

**Proposal**

**County of Ulster**



City of Kingston/Town of  
Ulster Albany/Ulster Avenue

# **Corridor Management Plan**

December 2025



Prepared for:

**County of Ulster**

Prepared by:

**Kimley»Horn**

**COUNTY OF ULMSTER – DEPARTMENT OF GENERAL SERVICES**

**100 DEVELOPMENT COURT, KINGSTON, NY 12401**

PHONE: 845-340-3400 / FAX: 845-340-3434 / WEB: [www.ulstercountyny.gov/Departments/General-Services](http://www.ulstercountyny.gov/Departments/General-Services)

**RFP NAME: CITY OF KINGSTON/TOWN OF ULMSTER  
ALBANY/ULSTER AVENUE CORRIDOR MANAGEMENT PLAN**

**RFP-UC25-074**

**- 43 -**

**THE FOLLOWING SHEETS MUST BE  
COMPLETED AND RETURNED  
WITH YOUR PROPOSAL**

**RESPONSE RETURN FORM**

**VENDOR NAME:** Kimley-Horn Engineering and Landscape Architecture of New York, P.C.

**TITLE:** Prime Consultant

**PHONE NUMBER:** 914.368.9188

**E-MAIL:** john.canning@kimley-horn.com

**ADDRESS:** 1 North Lexington Avenue Suite 505, White Plains, NY 10601

**AUTHORIZED SIGNATURE:** \_\_\_\_\_

**COUNTY OF ULSTER – DEPARTMENT OF GENERAL SERVICES****100 DEVELOPMENT COURT, KINGSTON, NY 12401**PHONE: 845-340-3400 / FAX: 845-340-3434 / WEB: [www.ulstercountyny.gov/Departments/General-Services](http://www.ulstercountyny.gov/Departments/General-Services)**RFP NAME: CITY OF KINGSTON/TOWN OF ULSTER  
ALBANY/ULSTER AVENUE CORRIDOR MANAGEMENT PLAN**

RFP-UC25-074

- 44 -

**RESPONDER'S NAME:** Kimley-Horn Engineering and Landscape  
Architecture of New York, P.C.**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.**

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

**PLEASE SUBMIT YOUR COMPLETED PROPOSAL UNBOUND & UNSTAPLED**

# Table of Contents

## Section I

- Title Page
- Cover Letter
- Table of Contents

## Section II: Qualifications and Experience

## Section III: Proposed Plan

# Title Page

## RFP-UC25-074 City of Kingston/Town of Ulster Albany/Ulster Avenue Corridor Management Plan

**Closing Date:** 12/19/2025, 4:00 pm

**Respondent:**

Kimley-Horn Engineering and Landscape Architecture of New York, P.C.  
1 North Lexington Avenue, Suite 505  
White Plains, NY 10601

**Point of Contact/Authorized Signer:**



**John Canning, PE**

[john.canning@kimley-horn.com](mailto:john.canning@kimley-horn.com)

914-368-9188

John will serve as both the point of contact for any inquiries regarding the RFP submission and the person responsible for binding the company contractually.

**Ancolie Martelly, Principal Buyer**

Ulster County Department of General Services  
100 Development Court  
Kingston, NY 12401

**Kimley-Horn Engineering and Landscape**

**Architecture of New York, P.C.**  
1 North Lexington Avenue, Suite 505  
White Plains, NY 10601

**RE: RFP-UC25-074 City Of Kingston/Town of Ulster, Albany/Ulster Avenue Corridor Management Plan**

**Kimley-Horn Engineering and Landscape Architecture of New York, P.C.**

**(Kimley-Horn)** understands that Ulster County is dedicated to enhancing mobility and safety along the Albany/Ulster Avenue corridor for all road users, with a special emphasis on those who are most vulnerable. The Kimley-Horn team recognizes the importance of diverse travel options and inclusive infrastructure, and we appreciate the need for comprehensive improvements such as sidewalks, bicycle facilities, accessible crossings, and pedestrian signals. Kimley-Horn's commitment to exceptional client service ensures that our projects not only meet national and local standards but also contribute positively to the quality of life for all residents and visitors.

UCTC needs this project to deliver an implementable plan that has community and NYSDOT support, which will improve safety and increase mobility for all across the corridor. Achieving the desired outcome for this project will require a careful balance of sound urban design principles, well-planned and executed public engagement, and technical expertise grounded in the realities of costs, schedules, physical constraints, and public opinion. Together, the Kimley-Horn team will work with you to provide short-, mid-, and long-term solutions that are implementable, will gain public support, and employ best practices Kimley-Horn brings from our experience delivering similar projects. The Kimley-Horn team is prepared to deliver a successful project, bringing you the following unique benefits:

**Familiarity with corridor planning in Ulster County.** Kimley-Horn's project manager, **John Canning, PE**, previously had the privilege to work on the successful "Building a Better Broadway" corridor design study in the City of Kingston, NY. This experience has given him strong connections with the Ulster County Transportation Council, valuable lessons learned—specifically, working with stakeholders and prioritizing project objectives—and understanding of your processes, procedures, and priorities, allowing us to act as a seamless extension of your staff. This experience—having successfully completed a similarly-scoped project in the same jurisdiction—combined with Kimley-Horn's national specialists who bring knowledge and best practices from similar efforts across the country make up a team with unmatched qualifications.

**A team of multimodal specialists.** Kimley-Horn is renowned for our award-winning work in urban planning and design, streetscape, and multimodal project implementation. Often, straight-from-the-manual urban design solutions are too narrowly defined or not representative of real-world applications to existing complex transportation corridors. Our team has successfully completed projects that include ADA improvements, cycle tracks, streetscapes, and pedestrian intersection enhancements, bringing the lessons of applying these design principles to the reality of real-world construction. This means UCTC gets a team of experts whose hands-on experience throughout the full project process ensures our plans are practical and implementable.

**A unique multidisciplinary approach.** Our multidisciplinary approach is tailored to address the integrated factors that are key to creating a successful corridor management plan. Kimley-Horn and our trusted subconsultants specialize in delivering multidisciplinary projects, which often involve overlapping tasks that must be completed in the correct sequence. With extensive experience in managing and executing these projects, we understand how to plan and execute multifaceted projects. This means UCTC has a team they can trust to complete every phase of the project straightforwardly and efficiently, without unnecessary setbacks to the schedule.

Our expertise in transportation planning and design enables us to provide valuable, forward-thinking plans that will shape the future of this corridor within the City of Kingston and the Town of Ulster. Our team is dedicated to meeting the needs of the County on this project, and we sincerely appreciate the opportunity to present our qualifications. If you have any questions regarding this proposal, please do not hesitate to contact me at [john.canning@kimley-horn.com](mailto:john.canning@kimley-horn.com) or 914.368.9188.

Sincerely,

**KIMLEY-HORN AND ASSOCIATES, INC.**



**John Canning, PE**

*Project Manager, Authorized to Execute Contract*

## II. Qualifications and Experience

### **Kimley-Horn Engineering and Landscape Architecture of New York, P.C.**

**(Kimley-Horn)** has been serving the New York Metro Area and beyond since 1999.

Kimley-Horn draws upon the expertise of our deep bench of multidisciplinary professionals across the country. The specialists at Kimley-Horn have ample experience working with New York State agencies, municipalities, and private sector clients. Our local knowledge, insistence on high quality deliverables, and relationships with the right partners provide direct benefits to our clients in both the private and public sector. As a full-service multidisciplinary consulting firm, Kimley-Horn provides expansive technical knowledge and experience in engineering, environmental services, permitting, traffic, and landscape architecture. This range of in-house expertise provides our staff with unique insight that's reflected in a performance record of solid and innovative solutions that often save our clients valuable time and money. We offer comprehensive services in the following practice areas:



**Transportation**



**Environmental Science**



**Traffic**



**Water Resources**



**Transit**



**Land Development**



**Urban Planning**



**Airports/Aviation**



**Landscape Architecture**

In New York, Kimley-Horn has 51 employees across 2 offices that provide community planning, transportation planning and engineering, landscape architecture, and site planning and design, among other services. Our planners, urban designers, engineers, and landscape architects develop insightful solutions to deliver practical results that consistently exceed our client's expectations.

Kimley-Horn's clients have access to a versatile staff of civil, transportation, and structural engineers; professional planners; landscape architects; and environmental scientists. Kimley-Horn has partnered with municipalities across the State of New York and the US to design innovative streetscape and multimodal improvements. Our team of engineers, planners, and urban designers excel in facilitating stakeholder engagement and developing actionable solutions. We are committed to multidisciplinary efforts that set high expectations and are focused on implementation.

## Management Structure

---

Kimley-Horn Engineering and Landscape Architecture of New York, P.C., was registered on February 22, 2000, as a corporation in New York (name changed in 2021).

### Officers/Title:

---

Kevin Van Hise, President and CEO, Treasurer

John Canning, Vice President, Secretary

## Municipal Experience

---

One of Kimley-Horn's largest practices is in the municipal arena. Our municipal clients look to us for creative solutions that allow them to implement their projects quickly and efficiently. We listen to our clients to understand their needs and map out clear, concise, and achievable plans to meet their goals and timetables.

With our significant local resources, we have the professional capabilities and accessibility to support you on short-notice meetings and work sessions. Our staff also have deep knowledge of regional objectives and local conditions. In addition, many of our staff members are former municipal engineers and planners. Our team's combined municipal experience in design, administration, and construction phase services gives us a specific understanding of how to work with public works, redevelopment agencies, state departments of transportation, and other regulatory agencies. We have served hundreds of municipalities throughout the nation.

## Schedule Control, Ability to Staff Projects

---

Our first step in schedule control is to understand Ulster County's vision and develop a realistic schedule to make that vision a reality; this requires clear communication and is a critical step in the partnering required for a successful project. We will define the project requirements, understand potential obstacles to success, identify potential opportunities to achieve more within the same project and create a work plan that allows us to accomplish the County's goals efficiently.

Kimley-Horn's extensive experience allows us to make certain we fully comprehend the required tasks that must be completed, and the timeframe associated with them. One of the key ways Kimley-Horn consistently meets client deadlines is the use of a proprietary, proactive management system known as Castaheads to detail every project's personnel needs, staff availability, and ensure that the project team is committed to completing the various assignments. Internal production meetings are held weekly to enable staff, task managers, and project managers to stay up-to-date regarding current and projected workloads. Weekly regional production meetings are also held to assess the availability and distribution of resources among our regional Kimley-Horn offices, if outside help is needed.

The Castaheads system is used by our project managers to define specific staffing needs for the month and for the next six months. The objective is to balance the workload in a manner that maximizes the utilization of production staff, while ensuring that all project requirements and client deadlines are met. We know the importance of meeting our clients' deadlines and take the necessary steps that enable us to confidently commit to meeting yours. With our depth of staff and ability to activate resources from other offices, we can ensure your projects are completed on time.

## Staff Development

---

Kimley-Horn is dedicated to retaining our staff and project teams by offering comprehensive technical and professional development training. This includes hands-on site design training, coaching from project managers, and client interaction opportunities. If a team member departs, we promptly review available staff with similar skillsets to ensure successful project delivery without any disruptions to the client.

Kimley-Horn is proud to be consistently recognized as one of FORTUNE's 100 Best Companies to Work For, and it shows in our team's tenure. With one of the lowest turnover rates in the industry, our people don't just join Kimley-Horn—they build careers here.

What does that mean for you? It means the team you start a project with is the team

that sees it through. You get continuity, streamlined communication, and a deep understanding of your goals from day one to final delivery. Our long-standing staff relationships foster collaboration, accountability, and consistent quality—ensuring your project is executed efficiently and with care.

## Cost Control

---

Kimley-Horn uses Costpoint (by Deltek) project accounting software, which includes task-level budget control, daily employee time entry, real-time project effort review, semimonthly reporting, and monthly billing. This program enables the project manager to monitor the project budget closely.

## Project Tracking

---

The project scope and approach are merged into a detailed spreadsheet representing all major project tasks and subtasks in rows and staff categories in columns with anticipated work hours in the individual cells. Once the project task-level budgets are established, the cost outline is modified to become a “percent complete” tracking tool. Semimonthly, the project manager reviews the project cost outline subtasks to develop an individual percent complete, which is then entered to calculate a task-by-task and overall predicted percent complete for the project. This is then reviewed against our internal Costpoint effort reports to establish a basis for adherence to the project budget at every level.

Kimley-Horn also uses Costpoint to monitor our performance against the project scope. Although we do our best to anticipate the full scope of services required for the project in advance, unexpected circumstances sometimes lead to additional work outside the original scope. We will carefully track the project to identify further work when it appears on the horizon so we can work with the County to determine a way to avoid the work altogether or incorporate it into the work plan without delaying the project.

## Regulatory Compliance

---

Kimley-Horn’s engineers and planners maintain regular contact with virtually all key regulatory agencies and their decision makers. Our reputation among the professional staff of these agencies is among the best. This rich network of interpersonal relationships enables us to provide expeditious services relative to agency reviews and approvals. Our staff understands agency procedures and expectations.

We have successfully represented clients before numerous federal, state, and local agencies and have an excellent working relationship with the New York State Department of Transportation (NYSDOT) and local agencies. We are experienced in

preparing permit applications, know what is required to gain approval, and excel in providing the high level of coordination that facilitates the permitting process. Oftentimes, our reliable, established contacts enable us to obtain early, candid assessments of a project's permitability or compliance issues. We thoroughly understand the permitting application cycle and what constitutes a comprehensive submittal. We have the knowledge and experience to prepare project information in the concise format that agencies prefer. Our staff not only understands agency procedures but also their expectations, enabling us to minimize delays and rework of our clients' submittals.

## Financial Stability

---

Kimley-Horn had 2024 revenues of \$2.8 billion. We are financially strong, and we are committed to our continued financial health. As of December 31, 2024, the company had total assets of \$1.8 billion and stockholder's equity of approximately \$363 million. In addition to the financial resources noted, Kimley-Horn also has an untapped \$125 million operating line of credit available for short-term cash flow needs. The company's cash flow continues to be very strong. We maintain a disciplined focus on business fundamentals, operate the firm conservatively, and our internal controls and business standards are designed to keep our foundation strong. For any questions regarding Kimley-Horn's financial status, please contact Lindsey Balltzglier, Controller, at 919.678.4141.

## Subconsultants

Kimley-Horn has included two subconsultant partners on our team to supplement the services we can provide. We have full confidence in their abilities, which is demonstrated by their proven track record providing similar services throughout New York. Our companies share similarly high expectations for quality and timeliness, and we trust them to deliver accordingly. If their performance on any project impacts our schedule or impact, we will use our standing weekly meeting to address any issues and collaboratively devise a course of action to correct the situation.

The subconsultants will primarily work under the direction of Kimley-Horn and our project manager, John Canning, PE, to execute specific tasks and job functions. However, there may be instances where task assignments require direct communication between the specific task lead and UCTC's project manager. In such cases, we will make sure this is clearly communicated beforehand to avoid any confusion. This approach is aimed at improving efficiency and achieving cost savings. Our subconsultants are introduced on the following page:



**Traffic Databank** is a leading traffic data collection and analyses firm. A certified DBE and MBE, the firm is renowned for collecting quality diverse traffic data used in analyses and optimization of transportation systems including roadway networks, transit capacity, bike/pedestrian networks as well as interfaces between various modes including land, air, transit, and waterways. Traffic Databank has provided traffic data collection services for several agencies in the tri-state area (NYSDOT, NYCDOT, PANYNJ, DDC, EDC, CTDOT, etc.), local municipalities, counties and several engineering firms in the States of New York, New Jersey and Connecticut. They lead the region in video technology data collection (Miovision) by having more than 200 units which they deploy regularly across their primary service area. The firm has more than 460 automatic traffic recorders and 12 GPS loggers for 24-hour street traffic data collection and travel delay studies respectively.



**Melissa Johnson Associates (MJA)** is a WBE/DBE/SBE-certified public relations firm specializing in stakeholder engagement and community outreach on all phases of infrastructure work. They are a reliable partner that helps government agencies, and their consultants, work effectively with stakeholders and the public. Their focus is on developing innovative communications strategies and solutions to support various transportation, transit, bridge replacement and design, rail, roadway, resiliency, and freight projects. Their president and staff are well-known experts, authors, teachers and innovators in the field, and have experience working with a broad array of government agencies, including the New York State Department of Transportation, New York City Department of Transportation, Port Authority of New York and New Jersey, New York City Department of Environmental Protection, New York City Department of Design and Construction, New York City Economic Development Corporation, and New York City Department of Parks and Recreation.

## Relevant Projects

### ***City of Hoboken, Complete Streets Improvements of Frank Sinatra Drive, NJ***

The City of Hoboken selected Kimley-Horn to develop a Complete Streets master plan for the 3,700-foot-long scenic waterfront corridor of Sinatra Drive. Kimley-Horn led a multidisciplinary team to re-envision this corridor. We facilitated a public involvement program that included walking tours of the site, “dream street” design sessions with the public, and feedback.



As part of the design work, Kimley-Horn worked with subconsultants for field survey and observations, which included topographic and boundary survey and a structural assessment of an existing wall. Additionally, Kimley-Horn provided crash analyses and multimodal traffic analyses. This project has several public engagement components, including a website by which to share information and interact with stakeholders of the Sinatra Drive project, a public charrette, and stakeholder meetings. Kimley-Horn completed 30% and 90% design plans and is currently developing the construction plans for the project. As part of this process, Kimley-Horn and subconsultants assisted the City with obtaining required permits. This complete street project will provide access via all modes of transportation, improve mobility and accessibility needs, and provide multimodal, safety, and green infrastructure improvements based upon previous years of collaborative design and planning via the City's Vision Zero campaign and master plan.

#### **Cost**

\$8M (estimated)

#### **Reference**

Olga Garcia, PE, CME, City Engineer

#### **Dates**

1/2022 – 2026 (estimated)

City of Hoboken

201.420.2000

[engineering@hobokennj.gov](mailto:engineering@hobokennj.gov)

## ***Brandywine Realty Trust, Streetscape Improvements for JFK Boulevard, Philadelphia, PA***

Brandywine Realty Trust is leading the transformation of JFK Boulevard into a safer, more vibrant, and pedestrian-friendly corridor as part of the Schuylkill Yards redevelopment. The project includes wider sidewalks, lush landscaping, and upgraded lighting to enhance connectivity between 30th Street Station, Schuylkill Yards, and University City. Kimley-Horn is providing full transportation and civil engineering services for the project, from schematic design and construction drawings through Highway Occupancy Permit (HOP) submission and construction administration. This project reflects a collaborative effort to improve access, aesthetics, and function across one of Philadelphia's most important urban corridors. When constructed, this segment of JFK Boulevard will be a safer, greener, and more connected urban corridor that supports multimodal transportation and transit-oriented development and enhances the public realm.

### **Cost**

\$230,000

### **Dates**

11/2024 – Ongoing

### **Reference**

Stacey H. Mosley, Senior Director,  
Development & Research  
Brandywine Realty Trust  
610.832.7715  
[stacey.mosley@bdnreit.com](mailto:stacey.mosley@bdnreit.com)

## ***City of Harrisonburg, Downtown Streetscape and Mobility Transformation Project, VA***

The City of Harrisonburg's Downtown Streetscape and Mobility Transformation Project is a comprehensive initiative aimed at enhancing the city's central corridor by reimagining Liberty Street and its surrounding downtown environment. Supported by a federal RAISE grant, the project will convert a traffic lane on Liberty Street into a two-way cycle track, creating a safe and inviting multimodal connection through the heart of downtown. The improvements extend from Main Street and Noll Drive to the intersection of Liberty Street and Main Street and include a shared use path along Main Street between MLK Jr. Way and Grattan Street. As a key gateway into Harrisonburg, the corridor will feature new streetscape elements, gateway signage, landscaping, and upgraded bus stops, all designed to foster a vibrant, accessible, and welcoming urban experience. The project also addresses critical infrastructure by improving or replacing underground public utilities, including water and sewer lines, and by adding curb extensions, upgraded signals, and other enhancements to support active mobility and safety for all users.

Kimley-Horn is leading the multidisciplinary team responsible for developing the construction plans and providing a full suite of professional engineering services for the project. Services include project management, survey coordination, geotechnical investigation, environmental documentation, and extensive public engagement. Kimley-Horn's team will deliver phased design plans—at 30%, 60%, 90%, and final stages—covering roadway geometry, traffic signal upgrades, ADA accessibility, stormwater management, and landscape architecture. The firm will also coordinate with subconsultants for specialized tasks such as subsurface utility engineering, cultural resources surveys, and wetland delineation. Throughout the project, Kimley-Horn will facilitate regular coordination meetings with city staff, prepare technical memoranda, and support public involvement through citizen meetings and design hearings. Their integrated approach ensures that the transformation of downtown Harrisonburg not only meets the city's mobility and safety goals but also reflects the community's vision for a more connected and livable urban core.

### **Cost**

\$2.1M

### **Dates**

4/2025 – Ongoing

### **Reference**

Thomas Hartman, Director of Public Works  
City of Harrisonburg  
540.434.5928  
[tom.hartman@harrisonburgva.gov](mailto:tom.hartman@harrisonburgva.gov)

## ***Town of Sherborn, Landmark Safety Transformation, MA***

Kimley-Horn has supported the Town of Sherborn in the planning, design, and construction of the modern roundabout in the Town Center to address serious safety issues and start to meet the overall goals of the town. The primary goal was to create a safe, multimodal complete streets-based transportation system for all throughout the historic Town Center. Kimley-Horn staff involvement in the evaluation of transportation needs in the center dates back nearly 10 years. For the recently completed roundabout project, Kimley-Horn provided traffic engineering, conceptual design, and feasibility analysis, as well as support to the town to secure funding, final roadway design, utility coordination, stormwater design, traffic management planning, and construction phase services. Kimley-Horn staff were readily available to the town's project manager to review issues and respond in real time to questions prior to construction starting. Construction services included regular construction field visits to confirm construction work complied with the design plans, responding to requests for information (RFIs) or navigating advice from the town or contractor, and conducting final inspections.



### **Cost**

\$1.1M

### **Reference**

Sean Killeen, Director of Public Works/Facilities  
Town of Sherborn, MA

[skilleen@sherbornma.org](mailto:skilleen@sherbornma.org)

508.651.7878

### **Dates**

6/2022 – 6/2023 (Design)

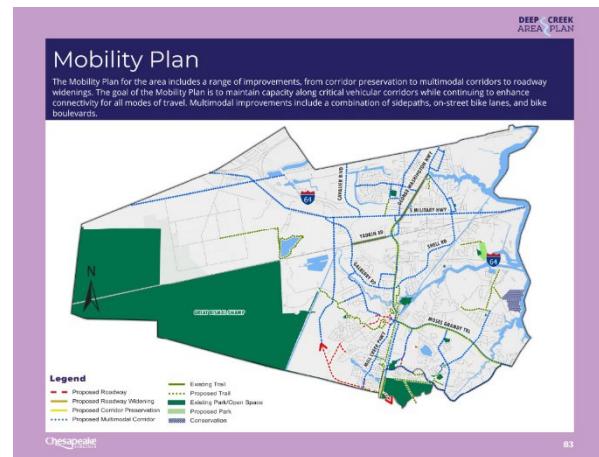
5/2024 – 8/2024 (Construction)

## **City of Chesapeake, Deep Creek Area Plan, Chesapeake, VA**

Kimley-Horn is partnering with the City of Chesapeake to lead the Deep Creek Area Plan, a strategic initiative focused on enhancing the quality of life and economic vitality in the Deep Creek and Camelot communities. This master plan is designed to be community-driven, integrating resident input and local character into every phase. The planning process will address land use, placemaking, transportation, connectivity, open space, sustainability, and historic preservation, ensuring that future investments align with the needs and aspirations of the area's diverse population.

A key component of the plan is a thorough assessment of transportation and connectivity within the study area. Kimley-Horn will analyze existing roadways, transit routes, sidewalks, and trails to identify gaps and barriers, as well as opportunities for improved mobility and safety. The team will also review recent traffic data and roadway performance to inform recommendations that support efficient movement and access for all residents. By prioritizing transportation enhancements alongside other planning elements, the Deep Creek Area Plan aims to foster a more connected, accessible, and resilient community.

Throughout the project, Kimley-Horn will facilitate robust engagement through workshops, meetings, surveys, and outreach materials, fostering transparent communication and collaboration with stakeholders. The scope of services includes comprehensive analysis of existing conditions, development of guiding principles and land use scenarios, and the creation of actionable recommendations and implementation strategies. The final deliverables will provide the City with a clear, actionable roadmap for sustainable growth and preservation, supporting the long-term vision for Deep Creek and Camelot.



### **Cost**

\$400k

### **Dates**

7/2024 – Ongoing

### **Reference**

Anna Nigorniuk, Planner II

City of Chesapeake, VA

[ANagorniuk@CityOfChesapeake.Net](mailto:ANagorniuk@CityOfChesapeake.Net)

(757) 382-6176

## ***Children's Hospital of Philadelphia (CHOP), Transportation and Mobility Plan, Philadelphia, PA***

Kimley-Horn provided comprehensive transportation and parking planning, demand management, and parking operations consulting services to the Children's Hospital of Philadelphia (CHOP). As the first and one of the largest pediatric hospitals in the United States, CHOP was experiencing significant growth issues, particularly at its main campus in the University City district of Philadelphia. In proximity to the University of Pennsylvania, Drexel University, the Hospital of the University of Pennsylvania, and the Philadelphia VA Medical Center, CHOP is at the center of one of the largest medical and education districts in the country. In this complex urban environment adjacent to I-76, the Schuylkill River and the Northeast Corridor rail, CHOP was experiencing mobility challenges that impact their ability to provide world-class experience for patients and visitors and to attract and retain top medical and administrative talent. As a result, CHOP retained Kimley-Horn to conduct an in-depth, comprehensive analysis of all operations and growth plans related to transportation and parking, and engage with the greater University City and urban Philadelphia community to understand district-wide and regional mobility issues and opportunities.

Kimley-Horn developed detailed recommendations for multimodal improvements, including operational and policy changes as well as potential transportation infrastructure improvements and service enhancements. Kimley-Horn engaged with the University City District, adjacent medical and educational institutions, the Southeastern Pennsylvania Transportation Authority (SEPTA), the Pennsylvania Department of Transportation (PennDOT), the City of Philadelphia, and other stakeholders to better understand issues from all perspectives. Recommendations included transit enhancements to the University City station, additional rail and bus transit service, transportation demand management (TDM), parking technology enhancements, and other innovative solutions to the challenging mobility issues in the hospital vicinity.

**Cost**

\$345k

**Reference**

Christine Zadareky, Senior Project Manager

Children's Hospital of Philadelphia

[zadarekyc@email.chop.edu](mailto:zadarekyc@email.chop.edu)**Dates**

11/2019 – 10/2020

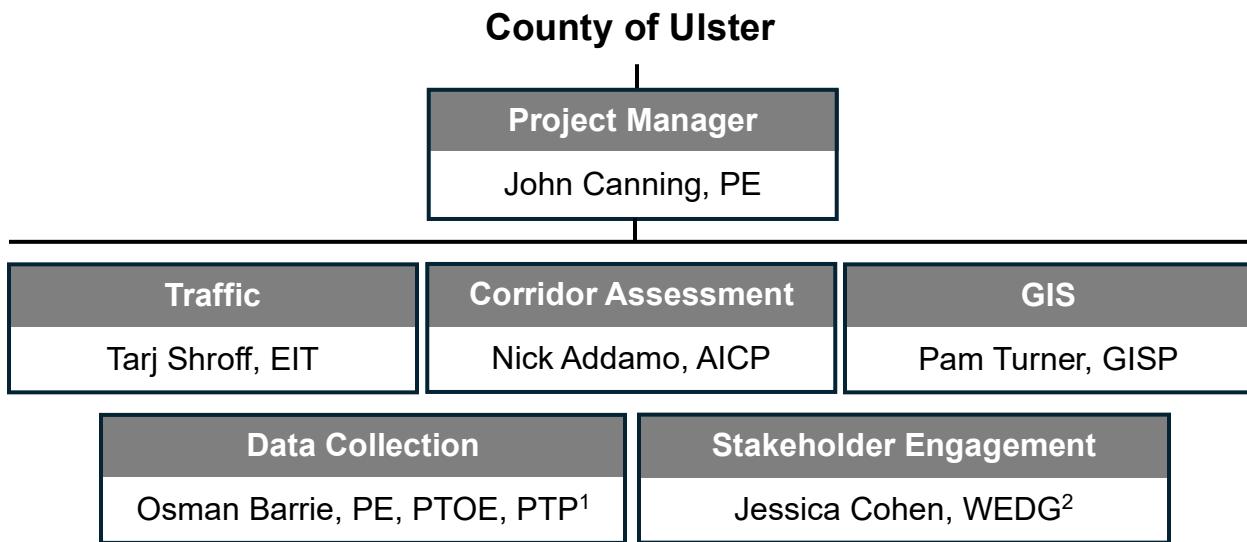
267.426.2046

## Innovation/Cost Savings

---

Kimley-Horn strives to provide continuous value to our clients by focusing on client-centric decision making, detailed information, thorough analysis, cost reductions, increased productivity, and accurate deliverables throughout all phases of the project. We consider this a key factor for developing successful projects that can transition from the planning phase to eventual design. The goal of the Kimley-Horn team is to provide the County with real value throughout every aspect of this project—including on-time execution of project milestones and cost savings implemented through every step of the project process.

## Organizational Chart



1. Traffic Databank (DBE)
2. Melissa Johnson Associates (WBE)

## Team Resumes

Please find resumes for all team members on our organizational chart beginning on the following page.



## John Canning, PE

### *Project Manager*

John brings more than 30 years of experience in traffic and transportation studies, providing invaluable expertise to agencies, private development, and institutional clients. Renowned for his skill in managing complex transportation projects requiring multidisciplinary input, client and stakeholder coordination, and extensive community outreach, John ensures that transportation solutions are both innovative and effective. He has served as a traffic consultant to numerous municipalities across New York and managed projects such as highway work permit applications, traffic signal designs, bus stop relocations, and complete street/corridor studies. His in-depth understanding of local processes, communication skills, and immediate responsiveness have been crucial to the seamless and efficient execution of projects.

#### Professional Credentials

Bachelor of Science, Civil Engineering, National University of Ireland, Dublin, 1986

Professional Engineer in New York, Connecticut, and Pennsylvania

#### Relevant Experience

**Building a Better Broadway, Complete Streets Design, Kingston, NY\* — Project Manager.** John led an Ulster County project to develop design concepts to improve mobility and accessibility for pedestrians, bicyclists, and motorists along and adjacent to a nearly one-mile section of Broadway in the City of Kingston. The corridor plan was consistent with Complete Streets concepts as well as with community goals and expectations. John provided recommendations, design concepts, implementation strategies, and planning-level cost estimates for Complete Streets improvements on Broadway, as well as planned and facilitated community meetings.

**Cornell University, North Campus Residential Expansion Transportation Feasibility Study, Ithaca, NY — Project Manager.** Cornell University engaged Kimley-Horn to prepare a transportation feasibility study of the existing North Campus transportation system. Kimley-Horn evaluated current and future transportation constraints and developed solutions for mobility challenges in anticipation of the University's plan to add approximately 2,000 beds to its North Campus. John was responsible for communications with the client, public outreach, budget and schedule management as well as review of deliverables. John also evaluated existing conditions and developed concepts and recommendations for presentation to the client.

**Smart Growth Plan, North Riverdale, NY\* — Project Engineer.** Working with the NYC DOT, John evaluated the feasibility of and developed design concepts to improve safety, mobility and accessibility for pedestrians, bicyclists, and motorists along Riverdale Avenue, Moshulu Avenue, and Broadway. The smart growth plan was consistent with the City's Vison Zero initiative and incorporated community goals and expectations. Recommendations included a road diet for Riverdale Avenue, bike lanes, turn lanes, landscaped medians, new crosswalks, and general streetscape improvements. Ultimately, bike lanes were added along Broadway.

**Village of Irvington, Astor Gateway Traffic Consulting Services, Irvington, NY — Project Engineer.** Kimley-Horn provided traffic consulting services to the Village of Irvington, NY for the Astor Gateway section of Irvington's business district. Services included improvement of vehicular flow and traffic safety, pedestrian safety and accessibility improvements, analysis of commuter traffic flow within the area, signage and wayfinding improvements, and creating a cohesive aesthetic within the area through placemaking and streetscape improvements.

*\*Project completed prior to joining Kimley-Horn*



## **Tarj Shroff, EIT**

**Traffic**

Tarj is a project manager and civil analyst at Kimley-Horn bringing more than 5 years of experience in transportation modelling and environmental impact analyses. Tarj is well-versed in conforming with local municipal and state guidelines for public and private clients throughout the New York City metropolitan area.

### **Education**

Bachelor of Science, Civil Engineering, Uka Tarsadia University, 2018

Master of Science, Transportation Planning and Engineering, New York University, 2020

### **Professional Credentials**

Engineer-in-Training in New Jersey

### **Relevant Experience**

**114 S Kensico Avenue, White Plains, NY** — Project Manager. This project involved the preparation of a traffic impact study including sight distance evaluation and crash analyses for a proposed development in the City of White Plains. Tarj was responsible for the data collection, reduction, traffic analysis and sight distance evaluation.

**100 College Avenue, Sleepy Hollow, NY** — Project Manager. This project involved the preparation of a traffic impact study including pedestrian geometry analysis for the proposed development in the Village of Sleepy Hollow. Tarj was responsible for site visits, reduction of the data, traffic analysis, and pedestrian analyses.

**Hudson Housing Authority, Hudson, NY** — Project Manager. This project involved the preparation of a traffic study for the proposed affordable housing in the City of Hudson. Tarj was responsible for the traffic analysis for the project.

**\*Preliminary Design Services - Beach Channel Drive between 145th Street and 108th Street Traffic Study (SANDHW11B), New York, NY** — Traffic Engineer. This project involved the preparation of a traffic impact study for the New York City Department of Design and Construction (DDC) for the reconstruction of a portion of Beach Channel Drive on the Rockaway Peninsula to provide new pedestrian and bicycle infrastructure and enhance street safety. Tarj was the traffic engineer on this project and was responsible for data collection and reduction as well as synchro analysis of existing and future conditions.

**\*MTBAC/NYCT Tremont Avenue Bus Priority Improvements, New York, NY —**

Traffic Engineer. Tarj served as a Traffic Engineer for this MTA Bus Company/New York City Transit (MTABC / NYCT) task order, in collaboration with NYC DOT to evaluate proposed bus service improvement concepts on Tremont Avenue, including offset bus lanes and/or exclusive busways in one or both directions. Traffic analyses were performed for 100+ intersections along Tremont Avenue and accounted for anticipated diversions to alternate routes and parallel corridors. The traffic engineer team was responsible for reducing existing conditions traffic count data, conducting traffic and parking observations, performing an origin-destination analysis using Streetlight for the Tremont Avenue corridor and surrounding area, performing traffic analysis of existing and future conditions using Synchro, and developing the illustrative plans for each alternative. In conjunction with the stakeholder and community engagement effort as a team to develop the future bus improvement alternatives together and determine appropriate processes to efficiently complete the analysis/design.

*\*Project completed prior to joining Kimley-Horn*



## **Nick Addamo, AICP**

### **Corridor Assessment**

Nick is a certified planner supporting transportation and land use planning projects throughout Washington, DC, and the broader region. He assists with and coordinates the development of transportation planning studies, research and coordination with clients and partner firms, development of mapping and data analysis, public involvement and stakeholder outreach, and conceptual design work on complete streets, streetscape, and traffic calming projects. Nick's involvement in planning projects brings a high level of excitement, forward-thinking, and commitment to working with clients and communities to envision innovative solutions, especially those that leverage smart planning to elevate livability, affordability, mobility, and safety—especially for the most vulnerable members of our community.

#### **Education**

Master of Science, Urban Planning, Hunter College, 2016

Bachelor of Arts, Geography, University of Connecticut, 2014

#### **Professional Credentials**

American Institute of Certified Planners

#### **Professional Organizations**

American Planning Association (APA)

#### **Relevant Experience**

**City of Alexandria, Duke Street Complete Streets, Alexandria, VA** – Project Planner. Kimley-Horn is supporting the City of Alexandria with developing improvements to address safety and operational challenges along Duke Street between Callahan Drive and S. Patrick Street while balancing needs of all users. Visually appealing graphics were developed to communicate improvements to stakeholders and the community. The project includes conceptual design, analysis, engagement, and final documentation phases. Nick was responsible for the planning and conceptual design of concept sketches, which were developed and designed to be accessible and understandable to a broad non-technical audience of community members and stakeholders.

**Virginia DOT, I-95 Corridor Improvement Plan, Statewide, VA** – Project Planner.

Kimley-Horn provided project management and coordination for the I-95 Corridor Improvement Plan. The purpose of this project was to identify targeted operational and

capital multimodal improvements that will increase safety, reduce congestion, and improve reliability of the 179-mile I-95 corridor through the Commonwealth of Virginia. Kimley-Horn supported VDOT with data analysis and compilation, meetings with VDOT and other VDOT-identified stakeholders, public outreach, development of potential recommendations, planning-level cost estimates, and reports and summaries. Nick is responsible for the multimodal- and transit-focused aspects of the project, including analysis, assessment of existing conditions, ongoing coordination with DRPT, and development of recommendations for intercity and commuter rail, commuter bus service, park-and-ride lots, carpool and vanpool options, and Transportation Demand Management programming.

**Arlington County "Core of Rosslyn" (Rosslyn Street Reconfiguration Implementation) Study, Arlington County, VA** – Project Analyst. This study examined the feasibility and potential impacts of permanent changes to the street network in the core of Rosslyn to improve safety and accessibility for all users-those walking, biking, using transit, and driving. The study aimed to transform Rosslyn's street system into an enhanced network of complete streets and improve the pedestrian and bicycle network into one that is safer, more attractive, and more accessible. The study included a robust multimodal analysis (pedestrian, bicycle, transit, and vehicular) to evaluate existing conditions and recommend future network enhancements in a dense, urban, transit-oriented environment that is home to the second-busiest Metrorail station in Virginia. Nick was responsible for multimodal analysis; assessment of existing conditions and recommended future network enhancements for pedestrian, bicycle, transit, and vehicular facilities; and final report drafting and design.

**Capitol Riverfront Business Improvement District (BID), SE/SW Mobility Vision Plan (M Street), Washington, DC** – Deputy Project Manager. Kimley-Horn of DC assisted the Capitol Riverfront Business Improvement District (CRBID) on this project that set the stage for a transformed M Street corridor and provided safe and convenient street design and infrastructure for pedestrians, cyclists, and micromobility users; transit riders; and drivers. The Kimley-Horn team led the development of a streetscape and urban design vision for the combined M Street SE and SW corridor, a concept design for protected micromobility lanes along M Street SE, and recommendations for new microtransit and/or fixed-route transit service connecting the rapidly-growing Navy Yard/Buzzard Point neighborhood to Capitol Hill and Union Station. The team also supported CRBID with public and stakeholder engagement as well as communication and coordination with DDOT and other partners. Nick is serving as deputy project manager, overseeing the team's work and contributing to the development of a corridor vision, streetscape design guidelines, public and stakeholder meeting materials, and preliminary design plans for the corridor.



## Pam Turner, GISP GIS

Pam brings more than 24 years of specific GIS experience across a broad range of disciplines. Pam has used geospatial technology for disaster management applications, including the generation of methodology for hazard mitigation assessments and risk and vulnerability analysis, as well as solving geospatial problems in the fields of transportation planning, pandemic health, water resources, utility planning, environmental applications, and asset management. Her background includes implementing data sharing agreements, data model design, implementation of web-based GIS systems, automation of geoprocessing, and conducting user-level GIS training using Esri software. Pam is proficient in a number of software packages including ArcGIS Desktop, ArcGIS Pro, ArcGIS Enterprise, ArcGIS Online, QGIS, and ERDAS Imagine, and has experience managing data input for Lucy Asset Management Systems.

### Education

Bachelor of Science, Environmental Science, Dickinson College, 2003

Master of Science, Geographic Information Systems, Pennsylvania State University, 2014

### Professional Credentials

Geographic Information Systems Professional

### Relevant Experience

#### **Port Authority of New York and New Jersey (PANYNJ) Communications Assessment, New York, NY and Newark, NJ** – GIS Specialist.

Kimley-Horn was selected by the PANYNJ to evaluate the existing communications infrastructure at every parking facility at John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA), Newark Liberty International Airport (EWR), and Stewart International Airport (SWF) based on field visits and existing documentation. Our services included the development of a draft functional design for PANYNJ parking communications infrastructure upgrades in advance of the new PARCS deployment, with recommendations for enhanced system reliability, availability, security, scalability, and maintainability. Kimley-Horn also developed two communications infrastructure alternatives that varied based on industry options for credit card data

management/Payment Card Industry (PCI) compliance and LPR image processing. The alternatives were then reviewed and revised based on stakeholder meetings with the Port Authority Aviation and Technology Services Departments. The final functional design was submitted in July 2016.

**City of Norfolk, Bicycle and Pedestrian Master Planning and Engineering Services, Norfolk, VA** – GIS Specialist. As a subconsultant, Kimley-Horn assisted in the development of the City of Norfolk Bicycle and Pedestrian Strategic Plan, which was adopted by the City in December 2015. The strategic plan outlines recommendations for 12 corridors, which were identified by stakeholders in Norfolk as priority locations for enhancing bicycle and pedestrian facilities. Kimley-Horn performed field work and data collection for each corridor. This involved measuring cross-sections, noting traffic patterns and facility conditions, photographing field conditions, and identifying locations that might be difficult to travel through on bike or foot. The team developed recommendations for bicycle and pedestrian improvements that were appropriate for each corridor. Kimley-Horn used these recommendations and knowledge of local construction in the Hampton Roads area to develop cost estimates for each corridor.

**District Department of Transportation (DDOT), Long-Range Multimodal Transportation Plan (moveDC), Washington, District of Columbia** – GIS Specialist. In partnership with the District Department of Transportation (DDOT), Kimley-Horn prepared the District of Columbia's multimodal long-range transportation plan. This plan provides short-, mid-, and long-term transportation system investment guidance for DDOT, helping to support important city initiatives and goals. The plan includes recommendations for an integrated multimodal transportation system for the District of Columbia offering a multitude of travel choices for all trip types. The transportation plan provides recommendations at corridor, neighborhood, and citywide scales for all modes of transportation—pedestrians, bicycles, vehicles, and transit. Pam provided GIS support including GIS network analysis for walking radii, multimodal travel times, and socioeconomic analysis.



## Osman Barrie, PE, PTOE, PTP

### *Data Collection*



Professional Engineer with 25+ years of experience in highway and traffic engineering, transportation/transit planning, and public-sector civil projects. Expertise in traffic impact studies, safety/accident analysis, signal and roadway design, and EIS data support. Proven leader of multi-borough data collection programs and delivery of model-ready datasets for NYCDOT, NYSDOT and major consulting teams.

### Education

ME, Transportation Engineering — City University of New York, 2000

MS, Water Resources Engineering — University of Dar es Salaam (Tanzania), 1998

B.Eng. (Hons.), Civil Engineering — University of Sierra Leone, 1996

### Professional Credentials

Professional Engineer (PE)

Professional Traffic Operations Engineer (PTOE)

Professional Transportation Planner (PTP)

### Relevant Experience

**NYCDOT ESA TPMESA2 (2023–2024)** — Data Collection Specialist / Working Principal. Planned and delivered traffic/transit data across 250+ locations citywide. Managed permits, fieldwork, and QC for 112 ATR sites (14-day counts), 84 intersections with 144 cameras, and 60 FHV manual count sites; produced weekly TIMS-formatted uploads on schedule and budget.

**Q70 SBS Bus Corridor Study, Queens (2023)** — Subconsultant to WSP. Conducted and delivered traffic data at: 47 TMC intersections, 198 pedestrian sites, 35 ATR sites, 33 queue sites, and onboard travel-time surveys; submitted within 14 days.

**HBKBQE / BQE–Gowanus Study (2023)** — Subconsultant to Parsons.

Collected/processed 120 TMC intersections, 26 highway/bridge mainline counts, and 80 ATR counts; delivered staged datasets within 7 days and uploaded to TIMS.

**5th Avenue Corridor Mobility Study, Manhattan (2023)** — Subconsultant to SSE.

Installed 134 cameras at 67 intersections for multi-day 24-hr multimodal TMCs and completed parking demand/supply counts.

**Fulton Elliott–Chelsea Houses PACT Study (2023)** — Subconsultant to PHA.

Completed 36 TMC locations and 55 pedestrian sites; delivered within 7 days with full QC.

**Other NYCDOT / PANYNJ Programs** — Supported Penn Herald, CBD Tolling, and BQX Light Rail studies with large-scale TMC, mainline, bike/ped, inventory, speed/delay, and FHV datasets (incl. 454 BQX locations).



## Jessica Cohen, WEDG

### *Stakeholder Engagement*



Jessie is a stakeholder engagement specialist and environmental planner with wide-ranging experience conducting stakeholder and community engagement in the New York metropolitan area. She has developed engaging and public-friendly project stakeholder engagement materials, including presentations, newsletters, graphics, fact sheets, and other materials. She has experience supporting event logistics and planning, focused on developing creative solutions and collaborating with clients and project team members.

#### Education

Bachelor of Arts and Science, Environmental Sustainability and Political Science, McGill University, Montreal, QC

#### Relevant Experience

**NYSDOT Active Transportation Plan, Statewide, NY** — Community Outreach Manager. For NYSDOT's Active Transportation Plan project, Jessie is responsible for community outreach to stakeholders throughout Hudson Valley, New York City, and Long Island to gather input from community members on ways to improve active transportation throughout New York State. She provides direct outreach and coordination for public meetings and attends public events, fairs, and festivals to gather public input about how walking and biking can be safer and more accessible to the public. As part of the overall Active Transportation team, she coordinates closely with the project teams working in other counties and areas throughout New York State to ensure that all activities are aligned and conducted in a timely manner.

**NYSDOT Palisades Interstate Park Shared Use Path Feasibility Study, Bergen and Rockland Counties, NY** — Community Engagement Manager. As the Community Engagement Manager, Jessie is responsible for community outreach and stakeholder engagement for NYSDOT's Palisades Interstate Shared Use Path Feasibility Study. Her responsibilities include incorporating feedback into the study's report of outcomes and recommendations. The overall community engagement program includes organizing community visioning workshops, preparing outreach materials and presentations, analyzing community feedback, facilitating public review meetings, developing a project website, and presenting project information at pop-up events and community meetings.

**Public Engagement Specialist, NYCEDC Raise Shorelines Citywide, New York, NY**

— Public Engagement Specialist. As the Public Engagement Specialist on the NYCEDC Raise Shorelines Citywide project, Jessie was responsible for addressing the vulnerability of New York City's shorelines due to sea level rise. As a public engagement consultant, she worked with the Mayor's Office of Recovery and Resiliency to coordinate outreach efforts for stakeholders in coastal communities.

**White Plains Vision Zero Action Plan, White Plains, NY** — Community Outreach Manager. For the White Plains Vision Zero Action Plan project, Jessie led the stakeholder engagement and community outreach process. She identified and implemented outreach to the public as well as environmental justice (EJ) communities. She provided content for the project website and social media accounts, administered public surveys, organized pop-up events, and coordinated stakeholder focus group meetings, public meetings, and Common Council meetings.

**NJSEA Meadowlands Action Plan for Safety, Northeastern, NJ** — Community Outreach Manager. Jessie manages outreach for the NJSEA Meadowlands Action Plan for Safety project, leading the community engagement program. She is responsible for gathering feedback to understand localized safety concerns in the Hackensack Meadowlands District. She oversees the development of a digital interactive Geospatial Outreach Tool, organizes stakeholder and focus group meetings, and organizes and attends public awareness and community events. Additionally, Jessie develops the project website and prepares promotional content and social media posts to help the project team create recommendations for future safety projects and policies to create safer streets for all roadway users.

**NYC Parks Fort Washington Park Retaining Wall and Greenway Feasibility Study, Manhattan, NY** — Community Outreach Manager. Jessie is a key part of the NYC Parks Fort Washington Park Retaining Wall and Greenway Feasibility Study, overseeing close collaboration with the community to ensure their voices are heard. Her responsibilities include overseeing the distribution of bilingual surveys, pop-up events at high-traffic locations in the park, community listening sessions, a project email and website, and update meetings with Community Board 12. She ensures special attention is given to reaching underrepresented groups to make the study inclusive and responsive to the needs of the people who use the park every day.

## III. Proposed Plan

### Project Understanding

---

#### **Kimley-Horn Engineering and Landscape Architecture of New York, P.C.**

**(Kimley-Horn)** is pleased to submit this proposal outlining our team's qualifications and approach to preparing a comprehensive Corridor Management Plan (CMP) for Albany and Ulster Avenues, from the Kingston roundabout to Route 9W in the Town of Ulster. The purpose of this proposal is to demonstrate our capability to develop a CMP that thoroughly evaluates existing corridor conditions and identifies needs and opportunities to address key issues—prioritizing safety, while accommodating all modal users.

To achieve this, Kimley-Horn will follow the tasks and scope requirements outlined in the Request for Proposal (RFP). A summary of our planned deliverables, organized by task, is provided below.

Our team will conduct a holistic assessment of corridor operations and multimodal safety; evaluate traffic speeds and opportunities for effective traffic calming; identify feasible pedestrian, bicycle, and transit enhancements; and assess land use and access management strategies. The CMP will culminate in a prioritized list of short-, mid-, and long-term improvements with clear implementation strategies. A robust public engagement process will guide the development of a shared vision for the corridor's future and ensure the CMP provides a strong foundation for subsequent design and construction efforts.

#### ***Task 1: Kick-Off, Plan Coordination and Public Engagement Plan***

Kimley-Horn and Melissa Johnson Associates (MJA) will collaborate closely with the Ulster County Transportation Council (UCTC) and the Technical Advisory Committee (TAC) to establish strong communication, ensure alignment on project objectives, and effectively initiate development of the Corridor Management Plan (CMP). Our approach to fulfilling the requirements of Task 1 includes the following:

- **Project Kickoff and Coordination:** Kimley-Horn will coordinate with the TAC to schedule a project kickoff meeting at a mutually convenient time. During this meeting, we will confirm project goals and objectives, review the proposed scope of work, validate the overall project schedule, and discuss the framework for the public engagement strategy.
- **Study Area Confirmation:** In partnership with the TAC, we will confirm the geographic limits of the study corridor, including all intersections and segments to be included in subsequent data collection efforts.

- **Data Collection Planning:** Kimley-Horn will identify key locations and timeframes for all required data collection activities, including:
  - Video Turning Movement Counts (VTMC) with classification of autos, trucks, buses, bicycles, and pedestrians.
  - Automatic Traffic Recorder (ATR) deployment to gather speed and volume data along the corridor.
  - Compilation and review of crash data provided by NYSDOT or UCTC.
- **Schedule Finalization:** Following coordination with the TAC, Kimley-Horn will finalize the data collection plan, public engagement process, and overall project schedule, securing TAC approval before proceeding to subsequent tasks.
- **Branding and Logo:** While not a complicated project, the Kimley-Horn team will help the client to develop and select a logo and branding that will provide consistency and elevate the presence of the project.

## ***Task 1: Public Engagement Section***

**Public Engagement Framework:** MJA will begin by conducting background research to understand outreach conducted previously, challenges and limitations, and community priorities. The findings from our research and demographic analysis will culminate in a Public Engagement Plan (PEP) and project-specific stakeholder list. The PEP will outline roles and responsibilities, engagement methods, logistics, schedule, and documentation procedures.

Alongside the PEP, MJA will develop a stakeholder list and support identification of members for the Technical Advisory Committee (TAC). The stakeholder list will include state, county, and municipal representatives; businesses and property owners; first responders; elected officials; transit providers; advocacy organizations; and community-based organizations. Key stakeholders to be engaged will include:

- **Municipal and County Representatives:** City of Kingston Common Council; City of Kingston DPW; City of Kingston and Town of Ulster Planning Boards; Town of Ulster Town Board; Ulster County Planning Department.
- **Public Agencies:** NYSDOT Region 8; UCAT; Ulster County Sheriff's Office; City of Kingston and Town of Ulster Police and Fire Departments
- **Corridor Stakeholders:** Business owners and commercial property owners along Albany Avenue and Ulster Avenue; residential property owners and tenants located on or adjacent to the corridor; corridor users including pedestrians, bicyclists, transit riders, and motorists.
- **Community and Advocacy Organizations:** Kingston Complete Streets; UCTC Bicycle and Pedestrian Committees; AARP New York; senior centers serving Kingston and Ulster; organizations representing people with disabilities and mobility-limited users; neighborhood associations.

For each activity below, MJA will coordinate logistics, facilitation, and coordination to support seamless execution. We will develop materials such as presentations, sign-in sheets, flyers, maps, boards, and graphics. Materials will be translated into other languages where appropriate and will maintain consistent branding and visual identity.

### **Technical Advisory Committee Meetings (up to six)**

MJA will facilitate and organize up to six Technical Advisory Committee (TAC) meetings at key milestones. TAC members will include representatives from UCTC, NYSDOT, the City of Kingston, the Town of Ulster, and stakeholders such as residents and business owners. The TAC will review project goals, existing conditions findings, engagement results, draft alternatives, and the preferred corridor strategy. In addition to TAC meetings, MJA will participate in virtual coordination meetings with UCTC to review progress, upcoming engagement, and coordination needs. MJA will prepare agendas, presentations, and summaries for each meeting and will support communication with UCTC staff between meetings.

**Public Meeting #1 – Project Introduction and Vision:** Introduction to the CMP, corridor context, goals, schedule, and initial issues; opportunity for the public to identify concerns and priorities.

### ***Task 1: Deliverables***

Kimley-Horn will provide kickoff meeting materials including an agenda, presentation, and meeting summary; a finalized study area limits map; a detailed Data Collection Plan outlining locations, methods, and schedule; a comprehensive Public Engagement Plan describing meeting formats, outreach strategies, engagement tools, and project branding; draft public outreach materials for TAC review; and a Task 1 summary memo documenting all coordination and finalized plans.

## **TASK 1 ASSUMPTIONS AND EXCEPTIONS**

### **Assumptions**

Kimley-Horn assumes that UCTC will coordinate TAC participation, provide all available background documents and crash data, and arrange hosting for all meetings (virtual or in-person). It is assumed that UCTC will maintain the project webpage and that Kimley-Horn will supply content only. Stakeholder availability will depend on UCTC coordination.

### **Exclusions**

Kimley-Horn's scope does not include paid advertisements, legal notices, or additional outreach beyond what is specified in the Public Engagement Plan. Any engagement

activities or materials beyond the agreed-upon scope will require a contract amendment.

## ***Task 2: Corridor Assessment - Inventory and Assessment of Existing Conditions***

Kimley-Horn will perform a comprehensive inventory and assessment of the Albany and Ulster Avenues corridor to document existing transportation, land use, and environmental conditions. Our approach will integrate data collection, field observations, and review of relevant local and state resources to provide a holistic understanding of the corridor and its context.

- Right-of-way boundaries will be established using Nearmap or the Ulster County GIS Parcel Locator (survey work not included).
- Data on roadway characteristics, sidewalks, ADA accommodations, traffic control devices, transit routes, and pavement conditions will be collected during field visits (field measurements and ADA slopes not included).
- Traffic signal operations, including signal age, ownership, mode of operation, detection, and timing, will be documented.
- Any future improvement plans from NYSDOT will be reviewed.
- Comprehensive local plans, zoning ordinances, and previous studies will be compiled and analyzed to document relevant existing and planned corridor improvements.
- Traffic volume and classification counts will be conducted, utilizing UCTC's Traffic Count Program with NDS where feasible (supplemented by Traffic Databank) and ensuring compliance with NYSDOT standards (EB 18-005). Up to 12 intersection turning movement counts will be collected for up to 3 peak periods (per the RFP).
- Speed and volume data along the corridor will be collected in accordance with NYSDOT standards. Up to 5 locations along the corridor, automated traffic recorder (ATR) tubes will be placed to collect speed and volume data in either direction. Locations will be finalized under Task 1 with TAC.

Travel time along the corridor will also be collected in both directions for two peak periods using Google travel time information. The data collection schedule will be provided to TAC for review under Task 1.

- Traffic patterns, origin-destination analysis, and travel behavior will be assessed using Replica or similar platforms provided by UCTC, TAC, or NYSDOT.
- Kimley-Horn will walk the corridor to identify safety concerns, sight distance concerns, ADA issues, and other obvious items of concern.

Throughout the assessment, Kimley-Horn will differentiate between critical and ancillary steps to ensure efficiency while maintaining thoroughness, applying professional expertise to incorporate key methods needed to develop a robust, data-driven understanding of corridor conditions that supports targeted, implementable recommendations.

## **Task 2: Deliverable**

A comprehensive existing condition technical memorandum with supporting figures and tables will be provided.

### **TASK 2 ASSUMPTIONS AND EXCEPTIONS**

#### **Assumptions**

Kimley-Horn assumes that UCTC and TAC will provide access to existing traffic count data, crash records, NYSDOT plans, and local planning documents. Field access to public rights-of-way and observable facilities will be available. Public participation or input will be captured through Task 1 engagement efforts.

#### **Exclusions**

Kimley-Horn's scope does not include survey work, field measurements and ADA slopes, investigations, or utility relocation assessments. Any additional data collection outside the agreed study area or beyond NYSDOT/UCTC-provided resources will require a contract amendment.

## **Task 3: Existing Condition Analysis**

Kimley-Horn will compile and synthesize all data collected in Task 2 to prepare a comprehensive existing condition analysis for Albany/Ulster Avenue. Our approach will include the following components:

- Kimley-Horn will identify crash clusters or patterns indicating potential safety issues, including pedestrian-vehicle conflicts or other contributing factors.
- Review of transportation facility elements to identify features that do not meet current design standards including roadway geometry, sidewalks, crosswalks, bike lanes, transit facilities, and traffic control devices.
- Turning movement counts collected under task 2 will be reduced and peak hour volumes will be determined. Two (2) highest peak hour volumes across the corridor out of three (3) peak periods will be analyzed via Synchro 12 software (micro-simulation)
- Similarly, corridor segment data will be reduced and highest two peak hours based on volume will be analyzed for Level of Service.
- Existing condition volume will be grown for future conditions, and any planned developments or improvements along the corridor will be included and up to two (2) future scenarios will be analyzed.

- Existing condition findings will be presented, and feedback will be collected on issues such as traffic safety perceptions, walkability, user comfort, and other relevant experiences.
- As mentioned, draft and final existing conditions analysis will be presented using GIS-based story mapping and other graphic tools to clearly communicate findings.
- The first public meeting will be held in this phase to share the existing condition results and solicit input and suggested improvements from the public.

Kimley-Horn will ensure that the analysis integrates data-driven insights with stakeholder input to provide a clear understanding of existing conditions and form the foundation for the development of practical, implementable corridor improvements.

### ***Task 3: Deliverable***

A comprehensive Existing Conditions Analysis report that compiles and interprets all collected data, including crash and safety analysis, facility and design assessment, traffic micro-simulation modeling, Level of Service analysis, and stakeholder/public input. The report will be visualized with GIS story mapping and other graphic tools to clearly communicate findings and identify existing transportation, safety, and operational issues along the corridor.

## **TASK 3 ASSUMPTION AND EXCEPTIONS**

### **Assumptions**

Kimley-Horn assumes that all data collected in Tasks 1 and 2 will be complete and accurate, including traffic counts, crash records, and field observations. Access to the corridor and intersections for observation and data collection will be available. Stakeholders and public participation will be facilitated by the TAC and UCTC as planned.

### **Exclusions**

This task does not include detailed engineering design, construction plans, or environmental permitting. Modeling and analysis are limited to the existing conditions and testing operational concepts; detailed signal design, utility coordination, or corridor construction planning is excluded. Any additional data collection, modeling beyond the agreed scope, or engagement beyond the workshops described and surveys would require a contract amendment.

## ***Task 4: Develop Proposed Corridor Alternatives***

Kimley-Horn will build upon the data and analyses from Task 1 through 3, as well as input gathered from the public and stakeholders, to develop a series of comprehensive transportation alternatives for Albany/Ulster Avenue. Each alternative will be designed to address the project objectives, including crash and speed reduction, transit accessibility and service improvements, bicycle and pedestrian safety, travel time reduction and improved Level of Service, enhanced use access and circulation, and aesthetic improvements.

Each alternative will be evaluated for its effectiveness, feasibility, and potential trade-offs, such as costs, construction timelines. We will use the traffic micro-simulation model developed in Task 3 to test how the alternatives perform under real-world conditions, including traffic flow, travel times, and pedestrian and bicycle safety.

## ***Task 4: Deliverable***

A set of well-defined corridor alternatives that address safety, mobility, transit access, and land use considerations. Each alternative will include a summary of benefits, trade-offs, and performance metrics, supported by traffic simulation results. The alternatives will be presented in an accessible format for public and stakeholder review, including visualizations and supporting graphics, to inform the selection of a preferred solution.

## **TASK 4: EXCLUSIONS**

Detailed engineering design, construction plans, environmental permitting, or right-of-way acquisition are not included in this or any other task. Any additional alternatives beyond the agreed number, or engagement beyond the planned public and stakeholder review activities, will require a contract amendment.

## ***Task 5: Preferred Alternative and Corridor Plan***

Kimley-Horn will integrate the results from Task 4 with stakeholders and public input—including a second public meeting—to develop the preferred corridor alternative and a comprehensive final plan for Albany/Ulster Avenue. The plan will provide a clear evaluation of the corridor's current function, highlighting operational deficiencies and opportunities to improve efficiency, reliability, and safety for all users.

The plan will include short-, mid-, and long-range project recommendations, along with planning-level cost estimates and implementation strategies. Recommendations will follow guidance from Chapter 7 of the NYS Highway Design Manual and differentiate between 1-R, 2-R, and 3-R projects as appropriate. Safety improvements will be

prioritized to protect pedestrians, bicyclists, transit users, and vehicle occupants, based on the evaluation and public/stakeholder input.

Design concepts will promote active transportation, enhance public transit access, improve corridor efficiency, and support the livability, sustainability, economic vitality, and visual quality of the corridor under present and future conditions. The improvements will also aim to achieve the goals of economic justice. An Executive Summary will be included to facilitate clear communication and ease of distribution.

All draft and final analysis will be visualized using GIS story mapping, maps, and other graphic tools to maximize clarity and accessibility for decision-makers, stakeholders, and the public.

## ***Task 5 Deliverables***

A comprehensive Preferred Alternative and Corridor Plan report, including: evaluation of current corridor function and operational deficiencies; short-, mid-, and long-range project recommendations with planning-level cost estimates and implementation strategies; prioritized safety improvements; roadway design concepts supporting active transportation, transit access, and overall corridor livability; an Executive Summary; and visualizations using GIS story mapping, maps, and graphics to clearly communicate findings.

## **TASK 5: EXCLUSIONS**

Detailed engineering design, survey work, detailed ADA assessments, construction plans, environmental permitting, or right-of-way acquisition are not included. Any additional alternatives, analyses, or engagement beyond what is described in the scope will require a contract amendment.

## Preliminary Schedule

Kimley-Horn envisions that, with timely stakeholder and public participation, the project will be completed within 14 months of NTP. The prospective schedule, provided below, reflects Kimley-Horn's expectations as to the progression of the project timeline. It will be refined during Task 1 in collaboration with UCTC.

Task	Description	Months													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	Kick-off, Plan Coordination and Public Engagement Plan														
2	Corridor Assessment - Inventory and Assessment of Existing Conditions														
3	Existing Condition Analysis														
4	Develop Proposed Corridor Alternatives														
5	Preferred Alternative and Corridor Plan														
Meetings and Outreach	Public Workshops/Meetings (three)														
	Focus Group														
	Community Surveys														
	Pop-Up Engagement Events (Up to two)														
	Online Surveys														
	TAC Meetings (up to six)														
Deliverables	Techinical Memos														
	Major Products														

# Contract Exceptions

**Kimley-Horn** is excited about the opportunity to pursue this project with the County of Ulster, and we look forward to negotiating a contract that is mutually agreeable. With this in mind, we respectfully request that the County consider the following revisions to the County's sample contract terms, or an agreeable equivalent:

## ARTICLE 9 - FAIR PRACTICES

The Firm, ~~and each person signing on behalf of the Firm~~, represents, warrants and certifies under penalty of perjury, that to the best of their knowledge and belief:

- A. The prices in this Agreement have been arrived at independently by the Firm without collusion, consultation, communication, or agreement with any other bidder, proposer, or with any competitor, as to any matter relating to such prices which has the effect of, or has as its purpose, restricting competition; and
- B. Unless otherwise required by law, the prices that have been quoted in this Agreement and on the proposal or quote submitted by the Firm have not been knowingly disclosed by the Firm prior to the communication of such quote to the County, or prior to the proposal opening, directly or indirectly, to any other bidder, proposer, or to any competitor; and
- C. No attempt has been made or will be made by the Firm to induce any other person, partnership, corporation, or other entity to submit or not to submit a proposal or quote for the purpose of restricting competition. The fact that the Firm (i) published price lists, rates, or tariffs covering the Services and/or items being procured, (ii) informed prospective customers of proposed or pending publication of new or revised price lists for such Services and/or items, or (iii) provided the same Services and/or items to other customers at the same prices being bid or quoted, does not constitute, without more, a disclosure within the meaning of this Article 9.

## ARTICLE 13 - PERFORMANCE

The Firm shall perform the Services using its own equipment and facilities wherever and whenever possible. In performing the Services, the Firm shall assign qualified personnel and perform such Services in accordance with the professional standards and with the skill, diligence and quality control/quality assurance measures expected of a ~~reputable~~ company performing Services of a similar nature. The Firm is hereby given notice that the County will be relying upon the accuracy, competence, and completeness of the Firm's performance in using the results achieved by the Firm's performance of these Services. The Firm shall at all times comply with all applicable federal, New York State, and local laws, ordinances, statutes, rules, and regulations.

## ARTICLE 25 - INDEMNIFICATION

The Firm agrees to ~~defend~~, indemnify, and hold harmless the County, including its officials, employees, and agents, against all claims, losses, damages, liabilities, costs, or expenses (including without limitation, reasonable attorney fees and costs of litigation and/or settlement), whether incurred as a result of a claim by a third party or any other person or entity, arising out of the Services performed by the Firm, its employees, representatives, subcontractors, assignees, or agents pursuant to this Agreement, which the County, or its officials, employees, or agents may suffer *to the extent caused by by reason of* any negligence, fault, *negligent* act, or *negligent* omission of the Firm, its employees, representatives, subcontractors, assignees, or agents. ~~The Firm agrees to investigate, handle, respond to, provide defense for, and defend any such claims, demands, or suits at its sole expense, and agrees to bear all other costs and expenses related thereto, even if such claims, demands, or suits are groundless, false, or fraudulent.~~

In the event that any claim is made or any action is brought against the County *caused by arising out of the* negligence, fault, *negligent* act, or *negligent* omission of the Firm or an employee, representative, subcontractor, assignee, or agent of the Firm, either within or without the scope of the respective employment, representation, subcontract, assignment, or agency, or arising out of the Firm's negligence, fault, *negligent* act, or *negligent* omission, then the County will have the right to withhold further payments hereunder for the purpose of set-off in sufficient sums to cover said claim or action. The rights and remedies of the County provided for in this clause will not be exclusive and are in addition to any other rights and remedies provided by law, in equity, or pursuant to this Agreement.

## ~~ARTICLE 27 - CURRENT OR FORMER COUNTY EMPLOYEES~~

~~The Firm represents and warrants that during the Term of this Agreement and for a period of one (1) year after its expiration or termination, it shall not retain the services of any County employee or former County employee in connection with this Agreement, or any other agreement that said Firm has or may have with the County, without the express written permission of the Executive or the Director of General Services.~~

~~For a breach or violation of such representations or warranties, the County will have the right to annul this Agreement without liability, entitling the County to recover all monies paid hereunder, and the Firm must neither make claim for, nor be entitled to recover, any sum or sums otherwise due under this Agreement. This remedy, if effected, will not constitute the sole remedy afforded to the County for such breach or violation, nor will it constitute a waiver of the County's right to claim damages or otherwise refuse payment, or to take any other action provided for by law, in equity or pursuant to this Agreement.~~

## ARTICLE 28 - PROTECTION OF COUNTY PROPERTY

The Firm assumes the risk of and shall be responsible for any loss or damage to the County's property and equipment, whether owned, leased, or otherwise possessed by the County, used in the performance of this Agreement. Any such loss or damage caused, either directly or indirectly, by the acts, conduct, omissions, or lack of good faith of the Firm, its officers, directors, members, partners, employees, representatives, or assignees, or any person, firm, company, agent, or others engaged by the Firm as an expert, consultant, specialist, or subcontractor hereunder, will be the responsibility of the Firm.

In the event that any such County property is lost or damaged, except for normal wear and tear, then the County will have the right to withhold further payments hereunder for the purposes of set-off in sufficient sums to cover such loss or damage.

The Firm agrees to defend, indemnify, and hold the County harmless from any and all liability or claim for loss, cost, damage, or expense (including without limitation, reasonable attorney fees and costs of litigation and/or settlement) due to any such loss or damage to any such County property described in this Article 28, *but only to the extent caused by the negligence of the firm.*

The rights and remedies of the County provided herein will not be exclusive and are in addition to any other rights and remedies provided by law, in equity, or pursuant to this Agreement.

## ARTICLE 33 – DISPUTES

In the event of a dispute arising from this Agreement, the Firm shall be liable to the County for reasonable attorney's fees, costs, expenses and disbursements incurred by the County in enforcing its legal and/or equitable rights pursuant to this Agreement by reason of the failure of the Firm to comply with any of the terms, conditions or warranties of this Agreement, express or implied, and/or the exercise of County's remedies with respect thereto, and/or any *negligent* error, *negligent* omission and/or professional negligence of the Firm or its subcontractors, including but not limited to all attorney's fees, costs, expenses and disbursements incurred by the County in prosecuting a lawsuit against the Firm, seeking Indemnification pursuant to Article 25, obtaining Correction of Deficiencies pursuant to Article 26, Termination pursuant to Article 30, and/or Set-Off Rights pursuant to Article 31. The Firm shall further be liable to the County for all prejudgment interest on any award of attorney's fees, costs, expenses and disbursements so awarded. This provision shall survive completion of the Services and/or the expiration or termination of this Agreement.

## Required Documents

Please find on the following pages the rest of the returned documents as required in the RFP.

**COUNTY OF ULSTER – DEPARTMENT OF GENERAL SERVICES****100 DEVELOPMENT COURT, KINGSTON, NY 12401**PHONE: 845-340-3400 / FAX: 845-340-3434 / WEB: [www.ulstercountyny.gov/Departments/General-Services](http://www.ulstercountyny.gov/Departments/General-Services)**RFP NAME: CITY OF KINGSTON/TOWN OF ULSTER  
ALBANY/ULSTER AVENUE CORRIDOR MANAGEMENT PLAN**

RFP-UC25-074

- 45 -

**RESPONDER'S NAME:** Kimley-Horn Engineering and Landscape  
Architecture of New York, P.C.**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: \_\_\_\_\_

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

**COUNTY OF ULSTER – DEPARTMENT OF GENERAL SERVICES****100 DEVELOPMENT COURT, KINGSTON, NY 12401**PHONE: 845-340-3400 / FAX: 845-340-3434 / WEB: [www.ulstercountyny.gov/Departments/General-Services](http://www.ulstercountyny.gov/Departments/General-Services)**RFP NAME: CITY OF KINGSTON/TOWN OF ULSTER  
ALBANY/ULSTER AVENUE CORRIDOR MANAGEMENT PLAN**

RFP-UC25-074

- 46 -

**ORGANIZATION INFORMATION FORM**RESPONDER NAME: Kimley-Horn Engineering and Landscape Architecture of New York, P.C.TYPE OF ENTITY: CORP.  PARTNERSHIP  INDIVIDUAL  OTHER FEDERAL EMPLOYER ID #: 56-2163100 OR SOCIAL SECURITY #: \_\_\_\_\_NYS DOS ID #: 5894323 DUNS # (FTA Projects): \_\_\_\_\_DATE OF ORGANIZATION: 9/14/1999IF APPLICABLE: DATE FILED: 2/22/2000 STATE FILED: New York

If a non-publicly owned corporation:

CORPORATION NAME: Kimley-Horn Engineering and Landscape Architecture of New York, P.C.

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

Kevin Van Hise \_\_\_\_\_John Canning \_\_\_\_\_

LIST OFFICERS AND DIRECTORS:

NAME

TITLE

Kevin Van Hise \_\_\_\_\_ President, CEO, Treasurer \_\_\_\_\_John Canning \_\_\_\_\_ Vice President, Secretary \_\_\_\_\_

\*\*\*\*\*

If a partnership:

PARTNERSHIP NAME: \_\_\_\_\_

LIST PARTNERS NAME(S):

---

---

---

---

**COUNTY OF ULMSTER – DEPARTMENT OF GENERAL SERVICES****100 DEVELOPMENT COURT, KINGSTON, NY 12401**PHONE: 845-340-3400 / FAX: 845-340-3434 / WEB: [www.ulstercountyny.gov/Departments/General-Services](http://www.ulstercountyny.gov/Departments/General-Services)**RFP NAME: CITY OF KINGSTON/TOWN OF ULMSTER  
ALBANY/ULSTER AVENUE CORRIDOR MANAGEMENT PLAN**

RFP-UC25-074

- 47 -

**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 Kimley-Horn Engineering and ~~Landscape Architecture of New York, P.C.~~ (“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.

Kevin Van Hise

John Canning

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.

Kevin Van Hise

John Canning

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

N/A

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.

N/A

INITIALS: \_\_\_\_\_

**COUNTY OF ULSTER – DEPARTMENT OF GENERAL SERVICES****100 DEVELOPMENT COURT, KINGSTON, NY 12401**PHONE: 845-340-3400 / FAX: 845-340-3434 / WEB: [www.ulstercountyny.gov/Departments/General-Services](http://www.ulstercountyny.gov/Departments/General-Services)**RFP NAME: CITY OF KINGSTON/TOWN OF ULSTER  
ALBANY/ULSTER AVENUE CORRIDOR MANAGEMENT PLAN**

RFP-UC25-074

- 48 -

**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 Department of General Services**AGENCY CONTRACT NUMBER:** RFP-UC25-074**VENDOR NAME:** Kimley-Horn Engineering and Landscape Architecture of New York, P.C.**DATE PREPARED:** 12/17/2025 **PREPARED BY:** John Canning**VENDOR TELEPHONE NUMBER:** 914.368.9188**VENDOR EMAIL ADDRESS:** john.canning@kimley-horn.com**VENDOR MAILING ADDRESS:** 1 North Lexington Avenue Suite 505, White Plains, NY 10601

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 Canning**TITLE:** Project Manager**DATE:** 12/17/2025

**COUNTY OF ULSTER – DEPARTMENT OF GENERAL SERVICES****100 DEVELOPMENT COURT, KINGSTON, NY 12401**PHONE: 845-340-3400 / FAX: 845-340-3434 / WEB: [www.ulstercountyny.gov/Departments/General-Services](http://www.ulstercountyny.gov/Departments/General-Services)**RFP NAME: CITY OF KINGSTON/TOWN OF ULSTER  
ALBANY/ULSTER AVENUE CORRIDOR MANAGEMENT PLAN**

RFP-UC25-074

- 49 -

**CERTIFICATION AND SIGNATURE FORM****AFFIDAVIT OF NON-COLLUSION**

Kimley-Horn Engineering and Landscape

Architecture of New York, P.C.

914.368.9188

NAME OF RESPONDER: \_\_\_\_\_ PHONE NO.: \_\_\_\_\_ EXT: \_\_\_\_\_

BUSINESS ADDRESS: 1 North Lexington Avenue Suite 505, FAX NO.: N/A  
White Plains, NY 10601

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.

Signature &amp; Company Position

John Canning, Project Manager, Vice President, Secretary

Print Name &amp; Company Position

Kimley-Horn Engineering and Landscape Architecture of New York, P.C.

Company Name

12/17/2025

Date Signed

56-2163100

Federal I.D. Number

**COUNTY OF ULSTER – DEPARTMENT OF GENERAL SERVICES**

**100 DEVELOPMENT COURT, KINGSTON, NY 12401**

PHONE: 845-340-3400 / FAX: 845-340-3434 / WEB: [www.ulstercountyny.gov/Departments/General-Services](http://www.ulstercountyny.gov/Departments/General-Services)

**RFP NAME: CITY OF KINGSTON/TOWN OF ULSTER  
ALBANY/ULSTER AVENUE CORRIDOR MANAGEMENT PLAN**

RFP-UC25-074

- 50 -

**RESPONDER'S NAME:** Kimley-Horn Engineering and Landscape  
Architecture of New York, P.C.

**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, \_\_\_\_\_, being duly sworn, deposes and says that he/she is the  
Vice President and Secretary of the Kimley-Horn Engineering and Landscape Architecture of New York, P.C.

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

\_\_\_\_\_  
SIGNED

SWORN to before me this

\_\_\_\_\_  
day of \_\_\_\_\_  
202 \_\_\_\_\_

**Notary Public:** \_\_\_\_\_

**COUNTY OF ULSTER – DEPARTMENT OF GENERAL SERVICES**

**100 DEVELOPMENT COURT, KINGSTON, NY 12401**

PHONE: 845-340-3400 / FAX: 845-340-3434 / WEB: [www.ulstercountyny.gov/Departments/General-Services](http://www.ulstercountyny.gov/Departments/General-Services)

**RFP NAME: CITY OF KINGSTON/TOWN OF ULSTER  
ALBANY/ULSTER AVENUE CORRIDOR MANAGEMENT PLAN**

RFP-UC25-074

- 51 -

**RESPONDER'S NAME:** Kimley-Horn Engineering and Landscape  
Architecture of New York, P.C.

**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.**

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 Canning

---

**PRINT NAME:**

**COUNTY OF ULSTER – DEPARTMENT OF GENERAL SERVICES****100 DEVELOPMENT COURT, KINGSTON, NY 12401**PHONE: 845-340-3400 / FAX: 845-340-3434 / WEB: [www.ulstercountyny.gov/Departments/General-Services](http://www.ulstercountyny.gov/Departments/General-Services)**RFP NAME: CITY OF KINGSTON/TOWN OF ULSTER  
ALBANY/ULSTER AVENUE CORRIDOR MANAGEMENT PLAN**

RFP-UC25-074

- 52 -

**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.*

Kimley-Horn Engineering and Landscape

BIDDER NAME: Architecture of New York, P.C., 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: City of Kingston/Town of Ulster Albany/Ulster Avenue Corridor Management Plan**Authorized Signature:**Name & Title of  
Authorized Signer:John Canning, Project Manager, Vice President, Secretary

Dated:

12/17/2025

Insurance Agency:

Edgewood Partners/Greyling

Address of Agency:

3780 Mansell Rd. Suite 370, Alpharetta, GA 30022Contact Person  
At Agency:Jerry NoyolaPhone Number  
of Agency:770.220.7699

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

2,000,000

Professional or Other Required

**COUNTY OF ULSTER – DEPARTMENT OF GENERAL SERVICES**

**100 DEVELOPMENT COURT, KINGSTON, NY 12401**

PHONE: 845-340-3400 / FAX: 845-340-3434 / WEB: [www.ulstercountyny.gov/Departments/General-Services](http://www.ulstercountyny.gov/Departments/General-Services)

**RFP NAME: CITY OF KINGSTON/TOWN OF ULSTER  
ALBANY/ULSTER AVENUE CORRIDOR MANAGEMENT PLAN**

RFP-UC25-074

- 53 -

**RESPONDER'S NAME:** Kimley-Horn Engineering and Landscape  
Architecture of New York, P.C.

**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 12/1/25

Addendum No. \_\_\_\_\_, dated \_\_\_\_\_

**SUBMITTED BY (Signature)**

---

**AGENCY/COMPANY NAME**

Kimley-Horn Engineering and Landscape Architecture of New York, P.C.