December 19, 2025

Ulster County Purchasing
Edward Jordan, Director of Purchasing
100 Development Court
Kingston, NY 12401

Re: RFP-UC25-074
City of Kingston/Town of Ulster Albany/Ulster Avenue Corridor Management Plan
Technical Proposal

Dear Mr. Jordan,

Greenman-Pedersen, Inc. (GPI), in partnership with Creighton Manning (CM), is pleased to submit our technical proposal for the Albany/Ulster Avenue Corridor Management Plan. Per your request, one (1) original, one (1) photocopy, and one (1) electronic copy on a USB are enclosed for your review and consideration.

Our team brings unmatched expertise, local knowledge, and a proven track record of delivering innovative, multimodal transportation solutions that improve safety, mobility, and community livability. Here are a few reasons we believe the GPI/CM team is most qualified to carry out this project:

Extensive Corridor Planning Experience: GPI has provided traffic engineering and corridor planning services for nearly six decades, with thousands of successful projects across New York State. Our team includes 14 Professional Traffic Operations Engineers (PTOE) and 6 AICP-certified planners, ensuring technical excellence and compliance with FHWA and NYSDOT standards.

Local Knowledge and Relationships: Both GPI and CM have deep roots in the Kingston and Ulster County area. Our team has successfully completed projects such as the Broadway Connectivity/Streetscape Project, Safe & Accessible Foxhall & Flatbush Avenues, and the Kingston Pedestrian Safety Action Plan. These efforts demonstrate our ability to integrate Complete Streets principles and proven safety countermeasures into practical, fundable designs.

Public Engagement Expertise: CM has led numerous corridor studies and public engagement programs, including the Route 9W Corridor Management Plan for UCTC. This team excels at developing inclusive, innovative outreach strategies that ensure meaningful input from residents, businesses, and stakeholders.

Comprehensive Capabilities: From traffic microsimulation and safety analysis to multimodal design and sustainability planning, our combined team offers the full spectrum of services required for this project. We understand the importance of balancing mobility, economic vitality, and community character while meeting aggressive timelines.

We are confident that our experience, resources, and commitment to collaboration make us the ideal partner on this important initiative. Thank you for considering our proposal. We look forward to the opportunity to work together to create a safer, more efficient, and vibrant Albany/Ulster Avenue corridor. If you have any further questions, please do not hesitate to contact us.

Sincerely,

GREENMAN-PEDERSEN, INC.

John Simkulet, PE
Executive Vice President | Branch Manager
15 Railroad Avenue, Suite 301, Kingston, NY 12401
518.898.9544 | jsimkulet@gpinet.com

REQUEST FOR QUALIFICATIONS

City of Kingston/Town of Ulster
Albany/Ulster Avenue Corridor Management Plan

RFP-UC25-074

Technical Proposal

December 19, 2025

SECTION 1
Title Page & Table of Contents

GPI

TITLE PAGE

City of Kingston/Town of Ulster Albany/Ulster Avenue Corridor Management Plan

RFP Number: RFP-UC25-074

Client: Ulster County Planning Department as host Agency for the Ulster County Transportation Council

Submission Date: December 19, 2025 by 4 PM

Submitted by: Greenman-Pedersen, Inc. | 15 Railroad Avenue, Suite 301, Kingston, NY 12401

Person Responsible To Bind

John Simkulet, PE | Branch Manager/Executive Vice President

518.898.9544 | jsimkulet@gpinet.com

Contact Person for Inquiries

Michael Wieszchowski, PE, PTOE | Director of Traffic Engineering/Vice President

518.898.9554 | mwieszchowski@gpinet.com

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SECTION 2
Qualifications & Experience

GPI

QUALIFICATIONS & EXPERIENCE

GPI Overview

GPI is a full-service engineering and planning firm with over 59 years of experience delivering innovative transportation solutions to municipalities across New York State. Engineering News-Record recently ranked us #80 in the Top 500 Design Firms and #25 in Transportation and Highway Design Firms in the United States. We have more than 1,800 staff members across more than 60 offices in the United States. Our philosophy is rooted in creating practical, data-driven strategies that strike a balance between mobility, economic growth, and community character. We approach every project with a commitment to collaboration, equity, and sustainability, ensuring that the needs of all stakeholders are addressed.

We attribute our long-lasting relationships with our clients to the talented, responsive, service-oriented professionals employed throughout the GPI organization – it is our people who set us apart from other consultants. Our Albany and Kingston Branches, which will serve this project, have a staff of nearly 200 engineers, technicians, inspectors, and environmental scientists, as well as access to specialized services. GPI recognizes the importance of our clients' projects, and we become true advocates for our clients and work together toward a common goal - successful project completion.

Our Quality Assurance Program ensures our projects adhere to the most recent codes and regulations and meet our clients' requirements. State-of-the-art computer systems and technology provide our professionals with the resources needed in today's rapidly changing environment. Our staff is committed to high standards for client satisfaction, engineering excellence, and continued growth.

Traffic Engineering Capabilities

GPI has been providing traffic engineering and corridor planning and design services since 1966. We have more than 80 traffic engineering and transportation planning professionals, including 14 certified Professional Traffic Operations Engineers (PTOE) and 6 AICP-certified planners company-wide. We have completed thousands of transportation-related projects encompassing all aspects of corridor planning and design to include pedestrian-bicycle facility design, access management, traffic calming, safety investigations, level of service and microsimulation analysis, parking studies, transit studies, and more. Additionally, we have been involved in land use planning, municipal master planning, zoning regulation and policy changes, as well as extensive stakeholder collaboration and public outreach work. GPI has been involved in many projects that utilize the skills and expertise required to successfully complete the corridor management plan for the Albany/Ulster Ave Corridor.

Creighton Manning Overview

Joining our team is Creighton Manning Engineering & Surveying, PLLC (CM), a professional transportation planning, engineering, and surveying firm with its headquarters in Albany and offices in Poughkeepsie and White Plains. The firm has been providing transportation consulting services since 1965 and has worked with UCTC, the Town of Ulster, and the City of Kingston for 20 years. CM provides municipalities, State agencies, and metropolitan planning organizations with the following services to improve mobility, transportation safety, and the quality of life in local communities:

- Transportation Planning
- Traffic Engineering and Safety Analysis
- Traffic Signal Design
- Complete Streets and Roadway Design
- Sidewalk and Trail Design
- Transit Analysis and Facility Design
- GIS
- Public Involvement
- Cost Estimating

Transportation Capabilities

CM has 120 employees in New York, including Professional Traffic Operations Engineers (PTOE) and Road Safety Professionals (RSP1). The firm has extensive experience in conducting corridor management plans, transportation safety assessments, land use and transportation linkage studies, and multimodal planning projects. CM has led corridor studies, intersection evaluations, and safety action plans that improve mobility, safety, and access for all. They have experience in:

- **Land Use/Transportation Planning:** Integrated land use and transportation strategies, corridor and area-wide studies, TOD planning, and zoning analysis. CM works closely with local and regional stakeholders to align transportation investments with community development goals.

- **Transportation Policy Development:** Creation of transportation policies that support sustainability, equity, and mode shift goals. CM has supported Complete Streets initiatives, curbside management plans, and TDM strategies that inform long-term planning decisions.
- **Traffic Impact Studies:** Preparation of SEQRA-compliant traffic impact studies for developments of all sizes, including site access planning, intersection capacity analysis, mitigation strategies, and Planning Board coordination.
- **Travel Demand Forecasting:** Application of state-of-the-practice modeling tools to forecast future travel patterns, assess network performance, and evaluate the impact of land use and transportation scenarios.

Public Engagement Capabilities

CM provides comprehensive community engagement services that are integral to the success of planning, design, and construction of infrastructure projects. They develop and implement strategic, inclusive programs that reflect the unique needs and demographics of the communities served. These services include:

- **Engagement Strategy and Program:** Effective participation methods and diverse methods of outreach help encourage involvement from a wide range of stakeholders, including residents, businesses, government agencies, advocacy groups, and underrepresented communities.
- **Materials Development:** The use of presentations, fact sheets, flyers, brochures, websites, storymaps, open house boards/pop-up boards, and surveys helps reach a broad audience to capture and communicate project details.
- **Event Planning and Logistics:** CM organizes and manages all aspects of public engagement events, evaluating potential venues based on accessibility, capacity, location, and technical support.
- **Meeting Facilitation:** Utilizing effective meeting and consensus-building strategies, such as active participation and real-time feedback, helps capture key insights during sessions, which in turn shape follow-up actions and refine project strategies.
- **Stakeholder Analysis and Communication:** Detailed stakeholder mapping and engagement planning ensure that key individuals, organizations, and interest groups are appropriately involved at each stage.

Project Experience and References

The **GPI/CM team** offers not only the wide-ranging expertise in corridor planning required for this project, but also unparalleled knowledge of the project corridor and surrounding area. Our past projects in Ulster County and throughout the Kingston area have provided us with a deep understanding of the community's needs and goals. For GPI, a few of these projects include the **Broadway Connectivity/Streetscape** project, where we implemented a road diet and 2-way cycle track, and the **Safe & Accessible Foxhall & Flatbush Avenues, Henry Street Pedestrian Improvements,** and **Kingston Safe Routes to School** projects, where we focused on improved pedestrian and bicycle safety. For CM, some of these projects include the **Route 9W Corridor Management Plan**, which was recently completed for Ulster County, and the **Kingston Pedestrian Safety Action Plan**. Our team's unique blend of transportation expertise and local knowledge makes us an ideal choice to develop the Corridor Management Plan for the Albany/Ulster Avenue Corridor.

Our companies have a successful record of completing projects similar to this Corridor Management Plan. The following pages and references below feature a selection of successful projects and clients that can attest to our team's expertise.

Matthew Andrews
Deputy Director of Community & Economic Development
City of Rome, NY
Rome City Hall, 198 N Washington Street, Rome, NY 13440
p- 315.339.7628
e- mandrews@romecitygov.com

Jessica Zanca Woreth, AICP
Senior Community Development and Planning Specialist
Suffolk Co. Dept. of Economic Development & Planning
100 Veterans Memorial Hwy, Hauppauge, NY 11788
p- 631.853.6039
e- jessica.zancaworeth@suffolkcountyny.gov

John Schultheis, PE
City Engineer
City of Kingston, NY
City Hall, 420 Broadway, Kingston, NY 12401
p- 845.334.3967
e- jschultheis@kingston-ny.gov

Andrew Tracy
Senior Transportation Engineer
Capital Region Transportation Council
1 Park Place, Suite 101, Albany, NY 12205
p- 518.458.2161
e- atracy@capitalmpo.org

***Green** denotes GPI reference and **blue** denotes CM reference.*

Broadway Connectivity Broadway Streetscape & Signalization

City of Kingston, Ulster County, NY

SERVICES PROVIDED
Transportation Planning Study, Traffic Engineering, Preliminary & Final Design, Construction Support & Inspection, Public Outreach, Construction Support & Inspection

CLIENT/OWNER
City of Kingston, NY

CONSTRUCTION/PROJECT COST
$135k/Traffic Study & Signal Design
$1.1M/Highway & Streetscape Design
$8.3M/Construction

COMPLETION
2022

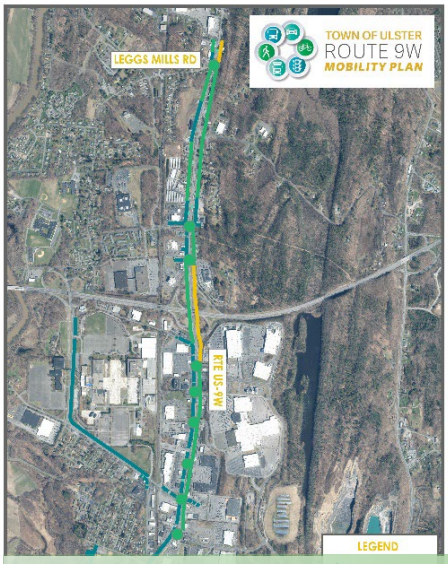
CLIENT REFERENCE
John Schultheis, PE
845.334.3967
jschultheis@kingston-ny.gov

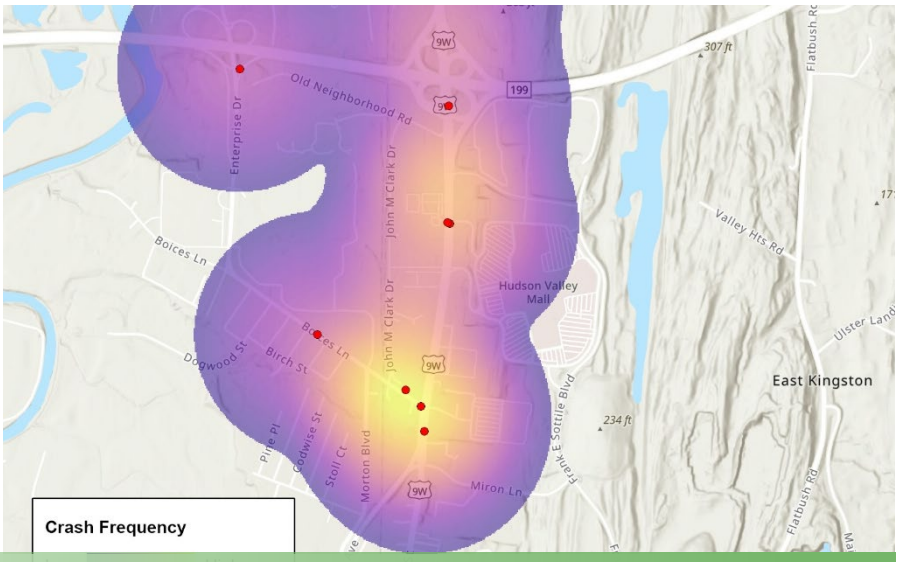
GPI provided professional engineering and construction inspection services for this locally administered federal aid project. The City of Kingston's main project objective was to make the Broadway Corridor more pedestrian and bicycle-friendly, attract more visitors, and spur economic development. The corridor had sidewalks, which varied in condition and did not meet Americans with Disabilities Act (ADA) regulations and Public Rights-of-Way Accessibility Guidelines (PROWAG). Additionally, there were no safe bicycle accommodations within the Broadway Corridor.

This project provides continuous ADA-compliant sidewalks and an 8-ft wide cycle track along Broadway (NYS Route 32) from St. James Street to Grand Street. Incorporated with the sidewalk improvements are ADA-compliant ramps, high-visibility crosswalks, new LED traffic control signals, pedestrian signals and count-down timers, bicycle signals, a protected bike lane, LED street lighting improvements, green infrastructure, street trees, and street furniture.

This project was also designed to improve traffic flow with upgraded signal equipment and/or new coordinated traffic signal systems and LED lighting improvements. Bicycle signal heads were planned to assist in left turn movements from the protected bike lane and protected left-only turns for motorists along Broadway. The project also included green infrastructure practices, including bio-swale tree pits and porous pavers in the maintenance strip/snow storage areas. New traffic signs were planned to comply with the Manual of Uniform Traffic Control Devices (MUTCD).

Before design, a signalization study was performed to review existing conditions and recommend signal improvements. As part of this study, a field inventory of existing signal equipment was performed, as well as turn movement counts, traffic analysis, signal timing optimization, and timing plan development. The new signal timings were implemented in the field during construction and were adjusted and fine-tuned in the field after construction was complete.





Route 9W Corridor Management Plan

Ulster County, New York

Project Description:

The Ulster County Transportation Council (UCTC) in coordination with the Town of Ulster commenced this study to develop a Corridor Management Plan (CMP) to address peak hour traffic congestion, safety concerns, and multi-modal connectivity, while considering plans for future development and trends that impact travel in the US Route 9W corridor between Van Kleeck Lane and Leggs Mills Road. This study examines the Route 9W corridor in detail to identify transportation infrastructure improvements and complete streets features that promote mobility and safety for all roadway users, reduce the negative impacts of traffic congestion, and accommodate future growth in the 9W corridor and surrounding areas in the Town to promote access to jobs and retail. The project also includes a robust stakeholder and community-driven process throughout the study and during development of recommendations.

Firm Role:

Creighton Manning was the prime consultant responsible for the following:

- Existing conditions inventory
- Traffic safety and analysis
- Multi-modal mobility
- Concept plans for improvement
- Public engagement

Project Type:

Transportation Planning
Traffic Engineering
Public Engagement

Client:

UCTC
244 Fair Street, 3rd Floor
Kingston, NY 12401

Reference:

Brian Slack
bsla@co.ulster.ny.us
845-334-5590

Firm Fee:

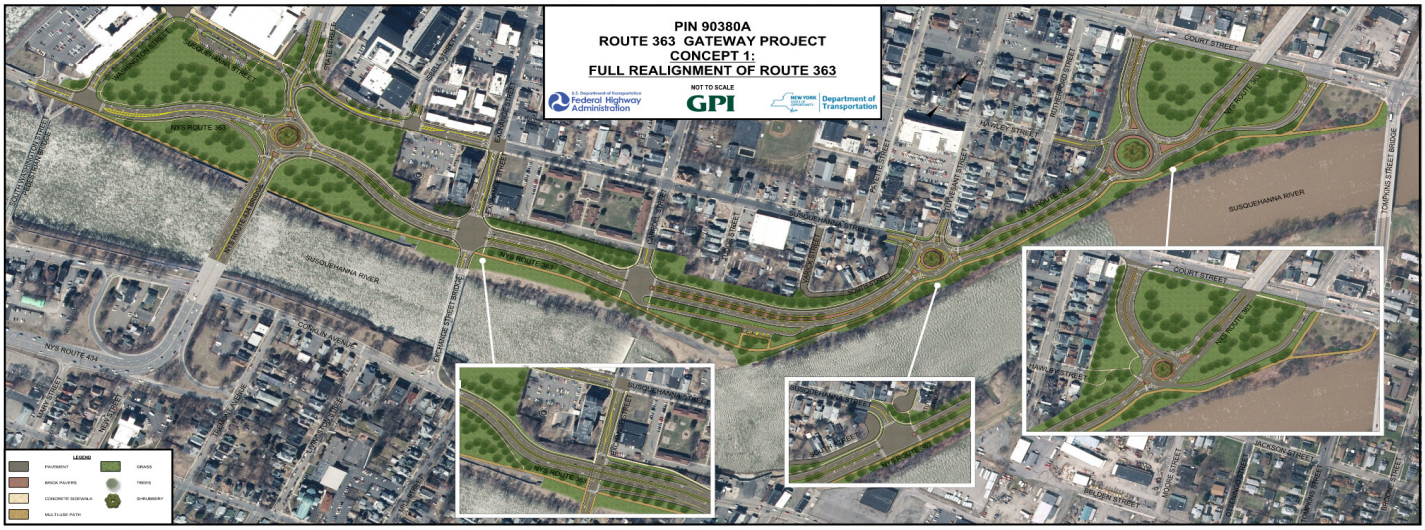
$88,150

Completion Date:

2025

Route 363 Gateway (NY Routes 363 & 434) PIN 9038.0A Scoping Report

NYSDOT Region 9: City of Binghamton, Broome County, NY



SERVICES PROVIDED
Transportation Planning, Scoping, Conceptual Design Services, Traffic Modeling, Public Outreach

CLIENT/OWNER
NYS Department of Transportation (Region 9)

CONSTRUCTION/PROJECT COST
$1.1M/Study
$30-$40M/Construction (anticipated)

COMPLETION
2018

CLIENT REFERENCE
Ron Romanosky
NYSDOT Region 9
607.721.8209
Ron.romanosky@dot.ny.gov

The Route 363 Gateway project developed and examined several potential roadway modifications to transform the existing expressway into a gateway for the City of Binghamton, NY. In addition to infrastructure improvements, the project includes constructing and continuing a multi-use trail to provide pedestrian connectivity between Washington Street and Court Street. The scoping report prepared by GPI presents several design concepts and documents the estimated costs and benefits resulting from the completion of the various alternatives.

The primary objectives of this project are to transform the NYS Route 363 corridor into a corridor that provides safe and accessible facilities for bicyclists and pedestrians, along with providing a new gateway to the City of Binghamton for traffic coming from the I-81 and I-88 / NYS Route 7/I-86 corridors, and to improve the visual and physical access to the Susquehanna River and better connect Downtown Binghamton to the NYS Route 363 Corridor.

As part of this scoping study, GPI conducted a detailed transportation planning analysis for a study area of 40 intersections. The traffic study consisted of:

- Collecting daily and peak-hour traffic data
- A review of crash history
- Traffic forecasting using the Travel Demand Model managed by BMTS, the Regional Metropolitan Planning Organization
- Review of traffic diversions for each alternative considered
- Synchro/SimTraffic Traffic Simulation Models for the existing conditions and eight (8) separate build alternatives to assess traffic operations for each. Models included both signalized intersection and roundabout options.
- Review of potential traffic impacts on the City street network

This study was a key first step in NYSDOT's decision to move forward with preliminary design of Route 363 mobility improvements.

Safe & Accessible Foxhall & Flatbush Avenues

City of Kingston, Ulster County, NY

SERVICES PROVIDED
Preliminary & Final Design, Right-of-Way Acquisition, Construction Support and Construction Inspection

CLIENT/OWNER
City of Kingston, NY

CONSTRUCTION/PROJECT COST
$672K/Design
$6M/Construction

COMPLETION
Ongoing

CLIENT REFERENCE
John Schultheis, PE
City Engineer
845.334.3967
jschultheis@kingston-ny.gov

GPI provides professional engineering services as prime consultant responsible for preliminary engineering, final design, and right-of-way acquisitions and incidentals, for safe pedestrian and bicycle accommodations along Flatbush and Foxhall Avenues.

The project goals and objective are to improve pedestrian and bicycle infrastructure that connects the Colonial Gardens Apartments and residential streets in Midtown to surrounding business districts.

Overall, the project will enhance livability in the neighborhood by creating a sustainable and attractive streetscape in the heart of the City. It will enable more residents from different socioeconomic backgrounds to live and work within walkable distances that are safe to navigate. And it will help spur the revitalization of a significant commercial corridor.

The streets that will be addressed currently have intermittent sidewalks and railroad crossings that are quite hazardous for pedestrians and cyclists. Approximately two miles of sidewalks will be rehabilitated, and painted crosswalks with ADA-compliant curb ramps will be installed.

The City will work with CSX at the two railroad crossings situated on the route to reduce the use of the tracks as a walking path.

Additionally, the Flatbush Ave, Foxhall Ave, and Elmendorf St intersection are proposed to be reconfigured to better accommodate pedestrians. Other intersections were evaluated for reconfiguration or signal replacement for pedestrian and bicycle improvements.

The project has involved extensive coordination with many groups and committees within the City of Kingston, as well as public outreach to inform all interested parties of the project during the design process.

Traffic Calming and Safety Evaluations

Nassau County, NY

SERVICES PROVIDED
Traffic & Transportation Engineering, Safety Engineering, Accident Studies

CLIENT/OWNER
Nassau County Dept. of Public Works

CONSTRUCTION/PROJECT COST
$286k/Study

COMPLETION
2020

CLIENT REFERENCE
Kenneth Arnold
516.571.9607
karnold@nassaucountyny.gov

GPI conducted a comprehensive traffic safety study within the Hamlet of Elmont in response to numerous requests to evaluate pedestrian safety along both Elmont Road and Dutch Broadway, spanning approximately 4.56 miles. Engineering recommendations were developed to calm traffic in the area, providing a safer pedestrian and vehicular environment. These recommendations aim to mitigate the frequency and severity of crashes, improve walkability, meet ADA requirements, increase sight distance at intersections, and establish a walkable “Safe Route to School” where applicable.

As part of this study, GPI conducted crash analyses to identify crash prone locations, collected and analyzed traffic data using Synchro software, prepared signal warrant studies, field reviewed pavement markings, and signage inventory, conducted speed studies, reviewed pedestrian crossing times at signals, documented pedestrian walkability issues and evaluated pedestrian ramps for ADA compliance and placed ramp assessment data in ArcGIS utilizing the Nassau County Department of Public Works ADA application.

GPI focused on providing traffic calming improvements to improve pedestrian safety while maintaining a reasonable level of service. Modifications evaluated included a road diet on Dutch Broadway, new three-color traffic signals, pedestrian fencing, new sidewalks and sidewalk ramps, and pedestrian refuge islands, as well as closing median openings and installing new warning and regulatory signs, with upgrades to existing signs as needed. These improvements sought to encourage drivers to drive at a prudent speed and improve accessibility and safety for pedestrians. Furthermore, traffic signal modifications and upgrades were recommended based on crash patterns and capacity analysis. GPI participated and presented our findings at public meetings.

Village of Lindenhurst Downtown Walkability Improvement Study

Lindenhurst, NY

SERVICES PROVIDED
Mobility Planning, Complete Streets Design, Road Safety, Traffic & Transportation Engineering, GIS, Visualization, Community Engagement

CLIENT/OWNER
Village of Lindenhurst, NY

CONSTRUCTION/PROJECT COST
$197k/Study

COMPLETION
2019

CLIENT REFERENCE
Douglas Madlon
631.957.7503
dmadlon@villageoflindenhurstny.gov

AWARDS
2020 ACEC NY Platinum Award for Engineering Excellence
2020 LIBN Engineering Award Top Downtown Revitalization Project in Suffolk County
2020 Vision Long Island Smart Growth Award for Community Revitalization

With its call for a walkability study, Lindenhurst, one of the largest Villages in New York State, pursued a path that was virtually unthinkable on the car-focused and car-dependent Long Island. In the summer of 2018, the Village entrusted GPI with developing its Downtown Walkability Improvement Study.

In 2019, within two months after the unanimous adoption of the walkability study, Suffolk County provided a jump-start grant to the Village for pedestrian safety and connectivity improvements. Possibly, even more importantly, the thorough engagement of the Lindenhurst community generated wide public support and enthusiasm for walkability in Lindenhurst.

GPI conducted six “LindenWalks” in downtown for local decision-makers, the business community, and the wider community. This included night-time walks with a specific view of safety. Participants of these community walks were asked to complete a GPI walk audit sheet. Over 70 participants provided a significant amount of feedback for the Village.

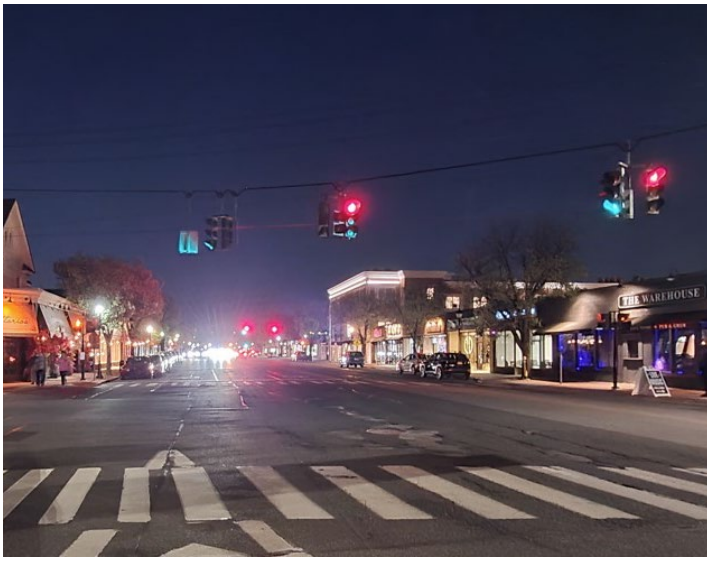
GPI developed a study website using ESRI’s ArcGIS Online Maps and Story Maps. The website, www.LindenWalks.com, was interlinked with the Village website and provided an information hub for the public as well as a forum for feedback. The website informed the public about the study’s progress and events. It also provided an interactive feedback map where the community could provide suggestions and comment on other constituent suggestions. Finally, the website served as a tool to communicate preliminary design suggestions for downtown streets and places to the community.

The website served as an effective public engagement tool. Using ESRI technology, the public could provide suggestions, concerns, or approval by pinpointing their input on an online map to exact locations within the Village. The study website also featured a video animation of GPI’s preliminary design suggestions, such as the extension of the Village Square, the installation of curb bulb-outs, or the creation of safe pedestrian islands.

As technical plans and design concepts are often difficult to communicate to stakeholders, the website played a crucial role in providing visualized and easy-to-understand information and gathering feedback from all stakeholders. GPI employed state-of-the-art 3-D visualization and ESRI web technologies to show the Lindenhurst community how walkability improvements will look when implemented. The downtown walkability improvement study includes strategic recommendations and implementable actions.

Amityville Active Transportation Study

Amityville, NY



SERVICES PROVIDED
Planning, Community Engagement, Safety Engineering, Traffic and Transportation Engineering, Socio-Economic Studies, Geographic Information Systems

CLIENT/OWNER
Suffolk County Department of Economic Development and Planning

CONSTRUCTION/PROJECT COST
$200k/Study

COMPLETION
2024

CLIENT REFERENCE
Jessica Zanca Woreth, AICP
631.853.6039
jessica.zancaworeth@suffolkcountyny.gov

GPI is supporting the Village of Amityville, NY, in its quest for a thriving, vibrant, and pedestrian-friendly downtown. Roadway design in the community on the Southern Shore of Long Island has been focused on motorized vehicles. The decision to focus on and promote active transportation is still regarded as a trailblazing effort to initiate change and emphasize the mobility needs of vulnerable road users, most notably pedestrians and cyclists.

GPI is developing the Active Transportation Study, applying a thorough community engagement process. The firm is engaging the Amityville community via meetings, walk audits, and other public engagement tools to obtain insights, concerns, and suggestions from Village residents and stakeholders. The Active Transportation Study is driven in part by community concerns about the width and speed of Broadway (NY State Route 110). This major North-South thoroughfare traverses downtown and consistently raises concerns in the community for the safety of pedestrians, cyclists, and vulnerable (non-motorized) road users in general. The study is laid out to result in an action-oriented plan and recommendations for walkability and bikeability with conceptual designs of proposed roadway treatments and modifications in the downtown area, including Broadway, but also other roadways to plan for a wider active transportation network in the Amityville Downtown.

GPI's responsibilities include the development of an existing conditions report to set and analyze the socio-economic and land use baseline conditions of Amityville. As part of the community engagement process, GPI developed and now maintains a project website that includes an online public engagement tool as well as visualizations of active transportation design suggestions. GPI maintains several social 'AmityWalks' media accounts to inform the Amityville community about events and the progress of the study. The firm facilitates project meetings and walk audits for Village residents and stakeholders, such as the local decision-makers, the chamber of commerce, and school district representatives. The Active Transportation Study is expected to serve as a means for the Village to apply for funding to implement the study recommendations swiftly and effectively.

Floyd Avenue/Park Drive Corridors
Woodhaven Area Complete Streets Study

City of Rome, Oneida County, NY

SERVICES PROVIDED
Feasibility Study, Transportation Planning, Multi-Modal Traffic Safety Evaluation, Complete Streets Design

CLIENT/OWNER
City of Rome, NY, Department of Community and Economic Development

CONSTRUCTION/PROJECT COST
$60k/Study

COMPLETION
2021/Professional Services
2023/Construction

CLIENT REFERENCE
Matthew Andrews
Deputy Director Community & Economic Development
315.339.7628
mandrews@romecitygov.com

The City of Rome commissioned the Woodhaven Area Complete Streets Study to evaluate the existing conditions within the study area, identify mobility and safety needs, and develop feasible alternative “Complete Streets” design concepts that consider the needs of all travelers, including pedestrians, cyclists, transit riders and motorists. The study primarily focuses on Floyd Avenue, from its intersection with Oakwood Street to NYS Route 825. Additionally, the study includes assessment and visioning of the Park Drive Corridor and the Ellsworth Road Corridor. The area is envisioned to be a dynamic, sustainable, and attractive mixed-use neighborhood that is connected to surrounding neighborhoods and employment centers with sidewalks and multi-use trails to maximize the environmental, financial, and social benefits of Complete Streets, Smart Growth, and Green Infrastructure principles.

This study is based on an extensive public outreach process to ensure that the strategies balance economic, social, and environmental interests and promote a sustainable and enduring plan. The planning process included thoroughly reviewing existing conditions, identifying priority improvement areas and where connectivity and bike/pedestrian safety issues were most necessary, and evaluating various alternatives. The planning process included two virtual stakeholder meetings, one virtual public information meeting, and a community-wide online survey to gauge public opinion on bike/ped safety issues and needs within the study area. Public feedback was crucial to the planning process when identifying the preferred alternatives for traffic safety and connectivity improvements.

Hoosick Road Corridor Study

Town of Brunswick, Rensselaer County, New York

Project Description:

Hoosick Road is a heavily used regional corridor that serves as a primary route between Vermont and the New York State Thruway, facilitating interstate freight movement and tourism. However, Hoosick Road is also a local destination. Commercial developments over the past decade have generated new traffic in the corridor, resulting in an increased need for Hoosick Road to serve both local traffic and a large amount of vehicular through traffic, totaling upwards of 25,000 vehicles per day in parts of the corridor. Based on an analysis of existing conditions and future needs, coupled with a robust public engagement strategy, this study developed recommendations to reduce traffic congestion, improve safety and multi-modal mobility. Study recommendations included traffic signal optimization, changes to access management and land use, and neighborhood traffic calming.

Firm Role:

Creighton Manning was the lead consultant on the study and was responsible for the inventory of existing conditions including transportation infrastructure and travel patterns; traffic volume development forecasting, and modeling; public engagement including two "Join at Your Own Pace" online public workshops viewed by over 1,000 attendees; development of corridor improvement design concepts and recommendations; and preparation of the final report and presentation to the Town Board.

Project Type:

Transportation Planning

Client:

Capital Region Transportation Council
1 Park Place, Suite 101
Albany, NY 12205

Reference:

Andrew Tracy
Senior Transportation Engineer
(518) 458-2161
atracy@capitalmpo.org

Firm Fee:

$99,000

Completion Date:

2024

"Thank you again for all of your hard work on the Hoosick Road Corridor Study. This was a challenging corridor with a lot of public interest, and the final report you prepared was outstanding."

Andrew Tracy, Transportation Council, 2024

Westchester County Complete Streets Workshops

Village of Bronxville and Town of New Castle, Westchester County, New York

Project Description:

The objective of the Complete Streets Workshops was to provide Westchester communities understand issues in their communities and develop concepts for pedestrian and/or bicycle improvements, especially those that provide safe connections to downtown areas, transit hubs (train stations and bus stops), shopping areas, residences, local restaurants, and recreational venues. Workshops were held in the Village of Bronxville and the Town of New Castle.

The consultant team coordinated with the County and municipal staff to schedule workshops, invite participants, prepare materials on Complete Streets, conduct high-level existing conditions assessments and initial field visits in preparation for the workshops. Workshops entailed a walk-audit followed by a presentation and facilitated working session to focus discussion on which treatments to consider for specific locations.

Firm Role:

Creighton Manning, as a sub-consultant to FHI Studio, was responsible for transportation planning and traffic engineering tasks, including:

- Crash analysis of intersections and segments in the study area
- Pre-workshop field visits with the municipal staff
- Participant, presenter, and group facilitator at the workshops
- Support developing complete streets and traffic calming concepts

Project Type:

Transportation Planning

Client:

Westchester County
Department of Planning
148 Martine Avenue, Rm 428A
White Plains, NY 10601

Reference:

Steven Courage
Associate Transportation Planner
(914) 995-1622
sace@westchestergov.com

Firm Fee:

N/A

Completion Date:

2022

Management Structure & Proposed Staff

Effective project management hinges on three fundamental principles: *1) Managing the work and organization, 2) Managing people, and 3) Managing production. To uphold these principles, we have established a dedicated leadership team.*

Our leadership structure includes a Project Manager who will engage directly with the County throughout all project phases. This committed leader brings extensive experience in successfully managing both organizations and projects. Additionally, we will assign staff with specialized technical expertise to ensure that work is executed with the highest quality, efficiency, and cost-effectiveness.

GPI has a record of quick response and has the resources to meet aggressive schedules. The GPI Team, as indicated in the personnel profiles, shows our commitment to providing experienced personnel. Our staff includes professionals who have experience working for county, state, and town agencies, so we have the unique ability to view projects from your perspective and respond accordingly. GPI will provide the appropriate project-required expertise.

For this project, our project manager will be **Michael Wieszchowski, PE, PTOE,** a Professional Traffic Operations Engineer with over 33 years of experience in the field of traffic engineering and transportation planning. Mike has managed several traffic engineering and planning projects in the Kingston area and specializes in corridor planning, safety analysis, pedestrian and bicycle facilities, signal design, and microsimulation modeling. He was the lead traffic engineer for most of the GPI projects mentioned previously and has served as project manager on five Pedestrian Safety Action Plan projects, three Safe Routes to School Projects, and several transportation planning projects over the last few years. He is also the current project manager for a 5-year Traffic Safety Term Agreement with NYSDOT (D041193), where he led the Highway Safety Investigations (HSI) and provided safety countermeasure recommendations for five separate corridors over the past year. He is also leading the effort to develop the Statewide Action Plan for Intersection Safety for NYSDOT under that contract, which is expected to be completed in 2026.

Joining Mike in this project is a staff of more than a dozen experienced transportation professionals. Key leaders within this staff include:

John Diaz, PE, is a Vice President with the company who has more than 30 years of experience as a traffic engineering professional. He will serve as project director and be responsible for QA/QC and ensuring quality control on all project deliverables.

Talha Ahmed, PE, PTOE, is a senior traffic engineer with nearly 40 years of experience. He will be responsible for all safety analysis and countermeasure recommendations.

Frank Wefering, ENV SP, is a specialist in Active Transportation with more than 30 years of experience. Frank is the Director of Sustainability at GPI and has led projects such as the Amityville Active Transportation Study and the Lindhurst Downtown Walkability Improvement Study. Frank is on the team to provide innovative ideas on how to best accommodate sustainability within the alternatives.

Dillon Creen, PE, is a project engineer with 10 years of experience who has worked on several Kingston projects. He will lead the data collection and field review effort.

Amanda Kinley, PE, is a Senior Transportation Engineer with 15 years of experience who has managed several transportation projects in the Kingston area, including the Henry Street Pedestrian Improvements project and the Safe & Accessible Foxhall & Flatbush Avenues project. She has extensive experience with pedestrian and bicycle planning and design within local corridors and will assist with pedestrian/bicycle constructability planning within the alternatives developed.

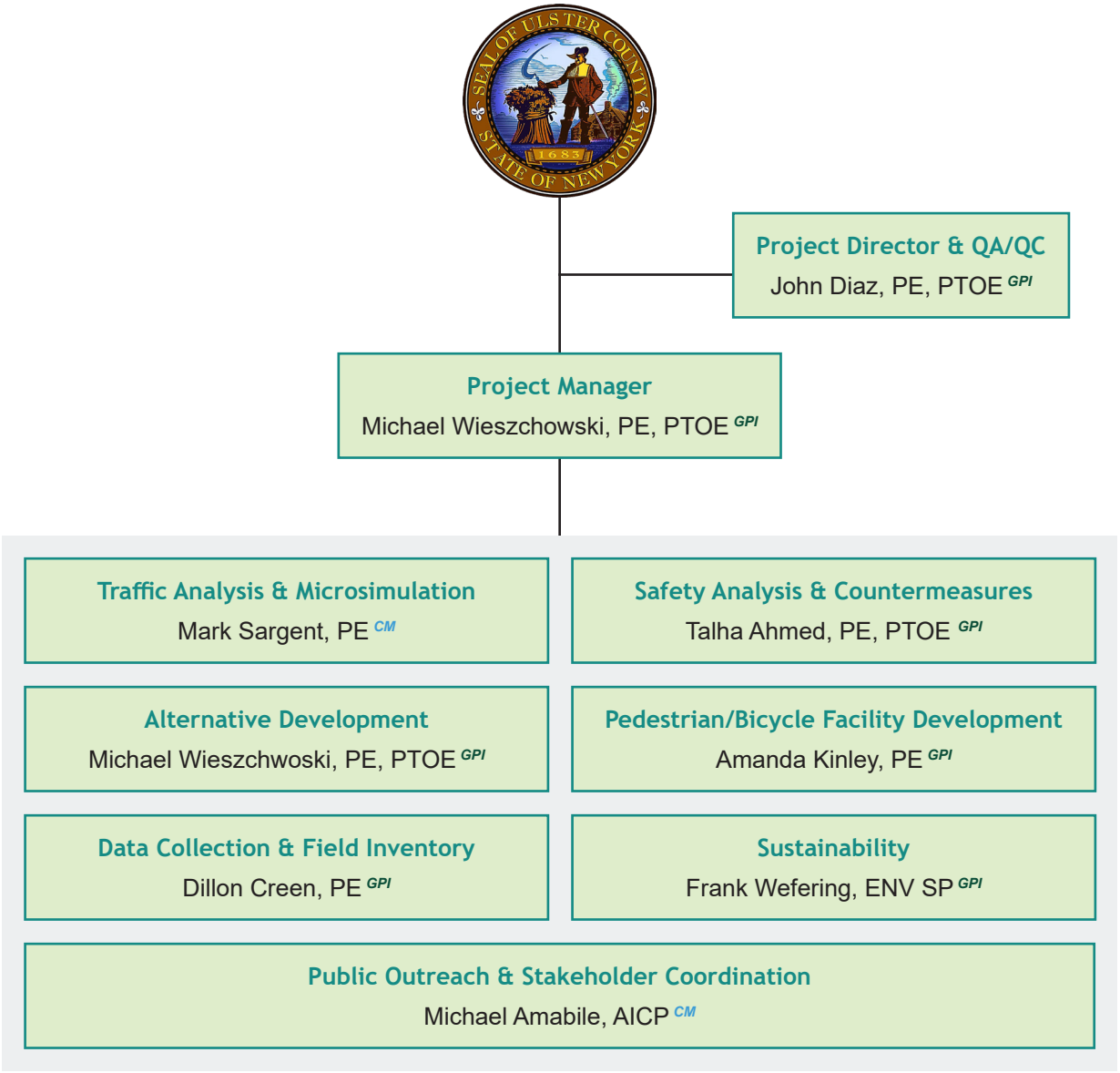
Key Players from CM who will be on the team include:

Mark Sargent, PE, is a Traffic Group Leader with more than 40 years of experience. Mark will lead the level of service and microsimulation effort on this project. Mark was the project manager for the Route 9W Corridor Management Plan recently completed for UCTC, so he is very familiar with your requirements and expectations.

Michael Amabile, AICP, is a certified planner with 18 years of experience who has extensive experience in public engagement and will lead the public outreach efforts for this project. His work focuses on multimodal transportation planning, and he specializes in innovative ways to reach the community and ensure equity in public participation.

Organization Chart

The key personnel for this project shall be organized as shown below. Resumes for the staff listed are included subsequently.



Legend

GPI | Greenman-Pedersen, Inc.
CM | Creighton Manning

Michael Wieszchowski, PE, PTOE

Vice President | Director of Traffic Engineering & Planning

PROPOSED PROJECT ASSIGNMENT
Project Manager | Principal Traffic Engineer

EDUCATION
1988/BS/Electrical Engineering

REGISTRATIONS/CERTIFICATES
2001/Professional Engineer/NY
2014/Professional Engineer/FL
2022/Professional Engineer/NC
2003/Professional Traffic Operations Engineer

YEARS WITH FIRM: 13
TOTAL YEARS EXPERIENCE: 33

PROFESSIONAL AFFILIATIONS
Institute of Transportation Engineers (ITE), Fellow, 2001+
ITE NY Upstate Section: President (2009), Executive Board (2007-2011)
ITE Northeastern District: Chairman (2013), Executive Committee (2011-2014)
US Army Veteran, Signal Corps, First Lieutenant (1988-1991)

AWARDS
Harvey B. Boutwell Award for Distinguished Service, ITE Northeastern District, 2015
Chairman's Award, ITE NE District, 2014
Carol Keck Award for Distinguished Service, ITE NY Upstate Section, 2010
Leadership Appreciation Award, ITE NY Upstate Section, 2009

Professional Profile

Mr. Wieszchowski is a certified Professional Traffic Operations Engineer with 33 years of experience in the fields of traffic engineering, transportation planning, and roadway lighting. His experience includes corridor planning, traffic impact studies, crash analysis & safety studies, traffic flow modeling/simulation, Complete Streets assessments, pedestrian and bicycle facilities, roundabout analysis, traffic signal system design and timing development, Intelligent Traffic Systems (ITS), roadway lighting design, signing and pavement marking design, traffic calming, access management, and parking facilities. He is active in the Institute of Transportation Engineers (ITE) and has served as an officer at both the Section and District levels

Project Experience

NY Route 363 Scoping Study (PIN 90380A), City of Binghamton, NY. 2016-2018. Principal Traffic Engineer. This scoping study evaluated options for converting a limited-access highway in downtown Binghamton to a boulevard that could better accommodate pedestrian/bicycle crossings and provide improved access from downtown to the Susquehanna River. A traffic analysis study was performed for a project area of 40 downtown intersections. This study included a significant traffic data collection effort and traffic analysis. A Synchro/SimTraffic traffic simulation model was calibrated and used to evaluate the traffic operations of the existing conditions and eight conceptual designs for the replacement roadway. Mr. Wieszchowski coordinated the data collection effort, performed all traffic analyses and modeling, performed quality control and completeness reviews on the accident analysis, and prepared a comprehensive traffic study for submittal. *Client: NYSDOT Region 9*

Broadway Streetscape Design (PIN 8780.49) & Signalization Study, City of Kingston, NY. 2015-2022. Principal Traffic Engineer. This locally administered federally funded streetscape project included a road diet, pedestrian improvements, and a two-way cycle track along Broadway. Mr. Wieszchowski was responsible for performing all traffic operations and safety analyses, developing traffic signal plans for four intersections, developing signal modification plans to improve pedestrian equipment and provide signal coordination at three additional locations, and developing roadway lighting plans, featuring LED pendant fixtures for both the roadway and pedestrians along the entire 3,000-ft corridor. Before design, Mr. Wieszchowski conducted a signalization study for the corridor to compare operational alternatives to determine the feasibility of implementing a coordinated signal system throughout the corridor. This work included extensive data collection and a field inventory of controller equipment, as well as traffic analysis and traffic simulation modeling of both existing and future build conditions to assess the delay, safety, and air quality differences between the alternatives. For the build condition, Mr. Wieszchowski performed signal system timing optimization for multiple periods and developed microsimulation traffic models to review results before implementation. Mr. Wieszchowski prepared a comprehensive report detailing the study findings and recommendations for the traffic signals within the corridor. *Client: City of Kingston, NY*

Floyd Avenue-Park Drive Corridor Woodhaven Area Complete Streets Study, City of Rome, Oneida County, NY. 2020-2022. Principal Traffic Engineer. This project involves evaluating mobility and safety needs and developing feasible alternative "Complete Streets" design concepts that consider the needs of all travelers, including pedestrians, cyclists, transit riders, and motorists. Responsibilities include conducting field surveys, developing virtual public outreach materials, facilitating/attending virtual stakeholder meetings, creating an online community survey to gauge public opinion on bicycle/pedestrian safety issues and needs within the Study Area, and performing GIS mapping. *Client: City of Rome, NY*

Safe & Accessible Flatbush & Foxhall Avenues, City of Kingston, NY. 2019-Ongoing. Principal Traffic Engineer. GPI is providing professional engineering services as the prime consultant, responsible for preliminary engineering, final design, and right-of-way acquisition for safe pedestrian and bicycle accommodations along Flatbush and Foxhall Avenues. The project reconstructs sidewalks along segments of both Foxhall Avenue and Flatbush Avenue to meet ADA guidelines, including curb ramps and crosswalks. It upgrades railroad crossings at two locations, adding new pedestrian arms and waiting stations. Additionally, it reconfigures the Flatbush, Foxhall, and Elmendorf intersection to better accommodate pedestrians. Additionally, several intersections within the corridor are being evaluated for reconfiguration or signal replacement to improve pedestrian and bicycle accommodations. This project involves coordination with numerous stakeholders within the City of Kingston, as well as extensive public outreach efforts. Mr. Wieszchowski was responsible for overseeing all traffic analysis, alternative evaluation, and traffic signal design. *Client: City of Kingston, NY*

Safe Route to School Infrastructure Improvements (PIN 8761.09), City of Kingston, NY. 2015-2017. Project Manager/Senior Traffic Engineer. Responsible for this Federal Aid project that encompassed multiple locations throughout the City. The project included the installation of one new traffic signal; pedestrian upgrades at two additional traffic signals, enhanced pedestrian signs with flashing beacons, a pedestrian-activated rectangular rapid flashing beacon (RRFB), radar speed feedback signs, high visibility crosswalk markings, and a multi-use trail connection through park property connecting the school complex with a heavily traveled pedestrian route. These improvements were designed to improve pedestrian safety and accessibility. Mr. Wieszchowski was responsible for preparing a design report, which included a review and analysis of pedestrian accidents at each location and identified feasible improvements to improve safety. In addition, he developed final design plans, prepared contract/bid documents, coordinated approvals with NYSDOT, and provided construction support during the project. *Client: City of Kingston, NY*

Statewide Traffic Engineering & Planning Term Agreement for Safety Analysis, D041193 (PIN DE24.SW). 2024-Ongoing. Project Manager/Principal Traffic Engineer. As the prime consultant on this 5-year, $5M term agreement, GPI is assisting the NYSDOT Main Office Highway Safety Bureau with safety-related studies, investigations, and design. The project is funded by the Highway Safety Improvement Program (HSIP), and all assignments under this project are required to meet HSIP funding requirements. Project assignments to date include Highway Safety Investigations (HSI) along five corridors in NYSDOT Region 3, as well as the development of a Statewide Intersection Safety Action Plan. Mr. Wieszchowski's responsibilities on this project included all project management tasks, such as scheduling, budgeting, and work assignments, as well as coordination with staff, subconsultants, and the client. These responsibilities also included staff training, technical analyses, and QAQC on all reports. *Client: NYSDOT Office of Traffic Safety and Mobility*

Two-Way Conversion Study, City of Rochester, NY. 2011-2012. Project Manager/Lead Traffic Engineer. Responsible for this City-sponsored project, which investigated the feasibility of converting two urban corridors that run through the heart of downtown Rochester from one-way to two-way traffic operations. Project responsibilities included evaluating existing and future traffic conditions at 21 intersections within the two corridors, as well as assessing the operational effects on transit, pedestrians, bicycles, and parking within the study area. The final report for this study summarized the feasibility of conversion on each of the road segments, outlined the required improvements, and provided an estimate of the cost to implement. *Client: City of Rochester, NY*

I-890 Exit 4C PEL Study, Schenectady County, NY. 2023-Ongoing. Principal Traffic Engineer. GPI is completing this Planning and Environment Linkages (PEL) Study, which is a collaborative and integrated approach to transportation decision-making for the I-890 Exit 4C interchange and surrounding corridors. The intent of the study is to evaluate the existing environmental setting, identify transportation and safety issues, determine the project purpose and needs utilizing an inclusive public outreach process, and to identify and screen a wide range of improvement alternatives. These alternatives are being vetted by developing concept sketches, identifying and addressing safety, operational, and constructability issues, and determining construction cost estimates for each alternative. Mr. Wieszchowski is the lead traffic engineer on the project responsible for all traffic simulation modeling of the existing conditions and proposed alternatives. *Client: Schenectady County Department of Engineering and Public Works*

John Diaz, PE, PTOE

Vice President | Director of Innovation

PROPOSED PROJECT ASSIGNMENT
Project Director & QA/QC

EDUCATION
1993/MS/Civil Engineering
1991/BS/Civil Engineering

REGISTRATIONS/CERTIFICATES
1998/Professional Engineer/MA
2019/Professional Engineer/NH
2019/Professional Engineer/RI
2020/Professional Engineer/MD
2021/Professional Engineer/NJ
2005/Professional Traffic Operations Engineer
2019/Remote Pilot
Signal Technician Level ISignal Field Technician Level II
IMSA Traffic Signal Inspector Traffic Signal Level III Field Electrician

YEARS WITH FIRM: 28
TOTAL YEARS EXPERIENCE: 33

COURSE WORK
Preemption Training Session - ITE Combined Grade Crossing Committee

PROFESSIONAL AFFILIATIONS
Institute of Transportation Engineers (ITE), Associate Member
International Municipal Signal Association (IMSA), Associate Member
American Society of Civil Engineers (ASCE)

Professional Profile

After leading the Traffic Engineering Department for over 20 years as Director of Traffic Engineering, overseeing and coordinating traffic elements for all projects (signs, signals, and striping) in both the public and private sector, John is now leading our innovation services group in New England. This division of GPI explores and utilizes advancing technologies to improve transportation projects through the planning, design, and construction phases. Focus areas and applications include LiDAR for survey, mapping and asset management, continued use of unoccupied aerial systems (UAS), GIS services, 3D modeling for both design and presentation, and advanced traffic control features such as adaptive signal control and signal performance measures.

John has extensive experience with the constantly evolving role of technological advances in the transportation industry. He is a member of two Federal Highway Administration (FHWA) Everyday Counts Technical Committees hosted by the Massachusetts Department of Transportation (MassDOT), one focused on adaptive traffic signal systems and the second on the implementation of real time traffic signal performance measures.

John has worked closely with many municipalities and MassDOT to assess deficient signal operations and develop and implement short-term signal improvements and technologies to enhance traffic operations and overall intersection or corridor safety.

Project Experience

Reconstruction of Route 109, Medway, MA. 2011-2020. Lead Traffic Engineer. Engineering design services for the rehabilitation of Route 109 (Main Street) including installation of new granite curbing and cement concrete sidewalks, improvements to the existing closed drainage system, upgrade and capacity improvements at-several signalized intersections, planting of shade trees, placement of street lights and other streetscape appurtenances along the corridor. *Client Town of Medway*

Route 38 Signal Review, Lowell/Tewksbury, MA. 2019-2025. Traffic Engineer. Provided a review and evaluation of the existing eight signal systems along Route 38 from Lowell to Tewksbury. Work included preparation of a condensed functional design report, a MassDOT ASC evaluation form, two RSA's, as well as a 25% and 75% combined design submittal. Also provided an orthomosaic base map via UAS flight, traditional terrestrial ground survey and preliminary ROW plans. *Client: MassDOT*

Route 114 Improvements, North Andover, MA. 2019-Present. Traffic Engineer. Survey and design services for corridor improvements along a two mile stretch of Route 114 in North Andover in the vicinity of Merrimack College to promote healthy transportation options of walking, bicycling, and public transit. Work includes constructing a new signalized intersection connecting Merrimack College and the Royal Crest Apartment complex. *Client: MassDOT*

Talha Ahmad, PE, PTOE

Senior Transportation Engineer

PROPOSED PROJECT ASSIGNMENT
Safety Analysis & Countermeasures

EDUCATION
1990/MS/Transportation Engineering
1989/MS/Civil Engineering
1985/BE/Civil Engineering

REGISTRATIONS/CERTIFICATES
2005/Professional Engineer/NY, CT
2002/Professional Traffic Operations Engineer

YEARS WITH FIRM: 32
TOTAL YEARS EXPERIENCE: 39

PROFESSIONAL AFFILIATIONS
Institute of Transportation Engineers

COMPUTER SKILLS
AutoCAD; ARCINFO/ARCVIEW; AutoTurn; GuidSign; MicroStation; PowerPoint; Excel; Word; Word Perfect; MS Project; PRIMAVERA Traffic Engineering Software: HCS 2010; SYNCHRO; SIMTraffic; PASSER; GuideSign; Highway Safety Analysis (HSA); AutoTurn; TModel2; TransCAD

Professional Profile

Mr. Ahmad is a senior transportation engineer who manages GPI's planning, safety, and sustainability group within GPI's transportation services department. He is responsible for planning, prioritizing, and supervising the workload of a team of ten engineers on projects that include environmental impact reports/traffic studies, traffic engineering design, complete streets design, traffic calming, and transit signal priority (TSP) work. He also has extensive work experience in traffic surveys, crash studies, traffic demand projection, traffic modeling, capacity analyses, speed studies, signal warrant assessments, signing and striping, intersection design, traffic calming, safety audits, parking lot assessment/design, maintenance and protection of traffic staging, and developing traffic studies, design reports and PS&E plans.

Project Experience

Highway Design, Pedestrian Safety Corridor Study, Route 25A, Suffolk County, Region 10, NY. 2019-2021. Senior Transportation Engineer. This project involved a pedestrian-focused safety analysis, field investigations, capacity analysis, crossing investigations, speed studies, sight distance investigations, queue length studies, signal, hybrid beacon, and multi-way stop warrant studies and investigations, as well as presentations/coordination meetings with stakeholders. Additionally, conceptual drawings and the preparation of a pedestrian safety corridor evaluation report were conducted. Mr. Ahmad was responsible for developing and evaluating peak-hour Synchro networks for 18 intersections within the project study area. The Existing and No-Build condition capacity assessments and crash evaluations were done, and the Build Condition alternatives have been evaluated. *Owner: New York State Dept. of Transportation*

Nassau County On-Call Traffic Engineering, Various Locations, NY. This assignment provided traffic engineering services to NCDPW on an on-call basis, including the assignment below. *Client: Nassau County Dept. of Public Works*

- **Elmont Road, Dutch Broadway, and Corona Avenue – Traffic Calming and Safety Evaluations, Nassau County, NY.** 2019-2020. Senior Transportation Engineer. This project involved traffic operations along approximately 4.5 miles of roadway (27 signalized and 31 unsignalized intersections and two pedestrian midblock crossings), which were evaluated under this project. This work involved review of complaints and requests (made by community members), traffic data collection, traffic accident assessments, spot-speed studies and ball-bankings, sight-distance evaluations, intersection capacity and pedestrian analyses, conducting traffic signal warrants, left turn arrow warrants, and assessing/observing school, church, and mosque traffic operational requirements during their peak service times. This comprehensive and multidimensional traffic evaluation resulted in the development of a "Complete Street" roadway plan that not only improved traffic operation but also helped enhance pedestrian safety along the aforementioned roadway segments. The recommendations

included a road diet, new traffic signals, pedestrian median islands, high-visibility crosswalks, rapid rectangular flashing beacons, left turn signalization, signal optimization, and a comprehensive pavement marking plan. Mr. Ahmad was responsible for project scoping, review of traffic data reduction, crash inventory, QA/QC of various intersection capacity assessments, and assisting in the development of corridor-specific and spot-specific recommendations in order to calm traffic operations.

- **Rockaway Avenue Traffic Calming, Nassau County, NY.** 2016-2022. Project Manager. This project involved conducting a traffic calming study to improve pedestrian safety and recommending measures to reduce speeding within the area of the local high school. Rockaway Avenue intersects Merillon Avenue at two closely spaced, unsignalized stop-controlled intersections that are separated by a large triangular traffic island located on a curved roadway segment. The stop controls are set for southbound Rockaway Avenue as it intersects Merillon Avenue and at the spur from Merillon Avenue as it intersects Rockaway Avenue to facilitate northbound left turns. Due to the free flow of vehicular movements on Merillon Avenue and part of Rockaway Avenue (in the northbound direction), there are no existing crosswalks that allow safe pedestrian crossings at these intersections. This non-typical geometry creates confusion for both pedestrians and motorists on how to safely navigate these potentially problematic intersections. Mr. Ahmad investigated recurring pedestrian safety and potential speeding complaints from area residents with the intention of providing context-sensitive recommendations that would offer positive guidance to motorists and pedestrians, thereby reducing the potential for pedestrian-vehicular conflicts and improving safety. Mr. Ahmad developed various traffic calming alternatives and strategies for Nassau County to review and select the most feasible option. After a meeting with the County and their concurrence, he finalized the “Select Alternative” for future implementations.

NYCDOT Safe Streets for Seniors Study, Various Locations, NY. 2008-2015. Project Manager. The goal of the Senior Pedestrian Safety Study was to reduce senior pedestrian crashes by improving safety and promoting walking as a preferred mode of transportation. This project included the study, evaluation, and recommendations at 20 Senior Pedestrian Focus Areas (SPFA) throughout New York City that were identified by the NYCDOT as “priority” areas due to a history of senior pedestrian crashes (severe injury and fatality accidents). This project involved studying crash history, observing existing site conditions, evaluating traffic conditions, collecting traffic counts and other relevant traffic data, conducting various assessments, including traffic calming measures, and recommending operational as well as design improvements for implementation. *Client: New York City Dept. of Transportation*

Term Agreement for Pedestrian Safety Action Plan (PSAP), Regions 8 and 10, NY. 2017-2020. Senior Transportation Engineer. The purpose of this project was to improve pedestrian safety at uncontrolled crosswalks and signalized intersections in accordance with New York State’s PSAP. Mr. Ahmad was responsible for QA/QC and assessing the need to improve traffic control devices at uncontrolled crosswalks and signalized intersections, identifying safety countermeasures, and designing plans for inclusion in capital projects. The countermeasures included signing, pavement markings, new traffic signals, raised medians, curb extensions, and RRFBs to enhance pedestrian safety. Approximately 250 controlled and uncontrolled crosswalk locations were assessed under this on-call contract. *Client: NYSDOT*

Complete Streets Horse Hollow Road and Bayville Road, Nassau County, NY. 2021-2022. Senior Transportation Engineer. The City of Glen Cove had requested that a study be conducted to reduce speeding traffic, expand roadways to implement wider shoulders, and collect pedestrian crossing counts and signage along the corridor in order to implement Complete Streets legislation. *Client: Nassau County Dept. of Public Works*

Access Modification Report for the Meadows at Yaphank, Yaphank, NY. 2015-2021. Senior Transportation Engineer. This project involved the preparation of an updated and revised Access Modification Report for a multi-use development, as well as the design of construction plans for ramp modifications. Mr. Ahmad was involved in all aspects of this project. The residential portion provided a total of 850 units of various types, including some senior housing units. The commercial space comprised 550,000 sq ft of office/flex space, 327,500 sq ft of retail space, 150,000 sq ft of hotel space, and 5,000 sq ft of restaurant space. Following the four-step planning process (trip generation, trip distribution, mode choice, and trip assignments), traffic was forecasted, and the level of service and other MOEs were analyzed for existing, future no-build, and future build conditions to determine the traffic impacts and recommend appropriate traffic mitigations. The AMR and preliminary plans were prepared and approved in accordance with FHWA and NYSDOT guidelines to document the need to construct a new on-ramp, relocate an existing on-ramp, and widen an existing off-ramp along I-495. Final construction plans were designed, and construction of these improvements is presently ongoing. *Client: Rose-Breslin Associates LLC*

Frank Wefering, ENV SP

Director of Sustainability

PROPOSED PROJECT ASSIGNMENT
Sustainability

EDUCATION
1997/ME/Applied Economics and Policy Analysis
1994/Diploma (Dipl.-Volkswirt)/Economics

REGISTRATIONS/CERTIFICATES
2018/ISI Certified Envision Sustainability Professional

YEARS WITH FIRM: 8
TOTAL YEARS EXPERIENCE: 31

PROFESSIONAL AFFILIATIONS
American Society of Civil Engineers
Institute of Transportation Engineers

RECENT PUBLICATIONS
Guidelines – Developing and Implementing a Sustainable Urban Mobility Plan, Second Edition, 2019 (EU Planning Guidelines; Peer Reviewer)
Mobilizing Sustainable Transport for Development, 2016 (Editor of the Report by the UN-Secretary General's High-Level Advisory Group of Sustainable Transport)
Guidelines for Policy-Makers: Policy Integration, Policy Processes and Participation in Sustainable Urban Mobility Planning, 2014 (European Research Area Network Report)

Professional Profile

Mr. Wefering specializes in sustainable development and applying sustainability principles worldwide in transportation and urban mobility projects. His holistic approach to improving walking, biking, public transit, road safety, and overall livability in communities is influenced by his 14-year consulting experience in planning and implementing sustainable mobility solutions throughout Europe. On the car-dominated Long Island, walkability improvement and downtown revitalization projects coordinated by Mr. Wefering received industry and community awards for their outstanding value to society and innovative planning approach. He is engaged in the USGBC-LI Sustainable Transportation Committee and is the co-initiator and coordinator of the Long Island Active Transportation Initiative 'Let's Move LI.'

Project Experience

Amityville Active Transportation Study, Amityville, NY. 2023-2025. Project Manager. GPI spearheaded an Active Transportation Study for the Village of Amityville, NY, focusing on enhancing walkability and connectivity in the downtown area. Mr. Wefering was responsible for coordinating all project activities to ensure high-quality outcomes, including overseeing the community and stakeholder engagement process, moderating public meetings, leading walkability audits, analyzing community input, developing an existing conditions report, and guiding the drafting and finalization of the study. The study delivers an action-oriented implementation plan and recommendations for improving walkability and bikeability in Downtown Amityville. *Client: Suffolk County Dept. of Economic Development*

Village of Lindenhurst Downtown Walkability Improvement Study, Lindenhurst, NY. 2018-2021. Conceptual Planner. GPI used a participatory approach to thoroughly engage decision-makers, stakeholders, and citizens in developing this ground-breaking study on the car-dominated Long Island. Community engagement activities were complemented by an analysis of national and international best practices in walkability and urban mobility improvements, as well as the development, visualization (via Virtual Reality), and validation of design suggestions. Mr. Wefering's responsibilities included coordinating community engagement activities, developing an existing conditions analysis and best practice report, and drafting and finalizing the Walkability Study and its Implementation Plan. The project received multiple engineering and community awards (ACEC-NY; Long Island Business News; Vision Long Island Smart Growth), stating its value to society and innovative planning approach. *Client: Village of Lindenhurst*

Shinnecock Indian Nation Local Road Safety Plan Update, Southampton, NY. 2022-2023. Project Manager. Mr. Wefering coordinated the update of the Shinnecock Indian National Local Road Safety Plan (LRSP). The new LRSP was an action-oriented plan capable of improving the safety of all users within the Nation's roadway network. GPI developed a crash data collection system and a web-based crash data GIS mapping system to facilitate the Nation's crash analyses. *Owner: Shinnecock Indian Nation*

Amanda Kinley, PE

Project Manager

PROPOSED PROJECT ASSIGNMENT
Pedestrian/Bicycle Facility Development

EDUCATION
2010/BSCE/Civil Engineering

REGISTRATIONS/CERTIFICATES
2015/Professional Engineer/MA
2017/Professional Engineer/NY

YEARS WITH FIRM: 9
TOTAL YEARS EXPERIENCE: 15

PROFESSIONAL AFFILIATIONS
American Society of Highway Engineers (ASHE)
NYS Association of Transportation Engineers (NYSATE)
Future City Capital District Chapter, Albany, NY; Judge Coordinator

AWARDS
The Herbert M. Pedersen Young Professionals Award, 2021

Professional Profile

Ms. Kinley has 15+ years of experience as a project engineer on transportation projects throughout New York, including preliminary through the final design of multi-lane highway reconstruction, streetscape, multi-modal enhancement, and multi-use trail projects. Her efforts have encompassed roadway alternative development, roadway design, pedestrian/bicycle facilities, and public outreach.

Project Experience

Route 363 Gateway Project (PIN 90380A), Binghamton, Broome County, NY. 2016-2018. This project consisted of preparing a scoping report for the project. Responsibilities include preparing environmental documents, scoping reports, alternative development plans, and conducting public outreach. GPI provided all conceptual design services, including conceptual drawings, cost estimates, site investigations, regulatory compliance, alternative investigations, public information meetings and outreach, and environmental reviews. The scoping phase of this project involved investigating various intersection alternatives to transform the existing grade-separated, full-access control expressway into a pedestrian- and bicycle-friendly greenway. *Client: NYSDOT Region 9*

Henry Street Pedestrian Improvements (PIN 8761.84), Kingston, Ulster County, NY. 2018-2021. Project Engineer. This project provided pedestrian and bicyclist accommodations along a NYS Route in an urban corridor. There were numerous physical constraints along Henry Street that required design consideration, including retaining walls, stairs, porches, and other landscape features. Ms. Kinley's responsibilities included alternative evaluation, preparing the design report, environmental coordination and review, cost estimates, and bid documents. She participated in public outreach, which was an important factor in this project, and included coordination with a Public Advisory Committee (PAC). Work on this project included sidewalk reconstruction, shared-use path construction, pavement rehabilitation, flush bump-outs, raised intersection, and minor drainage system rehabilitation. *Client: City of Kingston, NY*

Safe & Accessible Foxhall & Flatbush Avenues Project (PIN 8762.54), Kingston, NY. 2019-Ongoing. Project Manager. GPI is providing engineering services as the prime consultant, responsible for preliminary engineering, final design, and right-of-way acquisition for safe pedestrian and bicycle accommodations along Flatbush and Foxhall Avenues. The project reconstructs sidewalks along segments of Foxhall Avenue and Flatbush Avenue to meet ADA guidelines, including curb ramps and crosswalks. It upgrades railroad crossings at two locations, adding new pedestrian arms and waiting stations. Additionally, it reconfigures the Flatbush, Foxhall, and Elmendorf intersection to better accommodate pedestrians. Several intersections within the corridor are being evaluated for reconfiguration or signal replacement to improve pedestrian and bicycle accommodations. Ms. Kinley led the design team through alternative evaluation, preliminary and final design, environmental coordination and review, cost estimation, and bid document preparation. She participated in public outreach, which is an important factor in this project. Ms. Kinley also led coordination between NYSDOT, the City, CSX, and various subconsultants. The project involved sidewalk reconstruction, intersection reconfiguration, bump-outs, raised intersections/crosswalks, and minor rehabilitation of the drainage system. *Client: City of Kingston, NY*

Dillon Creen, PE

Traffic Engineer

PROPOSED PROJECT ASSIGNMENT
Data Collection & Field Inventory

EDUCATION
2013/BS/Civil Engineering

REGISTRATIONS/CERTIFICATES
2025/Professional Engineer/NY

YEARS WITH FIRM: 7
TOTAL YEARS EXPERIENCE: 12

PROFESSIONAL AFFILIATIONS
Institute of Transportation Engineers (ITE)

Professional Profile

Mr. Creen has 12 years of experience providing traffic and transportation solutions, including traffic signal design, roadway lighting design, traffic impact studies, pedestrian & bicycle facility planning, traffic calming design, and ITS design. He is skilled in capacity analysis, crash analysis, traffic counting, field inventory, and CADD drafting and design.

Project Experience

Safe & Accessible Flatbush & Foxhall Avenues, Kingston, NY. 2019-Ongoing. Traffic Engineer. GPI provided preliminary engineering, final design, and right-of-way planning to ensure safe pedestrian and bicycle accommodations along Flatbush and Foxhall Avenues. Mr. Creen is responsible for traffic data collection, drafting signal plans, and assisting in traffic analysis on this project. *Client: City of Kingston, NY*

Poughkeepsie Pedestrian Safety Action Plan (PSAP), City of Poughkeepsie, NY. 2019-2023. Traffic Engineer. The project included the design of pedestrian safety improvements at 18 signalized locations and 14 unsignalized locations. These improvements included pedestrian signal upgrades with countdown timers and APS-compliant pushbuttons, high-visibility crosswalks, improved pedestrian signing, new ADA-compliant curb cut ramps, curb extensions, and rectangular rapid flashing beacons (RRFB) at four locations. Mr. Creen's responsibilities included field review and data collection, assisting with the preparation of design approval documents, developing signal, signing, and striping plans, conducting traffic analysis, and preparing an Engineer's Estimate. *Client: City of Poughkeepsie, NY*

Broadway Streetscape Design (PIN 8780.49) & Signalization Study, City of Kingston, NY. 2019-2022. Traffic Engineer. This streetscape project included a road diet, pedestrian improvements, and a two-way cycle track along Broadway. Mr. Creen was responsible for assisting with traffic operations and safety analyses, developing traffic signal plans for four intersections, and creating signal modification plans to enhance pedestrian facilities and provide signal coordination at three additional locations. Mr. Creen also assisted with a signalization study for the corridor to compare operations with and without traffic signal coordination to determine the feasibility of implementing a coordinated signal system throughout the corridor. This work included extensive data collection, a field inventory of controller equipment, as well as traffic analysis and traffic simulation modeling of both existing and future build conditions to assess the delay, safety, and air quality differences between the alternatives. *Client: City of Kingston, NY*

Putnam County Roundabout Studies, Putnam, NY. 2019. Traffic Engineer. As part of an engineering term agreement with Putnam County, GPI provided conceptual Roundabout studies and feasibility analysis at eight locations in Putnam County, NY. Mr. Creen was responsible for field review and data collection at each intersection, traffic analysis, alternative sketches, and compiling the final report. *Client: Putnam County, NY*

Quaker Road (CR 47 & CR 70) Pavement Preservation Project (PIN 1761.47), Warren County, NY. 2021-2023. Traffic Engineer. Quaker Road (CR 47) and (CR 70) serve as an Urban Principal Arterial. GPI provided professional engineering services as the prime consultant responsible for preliminary engineering, final design, construction support, and inspection for the improvements to this 3.96-mile corridor. In addition to extending the pavement service life and improving rideability, this project also included minor safety improvements, ADA accessibility enhancements, and traffic signal upgrades. Mr. Creen assisted with the field inventory of equipment, led the data collection/traffic count effort, and prepared traffic and safety analyses, as well as signal plan improvements, for this project. *Client: Warren County*

Mark A. Sargent, PE

Senior Project Manager/Traffic Group Leader

PROFESSIONAL EXPERIENCE SUMMARY

Mr. Sargent's transportation work experience spans more than 41 years including several projects in the Town of Ulster. He has managed a range of multi-modal transportation projects from planning and engineering studies through Preliminary and Final Design. Mr. Sargent has facilitated public and advisory agency coordination on a variety of complex projects including system and demand management, planning studies, corridor studies, highway design and traffic signal design.

RELEVANT PROJECT EXPERIENCE

Route 9W Mobility Plan, Town of Ulster, Ulster County, NY. Project Manager for this study sponsored by the Town and UCTC to address traffic safety, congestion, and multi-modal connectivity, while considering future travel needs based on major development proposals and trends that impact travel in the US Route 9W corridor between Van Kleeck Lane and Leggs Mills Road.

Route 9/44/55, City of Poughkeepsie, Dutchess County, NY Project Manager for a comprehensive analysis of the Route 9/44/55 interchange and Route 44/55 arterials. These highway facilities are critical components to the local and regional transportation system, serving high traffic volumes and providing access between Mid-Hudson Bridge and City and Town of Poughkeepsie. They also experience a high number of crashes. Through a robust public and technical process, Poughkeepsie 9.44.55 evaluated how these facilities can be redesigned for all users to improve safety, simplify travel, and better integrate them within Poughkeepsie.

Exit 20 Pathway Corridor, Town of Queensbury, Warren County, NY. Project Manager for a study of the US Route 9 corridor around I-87 Exit 20, extending 2.5 miles from the intersection at Route 149 to Sweet Road. The Pathway Corridor study evaluated interchange alternatives, and addressed capacity constraints, pedestrian, biking and transit accommodations to improve traffic flow, accessibility and safety.

Kingston Pedestrian Safety Action Plan Improvements, City of Kingston, Ulster County, NY. Senior Project Manager for PSAP improvements at six locations in the City consistent with the statewide initiative to address pedestrian safety. The improvements included pedestrian signs, ADA curb ramps, RRFBs, and pavement markings as well as curb extensions.

CR109 Corridor Study, Towns of Halfmoon and Clifton Park, Saratoga County, NY. Project Manager for an MPO study to establish the vision for multimodal improvements along the corridor to improve connections and safety. The scope of work includes public engagement.

Professional Registration:

- *Professional Engineer (NY)*

Total Years of Experience: 41

Years with firm: 33

Education:

- *M.S., Transportation Engineering, 1998, Rensselaer Polytechnic Institute*
- *B.A. Geography, 1984, University of New Hampshire*

Professional Affiliations:

- *Member, Institute of Transportation Engineers*
- *Past Officer, Institute of Transportation Engineers*

Michael Amabile, AICP

Principal Planner / Project Manager

PROFESSIONAL EXPERIENCE SUMMARY

Michael is a certified planner with 18 years of experience. His work has focused on multi-modal transportation planning. He has played key roles in bicycle and pedestrian plans at the neighborhood scale, large urban mass-transit projects, statewide traffic safety studies, and regional rail reports. Michael has been involved in data collection and analysis, best-practices research, conceptual design, station area access planning, as well as public outreach efforts and relationship building with stakeholders at all levels. He is based in Creighton Manning's White Plains office.

RELEVANT PROJECT EXPERIENCE

Westchester County Complete Streets Workshops, Westchester County, NY. Project Planner responsible for delivering two Complete Streets workshops in two municipalities in Westchester County. The purpose of the project was to educate municipal leaders about Complete Streets principles and help them identify ways to promote multi-modal transportation by creating more walkable and bike-friendly streets. Michael developed materials, participated in walking audits, presented at the workshops, and helped facilitate group discussions.

TransCenter Planning and Conceptual Design, City of White Plains, Westchester County, NY. Project Manager responsible for all aspects of planning and design to provide Westchester County with a plan for improvements to one of the largest bus facilities in the region. Michael oversaw data collection, public outreach to transit riders, stakeholder engagement with agency partners, and helped lead the iterative design process needed to develop specific treatments the County can include in a future capital project. The recommendations included new, larger wayfinding signage; expanded passenger waiting areas on platforms; redesigned pedestrian connections; and enhanced passenger amenities.

NYSDOT Lower Hudson Transit Link, Rockland and Westchester Counties, NY. Prior to joining Creighton Manning, Michael served as Deputy Project Manager and Outreach Task Lead responsible for managing all aspects of outreach to local stakeholders and municipal partners for this NYSDOT program. Key to this task was determining the best formats to communicate different aspects of the program. Michael also resourced and managed staff, tracked budgets, and interfaced with the client.

Traffic Calming Master Plan (Satellite Study and Numbered Streets Study), Village of Garden City, Nassau County, NY. Project Manager for multiple traffic calming studies that provided the village with a comprehensive understanding of traffic calming treatments and policy changes. Michael oversaw data collection and analysis, GIS mapping, public outreach including the development of an online feedback tool, report writing, and presentation to the village.

Certification:

- *American Institute of Certified Planners (AICP)*

Total Years of Experience: 18

Years with Firm: 5

Education:

- *MCRP, Pratt Institute, Brooklyn, New York (2010)*
- *BA, History, Le Moyne College, Syracuse, New York (1999)*

Professional Affiliations:

- *American Institute of Certified Planners (AICP), (2015)*
- *Member, American Planning Association (APA) National and Metro New York (2009)*

Presentations:

- *APA Upstate, The Planning Process Makes Projects Real: Buffalo's Bailey Avenue, 2025*
- *ITSMR Walk-Bike-Roll, Vulnerable Road Users and Traffic Calming, 2024*

Fiscal Solvency & Budget Performance

Fiscally Solvent

GPI is a fiscally solvent company. Due to our credit rating with lending institutions, we have the means to meet our long-term fixed expenses, such as employees' salaries, building expenses, equipment, and other expenses. GPI has been grossing over $100 million over the last 5 years, which allows us to cover our expenses on an annual basis. GPI also has a Financial Risk Manager who oversees all finances. This individual does an excellent job of keeping the company's finances in good shape. One key component to our financial success is that all employees of the firm are owners (Employee Stock Option Plan (ESOP)), and as such, all have a vested interest in making sure the company is successful. We have found that employees tend to work harder and longer at GPI for many reasons, one of which is that if the company does well, all will benefit from that via adding funding to the ESOP plan. GPI also offers a 401K Plan that matches up the 4% of the employees' contributions, which is another incentive to make GPI a fiscally solvent company.

Budget Performance

GPI is very conscious of all project budgets. We work with our clients to develop a project that meets the design and construction budget. On the design side, the Department Heads meet with their staff weekly to discuss project schedules and budgets. Time is typically allotted for each project task and is monitored every week. Project Managers can access the staff time sheets and easily determine how much time and effort is being spent on a project. Time sheets are submitted every two weeks for review and approval by Project Managers and Department Heads. As a result, GPI has a strong history of meeting the agreed-upon design budget with our clients.

GPI will also submit invoices to the County as per an agreed-upon schedule. Each invoice will include a Progress Report describing the work performed, anticipated work to be provided for the next billing phase, and engineering costs incurred to date.

Contract Compliance

GPI has reviewed the scope of services and sample Agreement for Professional Services provided as part of the Request for Proposals and will comply with all stipulations that include Articles 1 through 44 of the agreement. In addition, GPI will provide a certificate of insurance that includes workers' compensation and disability insurance, disability benefits requirements, and liability insurance.

Accuracy & Timeliness of Reporting

With respect to project reporting and invoicing, GPI will prepare Progress Reports on a monthly basis that describe work performed during the reporting period, work anticipated to be performed for the next reporting period, engineering cost accrued to date, the status of project budget, and any items needed from the County to move the project forward. The invoices will reflect the same reporting periods so that the County can compare work performed and time spent on the project.

Implementation of Improved Operations

Several years ago, a significant change was implemented in project management and staffing at the Albany office. As the office expanded, it became evident that weekly meetings were necessary to coordinate the staffing needs of Project Managers. Consequently, every Monday at 11 AM, Project Managers review their projects to address staffing requirements.

For instance, if a project is nearing its completion date, it may require the involvement of project engineers, junior engineers, and technicians to meet the deadline. During these meetings, staffing needs are identified, and the appropriate personnel are assigned to ensure the project's timely completion.

Ability To Recruit & Retain Staff & Commitment to Staff Development

The GPI organization's visionary philosophy centers on what truly makes our company unique – our staff. Our team comprises dedicated men and women serving clients and each other as design professionals, technical specialists, administrators, and support staff, all driven by a desire to succeed. The foundation of our success lies in empowering our people to excel and achieve beyond their goals.

Success is amplified when the collective efforts of these individuals are demonstrated through teamwork, with each member contributing their unique strengths toward a common goal – delivering a quality product. The pride and sense of fulfillment derived from working together to achieve both professional and personal goals foster a strong commitment to each other, our clients, and excellence. Our people make the difference. In summary, the Strategic Objectives of the GPI organization are as follows:

- Employee Satisfaction
- A Quality Product
- Client Satisfaction
- Financial Strength
- Risk Management
- Goals Oriented Management
- Continued Growth

GPI takes pride in offering a compensation package that exceeds industry averages. GPI is also an employee-owned firm through our Employee Stock Option Plan (ESOP). Because of the company's philosophy, benefits, and employee ownership, GPI's recruiting, retaining, and staff development are second to none in the consulting industry.

Organizational & Financial Responsibility

Organizational Responsibility

Regarding the company's financial condition, GPI has consistently achieved gross billings exceeding $100 million per year over the past several years. We are a financially sound company and can provide the necessary documentation upon the County's request.

Financial Responsibility

Our commitment to financial responsibility is a key reason why clients continue to choose us. We typically provide a cost estimate during the early design phases, allowing clients to make necessary adjustments to ensure proposed improvements remain within the project budget.

SECTION 3
Proposed Plan

GPI

PROPOSED PLAN

The **GPI/CM team** will complete the tasks listed in the scope of service as discussed in the proposed plan below. As you will note, the proposed plan is not a regurgitation of the scope, but does provide supplemental information to the scope. Key components of this plan include the following:

Communication, Communication, Communication: You will always know the status of the project. We will always be available to discuss project details, and we will incorporate feedback from stakeholders and the public into the design. Regularly scheduled progress meetings and keeping the technical advisory committee involved in decision-making will be an important aspect of this project.

Reliable Data → Meaningful Results: Quality data is essential to a quality analysis. We will verify that traffic counts are reasonable and collect data using methods approved by NYSDOT and AASHTO. This includes speeds, sight distance, and queue observations, all of which will be key to the analysis. Our analysis will be conducted through proven and accurate methods that we have successfully applied to hundreds of other projects. We will ensure that existing microsimulation models are calibrated to real-world conditions and review the analysis outputs to ensure the results are reasonable for the modeled conditions.

Community Input is Critical: Data can only tell us so much. The business owners and travelers of the corridor can tell us a great deal more. *Where have near-misses scared drivers from making certain movements? What vehicle-pedestrian conflicts have caused issues? Do parked cars cause sight distance issues in some locations?* It is crucial that perceived problems from the community be addressed.

All Users Matter: Private motor vehicles, pedestrians, bicyclists, transit users, and commercial trucks transporting goods all use the same roadway, and all deserve to travel that roadway in a safe and effective manner. Balancing the needs and safety of all users will be the focus of the alternatives recommended.

Alternatives to include Proven Countermeasures and Design Elements that are Reasonable, Constructable, Fundable, and Effective: Our expert staff has extensive experience with proven safety countermeasures through our Highway Safety Investigation (HSI) work with NYSDOT and many of the NYS Counties. We also have a great understanding of pedestrian and bicycle facility design, access management techniques, and more. We have been involved in this type of corridor project, from planning to construction, so we understand what improvements are constructable and can be reasonably funded through Federal programs.

The **GPI/CM team** understands the work and requirements of this project, as we have performed similar work on dozens of comparable projects over the years. We understand how to apply Complete Streets principles and proven safety countermeasures to create a safer environment for all roadway users (motor vehicles, pedestrians, bicycles, transit users, etc.) and a more livable community for all.

We understand that for this project, access management and reducing conflict points will be key, so we will explore ways to reduce the number of driveways. We also understand that left turn lanes would improve safety in the commercial area of the corridor, and extra width for bicycle facilities in that area would be desirable, so we will evaluate that section of the corridor for a road diet, going from a 4-lane cross section to a 3-lane section with a center turn lane and bike lanes. We recently did this very successfully for the Broadway corridor within the City. These are just a couple of the preliminary ideas we have prior to our analysis.

Our team's proposed plan for this project is discussed subsequently.

Broadway Corridor Upgrades

Task 1 – Kick-off, Plan Coordination, and Public Engagement Plan

The **GPI/CM team** will work with UCTC to help develop the Technical Advisory Committee (TAC) members, and our team will interact with this team to ensure they are kept informed and involved. Once selected, a kick-off meeting will be held. This meeting is crucial, as it will establish the goals and objectives for the project, refine the study boundaries for the Corridor Management Plan (CMP), gain consensus on the Public Engagement Plan (PEP), and review the scope and schedule of the CMP. The kick-off meeting will initiate a constant communication channel with the TAC, which will continue through regularly scheduled virtual TAC progress meetings, submittals soliciting TAC input on alternatives and issues, and in-person meetings at the completion of each task.

We are assuming monthly TAC progress meetings to discuss project status; however, this frequency will be discussed during the kick-off meeting and may be adjusted based on consensus. In addition to these regularly scheduled progress meetings, our team will look to meet with specific stakeholders (such as business owners or emergency response personnel) separately to be able to focus on their particular goals and needs. Our project manager will be available to UCTC at all times and will regularly coordinate with the UCTC project manager to ensure you are always informed about the project status.

The **GPI/CM team** will draft a PEP, which will be presented at the kick-off meeting. This plan will not only include the scoped activities listed in the RFP, including opportunities for in-person and virtual engagement, but will also be designed to ensure that opportunities to provide feedback are well-publicized, accessible, and structured to capture feedback that can inform the technical work of the CMP. We have sufficient experience to know that the preferred alternative will likely not be universally liked, but if public engagement is well-planned and executed, it should garner support from many parts of the community. Equally, we know how to help clients make sure that all business and property owners in the corridor, especially those who may be directly impacted by any proposed changes, are aware of the CMP.

Planning projects such as this corridor study relies on strong analysis, innovative design solutions, and informed feedback from a diverse group of voices throughout the community. For this to happen effectively, the various engagement activities need to be scheduled in a way that complements the technical analysis and client review. Additionally, each activity requires the proper format or platform.

The PEP will include a list of scoped and proposed graphic materials, engagement activities, feedback mechanisms, and promotional efforts. As of now, our team is leaning towards using the UCTC ArcHub as the project website for the CMP, given its ability to integrate Survey 123 and the final ArcGIS storymap. We are familiar with using ArcGIS hubs and storymaps as project websites, and we currently maintain various project sites for NYSDOT using WordPress. We have also created and maintained websites using Weblium and other platforms.

Task 2 – Corridor Assessment

This task begins with a good understanding of the available data and field conditions. We will coordinate with UCTC to determine what traffic count data is available and work with UCTC to gather any missing count data within the corridor. It is assumed that the missing counts will be able to be obtained through UCTC's count program. If not, our team can collect this data as supplemental work. We will send a field crew to the corridor to gather data on the existing conditions. This includes lane widths, turn bay lengths, speeds, sight distances, relevant signing and striping, driveway locations, and land use data, in addition to the items listed in the RFP. We will gather GIS information on property boundaries, gather as-built record plans for review, and download crash records for the corridor using the NYSDOT CLEAR System. GPI currently has a 5-year term agreement with NYSDOT to provide safety analysis statewide, so we are very familiar with obtaining crash records through this system.

We will review the collected data, apply necessary adjustment factors, and prepare traffic volume diagrams for the base year. We will use Replica traffic data to identify existing travel patterns within the study area. This data will then be used to inform any re-routing of traffic associated with alternatives considered as part of Task 4. Furthermore, we will calculate a traffic growth rate based on a review of historical traffic volumes and review trip projections for any significant approved development projects in the corridor's vicinity, as identified by the TAC. We will conduct a review of the existing public transit routes serving the corridor, along with any planned improvements expected by the horizon year. The growth rate, specific trip projections associated with approved developments, re-routing based on Replica data review, and trip adjustments associated with any transit improvements will be used to derive volumes for the project horizon year. We will coordinate with the TAC to select the appropriate horizon year for the traffic analysis.

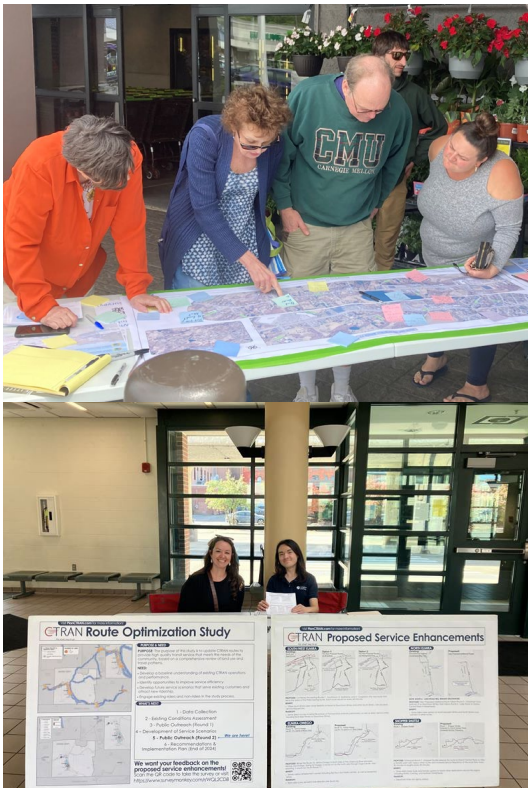
The data obtained under this task will be used to assess existing conditions and will be compiled for use as appendices in the final report.

Task 3 – Existing Conditions Analysis

The focus of this task is to identify the operational and safety issues within the corridor. This will be accomplished through a safety study (reviewing crash data, identifying crash patterns, and determining potential causes), an operational study (developing a microsimulation model to assess traffic operations' level of service, queuing, and corridor-wide measures of effectiveness), and through stakeholder and public outreach. Public outreach will be key, as it will reveal aspects that the data may not capture, such as near-misses, blocked movements, parking concerns, or other issues only known to those who travel the corridor daily.

For the safety analysis, we will download all crash data for the last three years and review data for pedestrian, bicycle, and fatal crashes from the last decade. We will review the data, identify crash patterns, and determine the Potential for Safety Improvements (PSI). Where crash rates are higher than expected, we will diagram the collisions and examine potential causes that could be corrected through safety countermeasures.

For the operational analysis, the Synchro/SimTraffic software will be used to analyze traffic on the Albany/Ulster Avenue corridor. The Synchro model will include all eight signalized intersections and up to 12 unsignalized intersections along the Albany/Ulster Ave corridor from the 587/Broadway traffic circle to Route 9W. Level of Service reports will be output for the corridor and tabularized by lane group for study area intersections for three peak periods. The findings will be incorporated into a presentation to the TAC at a meeting in preparation for public engagement, as well as in a draft Technical Memorandum to summarize multi-modal operations and deficiencies in the study area. Upon receipt of TAC feedback, the Technical Memorandum will be finalized.



Pop Up Events

Around the same time, we will begin promoting and publicizing the first open public meeting, Public Open House #1. Currently, we propose holding three to four pop-up events at community locations in or near the corridor in the weeks leading up to the public workshop. These pop-ups would have two consultant team members (and any UCTC staff or TAC members, if they wish) stationed outside of a business, school, or community facility that gets lots of "foot traffic." The consultant team would have branded materials, such as posters and small business cards or half-sheets, to distribute. These materials would include ways to access the project website (web address or QR code), information about the CMP, and details on the upcoming event. If people were interested, they could sign up for an email list. Possible locations include Kingston YMCA, Kingston Library, Ulster County Office Complex, Salvation Army Family Store, ALDI Supermarket, Chambers Elementary School, or one of the businesses in the commercial centers just north of the study area. A seasonal event, such as a spring or summer festival, could also be a possibility. To promote the event, we will also utilize existing social media channels and collaborate with UCTC to distribute a press release.

Open House for Bailey Ave BRT

The content of the materials presented at Public Open House #1 will be derived from the Technical Memorandum, which provides details on the crash analysis, traffic analysis, and other information gathered and synthesized. Public Open House #1 will be held in-person and will feature an open house format, allowing attendees to walk around and view various pieces of the Corridor Assessment and Existing Conditions Analysis on display boards. The **GPI/CM team** will develop presentation board visuals, such as charts, infographics, figures, and maps, that help convey information in ways that are engaging and accessible. Our staff will be available at the boards to answer questions. The venue should be located in the corridor, accessible by transit, ADA accessible, a place where all members of the community feel welcome, and large enough to comfortably host 100 people. Possible venues include a meeting room in the Ulster County Office Complex or the Chambers Elementary School.

Our team has led every aspect of public meetings similar to what is being proposed for Open House #1. We know how to present the material in a simplified and easy-to-understand way, using visually interesting and informative boards. We are experienced facilitators who know how to answer questions and break down ideas for audience members from different backgrounds.

The Public Open House #1 is also where we will launch an online survey designed to get feedback on issues, needs, and concerns in the area. This online feedback will likely be created using Survey 123. It will enable respondents to identify the areas of the corridor that are lacking in terms of traffic safety, pedestrian safety, walkability, transit access, and other relevant aspects. It is envisioned that the online survey will be opened on the same day as Open House #1 and will remain open for approximately two to three weeks.

This task will conclude with another meeting of the TAC. At this meeting, our team will present the draft version of the GIS story map that will show the key pieces of analysis presented at the Open House #1, the feedback received at that event, the summary of the results of the online survey, and some high-level feedback that GPI captures from the TAC meetings and/or from the focus groups.

Task 4 - Develop Proposed Corridor Alternatives

The **GPI/CM team** will determine alternatives to address the issues identified in Task 3. These alternatives will balance safety and travel needs for all modes of transportation and will consider the impacts on the business owners and residents of the corridor. Alternatives will be based on proven countermeasures commonly used within the State and recommended by FHWA, NACTO, and NYSDOT. These countermeasures will be reviewed to assess how they address project objectives, including reducing crashes and speeding, improving pedestrian, bicycle, and transit facilities, reducing travel times, enhancing the level of service, and improving access and aesthetics. Many options will be considered to address the identified issues. Two that we feel will have the best results would be to 1) consolidate driveways where possible, thereby reducing the number of conflict points, and 2) consider a road diet for the eastern commercial section of the corridor, which will allow left-turn vehicles to be pulled from the through traffic stream and will provide additional width for things like bike lanes, transit stops, and streetscape improvements. These are just a couple of things that will be considered under this task. It should be noted that alternatives will consider not only design elements but also zoning and policy changes. Each alternative will identify the trade-offs between competing objectives and outline the advantages, disadvantages, and comparable costs.

A traffic microsimulation model will be utilized to directly evaluate the operational impacts and benefits of various enhancement strategies, including traffic control changes, lane additions or removals, intersection geometry modifications, the introduction of a median that limits left turns, and modifying signal phasing/timing, including pedestrian crossing times.

We anticipate that the alternatives to be examined will include various combinations of access management strategies, traffic signal improvements, lane changes, roundabouts, and enhancements to alternative modes of transportation. To keep the analysis manageable, we propose that the options will include low-cost optimization improvements, spot improvements, and more comprehensive corridor-wide improvements. The intent is that the traffic modeling supports informed decision-making by the TAC, leading to a preferred set of improvements and recommendations. The goal is to ensure that the TAC understands the alternatives, benefits, and impacts before presenting them to the public. Public Meeting #2 is proposed to be virtual. It will be a pre-recorded meeting where members of the consultant team walk through the way the alternatives were developed and then show the results of the alternatives testing. We have found that this “join at your own pace” virtual meeting approach maximizes public participation and input. The material presented will be about trade-offs: *What are the pros and cons? What are the immediate and long-term impacts? How much will it cost? How long will it take?* Similar to what happened in Task 3, as part of the Public Meeting #2, the consultant team will launch another online survey. This one will be aimed at asking respondents to “rate and rank” the alternatives, which can be easily done with apps like Survey123.

From an engagement perspective, the final step will be to return to the TAC to present the likely preferred alternative, based on the feedback from Public Meeting #2, the survey, and stakeholders such as the TAC and the focus groups.

Task 5 - Preferred Alternative

This task represents the culmination of the project’s effort. It will produce a final report for TAC review and approval, which includes all the data, analysis, public and stakeholder input, and decision-making reasoning for the preferred alternative selected. It will outline near, mid, and long-term goals required to implement the alternative, along with its anticipated cost, and provide sufficient information and concept sketches to apply for funding for design and construction.

Assumptions

- GPI will facilitate up to three in-person TAC meetings and 12 virtual meetings.
- The Level of Service Analysis will focus on the weekday AM and PM peak hours only. Alternative analysis will be conducted for one future year build horizon.
- The Client will identify the Limited English Populations and provide translation services for public-facing materials and at the open houses.
- We will coordinate with UCTC to utilize Participate Ulster as a landing page with links to an ArcHub, which will house the ArcGIS story map and surveys.
- We can develop text for press releases, but the Client will distribute press releases.
- We will provide text or graphics for social media, but will not manage any accounts.

SECTION 4

Fee/Cost Proposal

(Under separate cover)

GPI

SECTION 5
Return Documents

GPI

THE FOLLOWING SHEETS MUST BE COMPLETED AND RETURNED WITH YOUR PROPOSAL

RESPONSE RETURN FORM

VENDOR NAME: Greenman-Pedersen, Inc.

TITLE: John Simkulet, Executive Vice President | Branch Manager

PHONE NUMBER: 518.898.9544

E-MAIL: jsimkulet@gpinet.com

ADDRESS: 15 Railroad Avenue, Suite 301, Kingston, NY 12401

AUTHORIZED SIGNATURE: John Simkulet

RESPONDER'S NAME: Greenman-Pedersen, Inc.

RFP RESPONSE CHECKLIST

Please note below is a list of documents which must be submitted in full as part of this proposal. Failure to submit any of the documents as part of your proposal may be cause for rejection of the proposal.

Please check each item indicating your compliance.

THIS CHECKLIST MUST BE COMPLETED & SUBMITTED AS PART OF YOUR PROPOSAL.

- X RESPONSE CHECKLIST
- X ONE (1) ORIGINAL AND ONE (1) PHOTOCOPY OF TECHNICAL PROPOSAL
- X ONE (1) FEE/COST PROPOSAL ORIGINAL AND (1) PHOTOCOPY
- X ONE (1) ELECTRONIC COPY TO INCLUDE TECHNICAL PROPOSAL, FEE PROPOSAL IN WORD AND PDF FORMAT
- X ASSUMED NAME CERTIFICATION
- X ORGANIZATION INFORMATION FORM
- X DISCLOSURE OF OWNERSHIP INTEREST CERTIFICATION FORM
- X LIVING WAGE ACKNOWLEDGEMENT AND ACCEPTANCE DECLARATION
- X AFFIDAVIT OF NON-COLLUSION
- X IRANIAN DIVESTMENT CERTIFICATE (NOTARIZED)
- X MACBRIDE FAIR EMPLOYMENT PRINCIPLES
- X INSURANCE REQUIREMENTS
- X ADDENDUM(S) ACKNOWLEDGED (IF APPLICABLE)

PLEASE SUBMIT YOUR COMPLETED PROPOSAL UNBOUND & UNSTAPLED

RESPONDER'S NAME: Greenman-Pedersen, Inc.

ASSUMED NAME CERTIFICATION

***If the responder's business is conducted under an assumed name, a copy of the certificate required to be filed under the New York general business law must be attached.**

ASSUMED NAME: N/A

If the responder is an individual, the proposal must be signed by that individual; if the responder is a corporation, by an officer of the corporation, or other person authorized by resolution of the board of directors, and in such case a copy of the resolution must be attached; if a partnership, by one of the partners or other person authorized by a writing signed by at least one general partner and submitted with the proposal or previously filed with the Director of General Services.

The submission of this proposal constitutes a certification that no County Officer has any interest therein. (Note: In the event that any County Officer has any such interest, the full nature thereof should be disclosed below.)

INSURANCE STATEMENT

Responder agrees as follows - please mark appropriate box(es):

Insurance Certificate as requested is attached ☐

OR

I certify that I can supply insurance as specified if awarded the contract ☒

Insurance Certificate filed on _____
DATE

FAILURE TO PROVIDE SPECIFIED INSURANCE SHALL DISQUALIFY RESPONDER

_____
AUTHORIZED SIGNATURE

ORGANIZATION INFORMATION FORM

RESPONDER NAME: Greenman-Pedersen, Inc.

TYPE OF ENTITY: CORP. X PARTNERSHIP _____ INDIVIDUAL _____ OTHER _____

FEDERAL EMPLOYER ID #: 11-2537074 OR SOCIAL SECURITY #: _____

NYS DOS ID #: 14863 DUNS # (FTA Projects): _____

DATE OF ORGANIZATION: 10/11/1966

IF APPLICABLE: DATE FILED: 02/09/1920 STATE FILED: New York

If a non-publicly owned corporation:

CORPORATION NAME: Greenman-Pedersen, Inc.

LIST PRINCIPAL STOCKHOLDERS: (owning 5% or more of outstanding shares)

As of October 1, 2006, 100% of Greenman-Pedersen, Inc. stock is owned by Greenman-Pedersen, Inc. Employee Stock Ownership Trust (ESOT). Please see attached.

LIST OFFICERS AND DIRECTORS:

NAME	TITLE
Please see attached.	

****

If a partnership:

PARTNERSHIP NAME: _____

LIST PARTNERS NAME(S):

_____ _____

_____

_____

_____

DISCLOSURE OF OWNERSHIP INTEREST CERTIFICATION FORM

Pursuant to Ulster County Resolution Number 8 of 2023, please list the following information (if necessary, use additional sheets):

1. The names of all individuals with an interest in, ownership or control of 10% or more of the profits or assets of Greenman-Pedersen, Inc. ("the Company") seeking to do business with Ulster County, or individuals owning or controlling 10% or more of the stock of said business in the case of a business entity that is a for profit corporation.

   None.

2. The names of all principals, partners, officers, or directors of the Company seeking to do business with Ulster County and their immediate family members and members of household.

   Please see attached.

3. The names of any subsidiary business entities directly or indirectly controlled by Company.

   Please see attached.

4. For business entities holding 10% or more of the profits or assets of the Company, the names of all principals, partners, officers, or directors of that business entity and their immediate family members and members of household.

   Please see attached.

INITIALS: VPB

January 7, 2025

To Whom It May Concern,

As of October 1, 2006, one hundred percent (100%) of Greenman-Pedersen, Inc. (GPI) stock was owned by the Greenman-Pedersen, Inc. Employee Stock Ownership Trust ("ESOT"), as a result of a Stock Redemption Agreement by and between Greenman-Pedersen, Inc. and all of its shareholders, except for the ESOT (hereinafter called, "the Agreement"). As part of this agreement, GPI redeemed, into Treasury, shares of stock in exchange for 15-year promissory notes with all of the shareholders.

The ESOT, in conjunction with the Greenman-Pedersen, Inc. Employee Stock Ownership Plan ("ESOP"), hereinafter collectively referred to as the "Plan", qualifies as a stock bonus plan under Section 401 (A) and an employee stock ownership plan under Section 4975(e)(7) of the Internal Revenue Code of 1986, as amended.

The Plan is currently represented and managed by:

Invictus Fiduciary Services, LLC
1755 Kirby Parkway, Suite 101
Memphis, TN 38120
(901) 260-1444
Michael E. New, Principal

The Trustee is responsible for maximizing the benefit of the Plan's beneficiaries, which includes proper investment strategy and the equitable fairness of the Plan. The Plan's intent is to recognize the efforts of GPI's employees to sustain the success of the Company. Lastly, Federal regulations require that the Plan's primary investments must be in employer securities (company stock). The Plan is in compliance with all pertinent regulations.

Annual contributions to the Plan are determined by the Company's Board of Directors and may be made in the form of Company stock and/ or cash. The stock portion of the contribution is issued out of Treasury. Simultaneous to this determination, all contributions are allocated to each qualified employee based on two criteria: 1) the employee's years of service compared to total years of service of all eligible employees and, 2) employee's compensation compared to the total compensation of all eligible employees. Any employer securities shown in an employee's account does not infer actual ownership in the Company by that employee, but rather the rights that the employee has, as a beneficiary, to the economic value that those shares represent.

I hope that this brief explanation outlines the nature of the Plan's ownership in GPI.

Very truly yours,

GREENMAN-PEDERSEN, INC.

Robert L. Hough
Executive Vice President / Chief Financial Officer

Greenman-Pedersen, Inc.
EIN: 11-2537074

September-2025

GPI Board of Directors

Name	Office	Business Address
Michael Buoncore, CPA	Chairman of the Board	175 Pinelawn Road, Suite 400, Melville, NY 11747
Steven B. Greenman, PE	Director	175 Pinelawn Road, Suite 400, Melville, NY 11747
Louis Norella III, PE, LEED AP	Director	52 Glenmaura National Blvd., Suite 302, Scranton, PA 18505

GPI Principals

Name	Office	Business Address
Patrick Kenneally, PE	President/CEO/Southeast Regional Officer	1040 Pelican Bay Drive, Daytona Beach, FL 32119
Robert Hough	Executive Vice President/CFO/ Corporate Treasurer	175 Pinelawn Road, Suite 400, Melville, NY 11747
Gregory Johnson, PE	Executive Vice President/Northeast Regional Officer/Mid-Atlantic Regional Officer	520 US Highway 22, Suite 200, Bridgewater, NJ 08807
Douglass Robb, PE	Executive Vice President/Corporate Secretary/Central Regional Officer/President, GPI Michigan, Inc.	10440 Little Patuxent Parkway, Suite 900, Columbia, MD 21044
Barry Benton, PE	Executive Vice President/Branch Manager	119 Neurology Way, Milford, DE 19963
George Brode, PE, LEED AP	Executive Vice President/ Branch Manager	530 Gaither Road, Suite 100, Rockville, MD 20850
Steve Daiute, PE, LEED AP	Executive Vice President/ Branch Manager	52 Glenmaura National Blvd., Suite 302, Scranton, PA 18505
Thomas Lamb, LEED AP	Executive Vice President/ Branch Manager	2 Executive Boulevard, Suite 202, Suffern, NY 10901
Timothy Letton, PE	Executive Vice President/ Branch Manager	181 Ballardvale Street, Suite 202, Wilmington, MA 01887
Brian Mausert, PE	Executive Vice President/ Branch Manager	520 US Highway 22, Suite 200, Bridgewater, NJ 08807
Joseph Nemmer, PE	Executive Vice President/ Branch Manager	4950 Genesee Street, Suite 100, Buffalo, NY 14225
John Simkulet, PE	Executive Vice President/ Branch Manager	80 Wolf Road, Suite 600, Albany, NY 12205
James Simpson, PE	Executive Vice President/Branch Manager	58 Mission Way, Suite 201, Scott Depot, WV 25560
Paul Vinik, PE	Executive Vice President/Branch Manager	1051 Winderley Place, Suite 400, Maitland, FL 32751
Timothy Wells, PE	Executive Vice President/Branch Manager	5340 Fryling Road, Suite 206, Eerie, PA 16510
Gregory Zenk, PE	Executive Vice President/ Branch Manager	175 Pinelawn Road, Suite 400, Melville, NY 11747
Paul Badr CP, PLS, PPS, SP	President, GPI Geospatial, Inc.	1000 West Morehead Street, Suite G140, Charlotte, NC 28208
Kenneth Griffin, MEng, PMP	President, Underwater Engineering Services, Inc.	3306 Enterprise Road, Fort Pierce, FL 34982

Greenman-Pedersen, Inc.
EIN: 11-2537074

September-2025

Subsidiaries:

FEIN	Firm Name Address	Phone	Dates From - To
45-0535502	**GPI Geospatial, Inc.** 3051 E. Livingston Street, Suite 300 Orlando, FL 32803	407-851-7880	1/1/2018 to Present
32-0363167	**GPI Michigan Inc.** 4595 Broadmoor Ave SE, Suite 115 Grand Rapids, MI 49512	616-940-3112	12/23/2011 to Present
59-2405375	**Underwater Engineering Services, Inc.** 3306 Enterprise Road Fort Pierce, FL 34982	772-337-3116	01/01/2021 to Present

Please note that the previously disclosed companies listed below have merged with Greenman-Pedersen, Inc. as of the dates indicated:

- **Keller & Kirkpatrick, Inc.**, Morris Plains, NJ – as of July 1, 2020
- **MHF Design Consultants, Inc.**, Salem, NH – as of December 31, 2020
- **S3E Engineers, Inc.**, Springfield, VA – as of January 8, 2021
- **Horizon Engineering Group, Inc.**, Maitland, FL – as of January 1, 2022
- **Holbert Apple Associates, Inc.**, Olney, MD – as of April 1, 2022

Please note that GPI Laboratories, Inc., previously disclosed, is no longer a subsidiary of Greenman-Pedersen, Inc. as of May 1, 2025.

Affiliates:

FEIN	Firm Name Address	Phone	Dates From - To
35-2221195	**GPI Engineering, Landscape Architecture and Surveying, LLP** 175 Pinelawn Road, Suite 400 Melville, NY 11747	716-989-3330	7/1/2007 to Present

ACKNOWLEDGMENT AND ACCEPTANCE DECLARATION

Living Wage Act - Local Law Number 6 of 2021

(To be completed by each respondent to a bid/proposal solicitation when that solicitation has included Living Wage Advertisement/Solicitation Language.)

CONTRACTING AGENCY: Ulster County Planning Department

AGENCY CONTRACT NUMBER: RFP-UC25-074

VENDOR NAME: Greenman-Pedersen, Inc.

DATE PREPARED: 12/17/2025 **PREPARED BY:** John Simkulet

VENDOR TELEPHONE NUMBER: 518.898.9544

VENDOR EMAIL ADDRESS: jsimkulet@gpinet.com

VENDOR MAILING ADDRESS: 15 Railroad Avenue, Suite 301, Kingston, NY 12401

As the authorized representative of the above-referenced bidder or proponent, I hereby acknowledge that the bidder/proponent understands that the contract or agreement that will be executed with a successful bidder/proponent pursuant to this solicitation is subject to the Living Wage Act and the regulations associated therewith. The bidder/proponent hereby agrees to comply with the Living Wage Act and the associated regulations if awarded a contract pursuant to this solicitation. I am authorized to make the above representations on behalf of the bidder or proponent.

AUTHORIZED REPRESENTATIVE CERTIFICATION:

x 

NAME: John Simkulet

TITLE: Executive Vice President | Branch Manager

DATE: 12/17/2025

CERTIFICATION AND SIGNATURE FORM

AFFIDAVIT OF NON-COLLUSION

NAME OF RESPONDER: Greenman-Pedersen, Inc. PHONE NO.: 518.898.9544 EXT: _____

BUSINESS ADDRESS: 15 Railroad Avenue, Suite 301, Kingston, NY 12401 FAX NO.: _____

I hereby attest that I am the person responsible within my firm for the final decision as to the prices(s) and amount of this proposal or, if not, that I have written authorization, enclosed herewith, from that person to make the statements set out below on his or her behalf and on behalf of my firm.

I further attest that:

1. The price(s) and amount of this proposal have been arrived at independently, without consultation, communication or agreement for the purpose of restricting competition with any other contractor, responder or potential responder.
2. Neither the price(s), nor the amount of this proposal, have been disclosed to any other firm or person who is a responder or potential responder on this project, and will not be so disclosed prior to proposal opening.
3. No attempt has been made or will be made to solicit, cause or induce any firm or person to refrain from responding to this RFP, or to submit a proposal higher than the proposal of this firm, or any intentionally high or non-competitive proposal or other form of complementary proposal.
4. The proposal of my firm is made in good faith and not pursuant to any agreement or discussion with, or inducement from any firm or person to submit a complementary proposal.
5. My firm has not offered or entered into a subcontract or agreement regarding the purchase of materials or services from any other firm or person, or offered, promised or paid cash or anything of value to any firm or person, whether in connection with this or any other project, in consideration for an agreement or promise by an firm or person to refrain from responding to this RFP or to submit a complementary proposal on this project.
6. My firm has not accepted or been promised any subcontract or agreement regarding the sale of materials or services to any firm or person, and has not been promised or paid cash or anything of value by any firm or person, whether in connection with this or any project, in consideration for my firm's submitting a complementary proposal, or agreeing to do so, on this project.
7. I have made a diligent inquiry of all members, officers, employees, and agents of my firm with responsibilities relating to the preparation, approval or submission of my firm's proposal on this project and have been advised by each of them that he or she has not participated in any communication, consultation, discussion, agreement, collusion, act or other conduct inconsistent with any of the statements and representations made in this affidavit.

8. By submission of this proposal, I certify that I have read, am familiar with, and will comply with any and all segments of these specifications.

The person signing this proposal, under the penalties of perjury, affirms the truth thereof.

Executive Vice President | Branch Manager
Signature & Company Position

John Simkulet, Executive Vice President | Branch Manager
Print Name & Company Position

Greenman-Pedersen, Inc.
Company Name

12/17/2025
Date Signed

11-2537074
Federal I.D. Number

RESPONDER'S NAME: Greenman-Pedersen, Inc.

CERTIFICATION OF COMPLIANCE WITH THE IRAN DIVESTMENT ACT

Pursuant to State Finance Law §165-a, on August 10, 2012 the Commissioner of the Office of General Services (OGS) posted a prohibited entities list of "persons" who are engaged in "investment activities in Iran" (both are defined terms in the law) on the OGS website at: http://www.ogs.ny.gov/about/regs/docs/ListofEntities.pdf

By submitting a bid in response to this solicitation or by assuming the responsibility of a Contract awarded hereunder, each Bidder/Contractor, any person signing on behalf of any Bidder/Contractor and any assignee or subcontractor and, in the case of a joint bid, each party thereto, certifies, under penalty of perjury, that once the Prohibited Entities List is posted on the OGS website, that to the best of its knowledge and belief, that each Bidder/Contractor and any subcontractor or assignee is not identified on the Prohibited Entities List created pursuant to SFL § 165-a(3)(b).

Additionally, Bidder/Contractor is advised that once the Prohibited Entities List is posted on the OGS Website, any Bidder/Contractor seeking to renew or extend a Contract or assume the responsibility of a Contract awarded in response to this solicitation must certify at the time the Contract is renewed, extended or assigned that it is not included on the Prohibited Entities List.

During the term of the Contract, should the County receive information that a Bidder/Contractor is in violation of the above-referenced certification, the County will offer the person or entity an opportunity to respond. If the person or entity fails to demonstrate that he/she/it has ceased engagement in the investment which is in violation of the Act within 90 days after the determination of such violation, then the County shall take such action as may be appropriate including, but not limited to, imposing sanctions, seeking compliance, recovering damages or declaring the Bidder/Contractor in default.

The County reserves the right to reject any bid or request for assignment for a Bidder/Contractor that appears on the Prohibited Entities List prior to the award of a contract and to pursue a responsibility review with respect to any Bidder/Contractor that is awarded a contract and subsequently appears on the Prohibited Entities List.

I, John Simkulet, being duly sworn, deposes and says that he/she is the Executive Vice President | Branch Manager of the Greenman-Pedersen, Inc.

Corporation and that neither the Bidder/Contractor nor any proposed subcontractor is identified on the Prohibited Entities List.

SIGNED

SWORN to before me this

17 day of December

202 5

Notary Public:

KIMBERLY K. DEMPSEY
NOTARY PUBLIC
STATE OF NEW YORK
Qualified in Saratoga County
01DE6303449
MY COMMISSION EXPIRES 05/12/2026

RESPONDER'S NAME: Greenman-Pedersen, Inc.

MACBRIDE FAIR EMPLOYMENT PRINCIPLES

Ulster County Resolution 108 of March 8, 2001, in an attempt to prevent discrimination in all forms, provides the requirement that vendors who do business with Ulster County read, initial and return the attached statement as part of their official document.

Please read and initial **either** Statement #1 or Statement #2.

DO NOT INITIAL BOTH STATEMENTS.

X 1. The Bidder, and any individual or legal entity in which the Bidder holds a 10% or greater ownership interest and any individual or legal entity that holds a 10% or greater ownership interest in the Bidder, has no business operations in Northern Ireland.

___2. The Bidder, and any individual or legal entity in which the Bidder holds a 10% or greater ownership interest and any individual or legal entity that holds a 10% or greater ownership interest in the Bidder shall take lawful steps in good faith to conduct any business operations they have in Northern Ireland in accordance with the MacBride Fair Employment Principles and shall permit the independent monitoring of their compliance with such principles.

AUTHORIZED SIGNATURE

John Simkulet

PRINT NAME:

INSURANCE REQUIREMENTS:

The following insurance acknowledgement must be completed and signed and submitted with this bid even if the bidder is unable to provide their certificate of insurance with their bid.

BIDDER NAME: Greenman-Pedersen, Inc., if a successful bidder, agrees to provide an insurance certificate with endorsement, in compliance with the insurance requirements set forth in this bid. Insurance certificates, with County of Ulster listed as additional insured, must be supplied within ten (10) business days or as specified in the notice of award or the award may be rescinded.

BID TITLE: RFP-UC25-074: CITY OF KINGSTON/TOWN OF ULSTER ALBANY/ULSTER AVENUE CORRIDOR MANAGEMENT PLAN

Authorized Signature: 

Name & Title of Authorized Signer: John Simkulet, Executive Vice President | Branch Manager

Dated: 12/17/2025

Insurance Agency: PG Genatt Group LLC

Address of Agency: 3333 New Hyde Park Road, Suite 409, New Hyde Park, NY 11042

Contact Person At Agency: Jeffery Kozarsky

Phone Number of Agency: 518.869.8788

Current Policy Limits:

$2,000,000	G/L Occurrence
$4,000,000	G/L Aggregate
$5,000,000	Umbrella or Excess
$2,000,000	Automobile
$5,000,000	Professional or Other Required

RESPONDER'S NAME: Greenman-Pedersen, Inc.

ACKNOWLEDGEMENT OF RECEIPT OF ADDENDUMS

The responder acknowledges receipt of the following addendums to the Documents (Give number and date of each):

Addendum No. 1, dated 12/1/2025

Addendum No. _____, dated _____

Addendum No. _____, dated _____

Addendum No. _____, dated _____

Addendum No. _____, dated _____

Addendum No. _____, dated _____

Addendum No. _____, dated _____

SUBMITTED BY (Signature)

AGENCY/COMPANY NAME
Greenman-Pedersen, Inc.

GPI

Engineering | Design | Planning | Construction Inspection