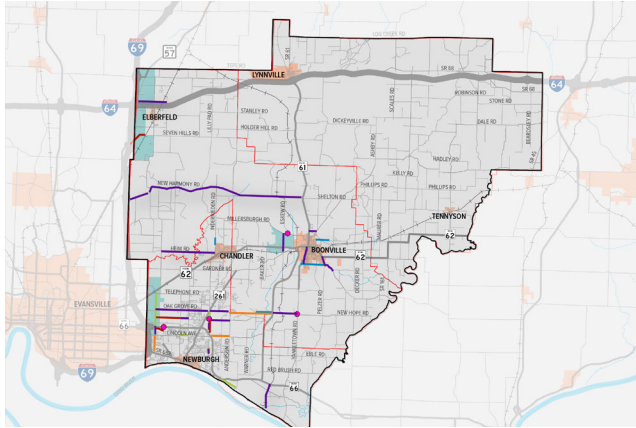
CAPITAL IMPROVEMENTS PLAN AND PROGRAM LAWRENCE, INDIANA



The City of Lawrence adopted their Capital Improvement Plan and Program (CIPP) in May 2024. Lawrence is a city in Marion County, Indiana, on the northeast side of Indianapolis. It is one of four "excluded cities" that remain part of Marion County but are not part of Indianapolis. All four cities are self-governed municipalities, and municipal services are either self-provided or secured from Indianapolis or their township. Lawrence's **population increased by more than 10%** from 2010 to 2020. As the population continues to increase, there will be more demand for basic services and infrastructure improvements.

The City of Lawrence's CIPP, developed with American Structurepoint, serves as a strategic roadmap for the **development and enhancement of vital infrastructure projects**, with a focus on the 20-year horizon (the plan) and a revenue-constrained list for the first five years (the "program") of the plan. The CIPP helps ensure that public funds are strategically invested in infrastructure initiatives to provide the greatest public benefit. At the same time, the CIPP prioritizes transportation projects for local financial investments and helps ensure eligibility for state and federal grant programs.

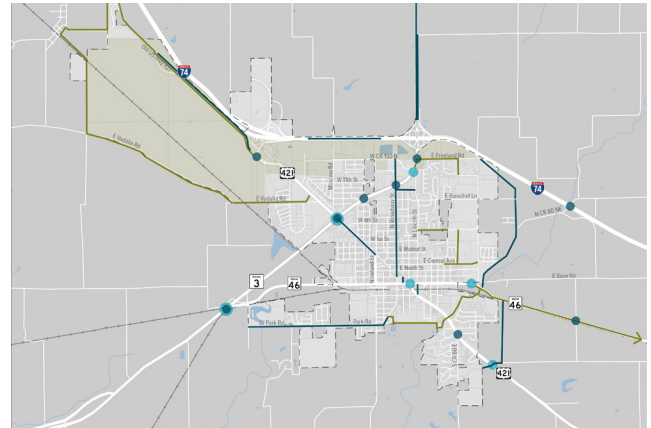
TRANSPORTATION CAPITAL IMPROVEMENTS PLAN AND PROGRAM WARRICK COUNTY, INDIANA



The purpose and mission of Warrick County's transportation capital improvement plan and program (CIPP) was to **develop a prioritized list of needed infrastructure projects** based on a 20-year horizon (the "plan"), and a revenue-constrained list for the first 5 years (the "program") of the plan. An updated and thorough CIPP helps ensure that public funds are strategically invested in infrastructure to provide the greatest public benefit. At the same time, the CIPP prioritizes county transportation projects for local financial investment and helps ensure eligibility for state and federal grant programs.

The plan, created with American Structurepoint, identified eight road and four trailway projects for implementation over a 20-year period with an estimated total cost of \$67,535,000, while the program **identified three projects for implementation in the initial 5 years** costing a total of \$14,700,000.

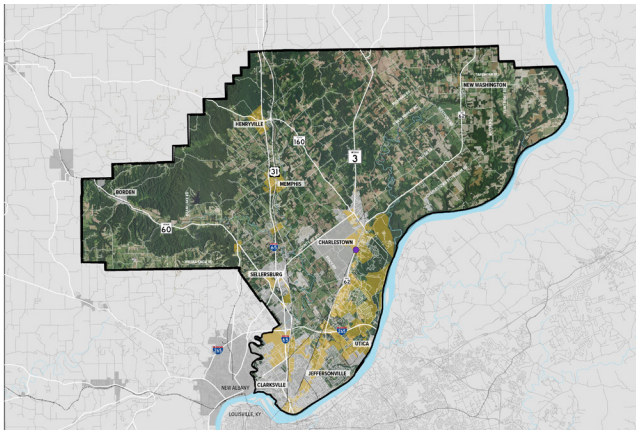
GREENSBURG REDEVELOPMENT COMMISSION INFRASTRUCTURE CAPITAL IMPROVEMENT PLAN AND PROGRAM GREENSBURG, INDIANA



The capital improvement plan and program (CIPP)'s purview encompasses the city's transportation infrastructure network. This includes roadways, including over 109 (centerline) miles of publicly maintained roads under local jurisdiction. The capital improvement plan identified the highest and best projects for future implementation, **using a series of scoring criteria to create priority rankings**. Ultimately, the plan identified six roadway and five trail projects proposed for implementation over the upcoming 20-year period with an estimated total cost of \$56,289,000 in present-day figures.

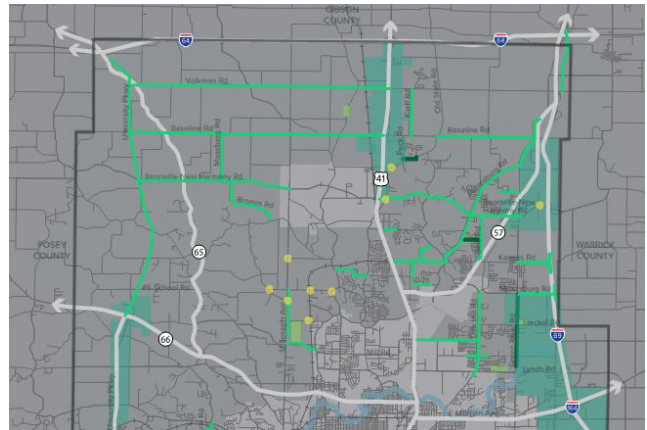
American Structurepoint worked with the County to develop the CIPP. This included participation in numerous stakeholder meetings to obtain input on needed capital improvements for this county-wide capital improvement plan. Our professionals also provided guidance on the creation of several new TIF Districts to fund identified projects.

TRANSPORTATION CAPITAL IMPROVEMENTS PLAN AND PROGRAM CLARK COUNTY, INDIANA



American Structurepoint was tasked with developing a transportation Capital Improvement Plan and Program (CIPP) for Clark County, Indiana, a **rapidly urbanizing county** with multiple cities and towns with some unique transportation challenges. The CIPP generated a prioritized list of needed infrastructure projects within Clark County based on a 20-year horizon that is not financially constrained. The process involved talking to a wide variety of stakeholders, including cities and towns within the county, INDOT, planning agencies, local officials, and neighboring counties. A total of 46 roadway projects, three trail projects, and two drainage projects were identified for implementation over a 20-year period with an estimated total cost of \$1,078,583,700. All projects were evaluated and scored to create the prioritized list. This scoring **accounted for safety, multimodal benefits, land use, connectivity, funding, and project support**. Projects ranged from intersection improvements, roadway widening, and reconstructions on county and state routes. The five-year Capital Improvement Program prioritizes 12 roadway projects and one trailway project, including a “safe parking” zone where pedestrians can safely access the trail on the new east end bridge, with a total cost of \$319,256,000. These were in the urban areas where the municipalities were seeing accidents and traffic delays/congestion, as well as rural areas. The team looked at **improving connectivity issues in rural parts of the county to improve emergency response and help drive economic development**. The CIPP also highlighted some possible inter-county projects that would have regional benefit. The county commissioners will use the CIPP for making future funding decisions and to assist with grant applications.

TRANSPORTATION CAPITAL IMPROVEMENTS PLAN AND PROGRAM VANDERBURGH COUNTY, INDIANA



The Vanderburgh County Commissioners engaged American Structurepoint to do analysis and then develop the Vanderburgh County Transportation Capital Improvement Plan and Program (CIPP) that addresses the County’s future infrastructure needs. The CIPP, the first comprehensive plan of its kind ever undertaken by Vanderburgh County officials, **ranks every transportation need for the next 20 years by priority and feasibility**. It encompassed 550+ miles of publicly maintained roads in the unincorporated areas of Vanderburgh County and covers all modes of transportation - motor vehicle, pedestrian, and bicycle - as well as drainage projects.

The CIPP is a two-part document - a Capital Improvement Plan and a Capital Improvement Program. The Capital Improvement Plan identifies and ranks transportation improvement needs and their estimated costs on county roadways over a 20-year period covering FY 2018-2037. The plan identifies 47 road, seven trailway, and five drainage projects for implementation with an estimated total cost of \$664,848,000. The Capital Improvement Program identifies and ranks the highest-priority projects recommended for implementation within a five-year period of FY 2018-2022. This portion of the CIPP prioritized 11 road projects and three trailway projects with a total cost of \$172,964,000. The Vanderburgh County Commissioners has used the plan to **determine which projects can be funded via local, state, or federal funding sources**, and which can be funded through a maintenance budget.

**WHITESTOWN CAPITAL IMPROVEMENTS
PLAN AND PROGRAM & ECONOMIC
DEVELOPMENT WHITESTOWN, INDIANA**



This project included developing a Transportation Capital Improvement Plan and Program (CIPP) for the Town of Whitestown, Indiana to identify and rank proposed projects needed in the Town's infrastructure over the next 20 years. American Structurepoint worked closely with the Town to meet with stakeholders, **compile a comprehensive project list**, establish objective criteria to evaluate and score the projects, and assist the Town in identifying potential funding sources for the projects. This CIPP is a critical piece in helping the Town prioritize funding over the coming years to best serve the community needs.

This project also included developing an Economic Development Plan for the Town of Whitestown. This plan consisted of **helping the Town identify locations that are likely to develop in the next 5-10 years** and helping to create a shared vision and plan for these areas. This consisted of reviewing existing utility sizes and capacities, zoning, tax bases, appraised valuations, and incentive policies while also reviewing several land use development scenarios to gauge how new development will add tax base and revenue to the Town. Performing this Economic Development Plan in conjunction with the Transportation CIPP allows for the ability to incorporate future transportation infrastructure projects into these future land use scenarios. Finally, a Critical Path Strategy was provided to distinguish which actions in the Economic Development Plan should be initiated and completed first to provide the biggest value to the Town.

WE LOOK FORWARD TO DEVELOPING BURNET COUNTY'S CIPP!



Steve Miller, PE

Vice President and Signing Authority
smiller@structurepoint.com
512.494.6037



John Conquest, PE, CFM

Project Manager
jconquest@structurepoint.com
512.884.6257

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