BIANNUAL KC NEWSLETTER

JULY 2021

Engineering and Land Surveying, P.C.

kcepc.com

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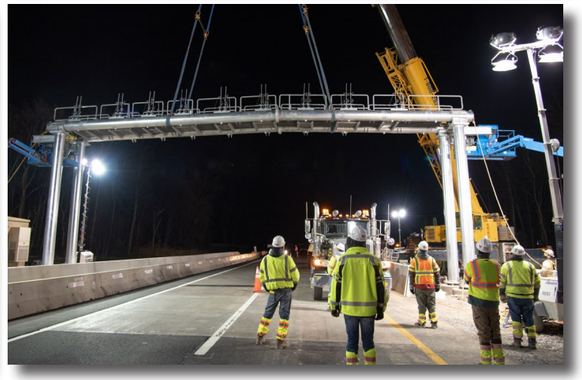



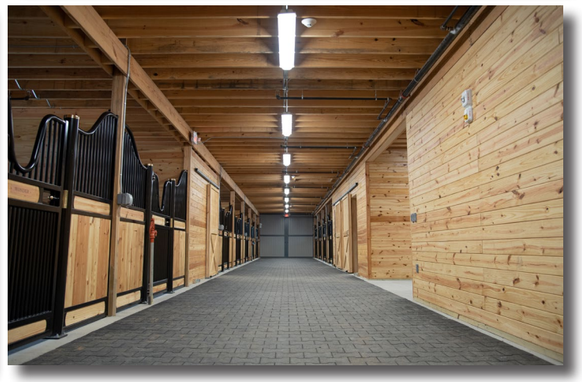

A LETTER FROM RAJ RAVILLA

Despite the unique challenges that the world has faced over the past year-plus, KC continues to prosper.

In recent months, our company has been awarded several new projects, celebrated as employees continued to advance professionally, and made great progress towards the completion of ongoing design-build projects, including, notably, the Cashless Tolling design-build project, for which we explore KC staff perspectives in this Newsletter's main feature.

Hudson Valley staff settled comfortably into their new centralized location in Newburgh – a purposefully oversized office that enables employees to coordinate more easily with one another across departments – and New York City staff continue to benefit from their recent growth at KC's Penn Plaza location as well.

As anticipated, both offices have taken full advantage of their recent expansions by filling open positions with fresh faces whose diverse skillsets will provide great support to our team. We are happy to welcome Jennifer Hasbun, Brian Tilman, Abdullah Yousef, E.I.T., and Srinivas Dasari, PMP to the KC family – and to welcome back Civil Engineer Samantha Cash, E.I.T., who made her return to KC in April.

Let us look to our promising future ahead of us and be thankful for all that we have accomplished together.

Moreover, established personnel have sought to increase their capabilities by earning new licenses and certifications. I want to congratulate Julian Llorente, P.E., P.T.O.E., and Kelli Capka, P.E., P.T.O.E., who recently passed examinations to become Professional Traffic Operations Engineers, and Benson Lam, E.I.T., who recently passed the FE exam. Well done!

While employees have steadfastly abided by the safety protocols outlined in the Return-to-Work Action Plan, KC was gladdened to implement the Centers for Disease Control and Prevention's updated masking regulations for fully vaccinated individuals in May; the revision allowed vaccinated staff to see one another unmasked for the first time since the beginning of the pandemic, reminding us all that there is a light at the end of the tunnel, and we are fast approaching it.

On the work front, KC received designations for a number of high-profile projects, including Design Services for Traffic Signals in Region 8, the Design for Bridge Rehabilitation of the Fort Hamilton Parkway over Gowanus Expressway, the Orange County Resilience Plan, and more. The acquisition of these contracts further underscores the effect of our collaborative approach to design projects.

Because April marked KC's 38th anniversary, I would like to thank our employees for their hard work and dedication, who have been instrumental in facilitating the firm's success over the years. Your enthusiastic work ethic and determination to consistently improve demonstrates KC's greatest strengths and continually elevates the company to new heights.

As the pandemic hopefully begins to draw to a close, let us look to our promising future ahead of us and be thankful for all that we have accomplished together.

-RAJ

MILESTONES

Today and every day, we celebrate our employees.

5

CIVIL ENGINEER
ALGASIMU JALLOW, E.I.T.

Algasimu joined KC in August 2016. In the five years that he has been with KC, he has provided design, inspection, and CAD support for many projects of various sizes and scopes, including the Kew Gardens design-build, the Lower Concourse Infrastructure contract, and the expansion of the Long Island Railroad's third track.

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QUALITY MANAGER
KAMAL KISHORE, P.E.

Kamal celebrates five years with KC in August. His decades of bridge experience have helped him operate integrally as a Project / Quality / Construction Manager and as a Lead Structural Engineer. He has also provided excellent quality control (QC) for many of KC's major projects, establishing QC policies while working on bridge assignments.

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CIVIL ENGINEER
CHAKRADHAR VALLABH, P.E.

August 2021 will mark Chakradhar's fifth year with KC. Having begun as a recent college graduate, he has since earned his P.E. license in New Jersey and Texas and worked as a Senior Civil Engineer / Lead Utility Engineer on large-scale projects including the Cashless Tolling design-build and the Van Wyck Expressway.

PROPOSAL COORD.
JENNIFER HASBUN

Jenny joined KC in April after graduating from Mount Saint Mary College, where she studied English and Journalism. She was the managing editor for the college newspaper, The Mount Messenger, and an active member of the school's creative agency. Her writing and copyediting skills enable her to produce quality content for KC.

IT SPECIALIST
BRIAN TILMAN

Brian started working for KC in May as the IT Specialist for the Newburgh office. His technical expertise allows him to manage and maintain the office's online backup system, file security, and software. He also oversees both wired and wireless network security, ensuring that KC's day-to-day operations run smoothly.

CIVIL ENGINEER
ABDULLAH YOUSEF, E.I.T.

A former intern with KC for multiple summers, Abdullah was officially hired to work for KC in June after graduating from Manhattan College. He is a national member of the American Society of Civil Engineers with an excellent grasp of the principles of engineering and has experience in traditional art and logo design.

CIVIL ENGINEER
SRINIVAS DASARI, PMP

KC's NYC office was happy to welcome Srinivas in June. A graduate of Southern Illinois University with a Master's in transportation engineering, he previously worked as both a Traffic Design and Transportation Engineer; he is also a project management professional. His broad experience will help KC tackle many new contracts.

KC staff have had an active first half of the year furthering their professional development.

Associates / Project Engineers Kelli Capka, P.E., P.T.O.E. and Julian Llorente, P.E., P.T.O.E. each earned their Professional Traffic Operations Engineer certifications and Benson Lam, E.I.T. passed the FE exam.

Great job, team!

PERSPECTIVES:
CASHLESS TOLLING

KC Staff share their experiences as the project draws to a close.

The New York State Thruway Authority's (NYSTA's) Cashless Tolling design-build project is one of the largest projects that NYSTA has ever undertaken, involving the design and construction of cashless tolling statewide on the Thruway ticketed system from approximately Thruway Exits 16 to 61 (MP 45.00 to MP 496.00), and saving travel time, reducing traffic, minimizing greenhouse gas emissions, and benefiting the approximately 267 million vehicles that travel the Thruway each year.

The Cashless Tolling Constructors, LLC (CTC) Team, which includes KC, was selected as the Best Value Team to perform the work on this project. KC is Lead Designer along with Stantec Consulting Services Inc. KC leads the Structural Engineering Team, with work that includes providing design for four different types of gantries; generators / mechanical, electrical, and plumbing; and communication buildings, including tie-in points to existing power and fiber sources, adequate parking space, and safe access for maintenance personnel. KC also performs quality management, surveying, and civil and utility engineering services.

In mid-November 2020, the project went live, more than 1 month ahead of schedule. 2021 has brought toll booth removals, asbestos and hazardous material abatement, and final construction and paving work, with final project completion to occur before the end of the year.

Cashless Tolling is one of KC's largest projects, and as such, all KC staff have been involved in the project. As the project draws to a close, we talked with several KC employees about their experience working on the project.

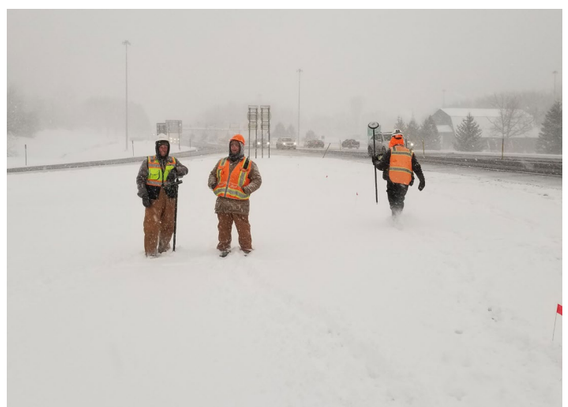
KELLI CAPKA, P.E., P.T.O.E.
LEAD CIVIL ENGINEER (KC)

The work my Civil Engineering Team did on the Cashless Tolling project was very rewarding. The CTC Team replaced the old toll booths with new overhead gantries, designed by KC, so that drivers can maintain their speed along the highway without stopping to pick up a ticket or physically pay a toll. This project was fairly challenging for a variety of reasons – we worked with four different construction companies and one other designer, we were implementing brand new technology, and we had a tight deadline.

We were constantly striving to produce the best possible solutions while maintaining the quality of work and staying on schedule. KC's Civil Engineering Team worked quickly and effectively to produce the design plans and kept up the pace and quality of work as the pandemic set in and everyone turned to remote work. Our Team approached the project with a ton of enthusiasm and dedication, which I am very proud of – the factors in our success on this project are a perfect example of how KC approaches many complex projects. We worked seamlessly between the KC offices, with nearly every engineer in the company involved at some point in this project. I personally learned a lot during this project, and it has been rewarding to see how much the younger engineers have learned as well, setting us up for more success in the future! After the success of this project, I can confidently say there is no project we cannot handle.

One of my favorite parts of my job is seeing the built product at the end. The Cashless Tolling design-build project provided the perfect opportunity for that. In fact, I recently drove through an old toll plaza and new gantry system that I designed! I am proud of my work and the real-life positive impact it has on society.

KEVIN JENKINS
SURVEY PARTY CHIEF



This was a project for which we used our laser scanners on a large scale. We used multiple crews, each with their own scanner, to gather an immense amount of data. The instruments allowed us to survey roadways without being in the path of traffic. Without the scanners, this would have been an impossible task because we were working on the heavily traveled New York State Thruway system in dangerous areas. The project took us all over New York State, including Harriman, Albany, Syracuse, Buffalo, Ripley, and everywhere in between.

The biggest challenges on this project included the large amount of traveling required, time management, working with traffic safety crews, and completing assignments in a timely manner on an accelerated schedule. Thankfully, we were able to meet and address these challenges to provide the best results to NYSTA. As we were working far away from the office, it was crucial to be prepared and independent of the office to keep up productivity. Workstation laptops were a huge benefit to our work. When you are sharing a hotel room with other Survey Team Members for most of the week, one can start to feel claustrophobic from constantly working and living together. However, the KC Survey Team is close-knit, and we work well as a group, so deployments were enjoyable.

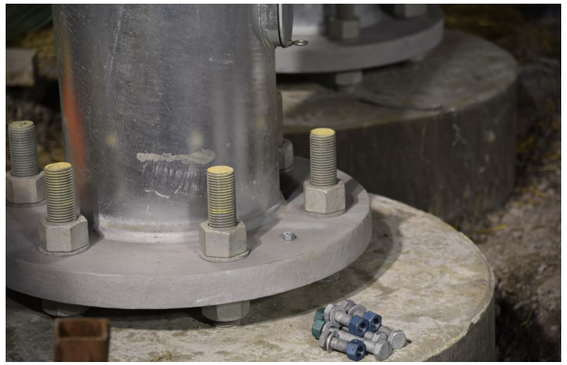
EVAN THOMAS
PROPOSAL LEAD, QC AUDITOR

Working on the Cashless Tolling design-build project has been a very fulfilling experience. I have been working on Cashless Tolling since January 2019, having begun my work on the project as the Proposal Lead for the Request for Proposals (RFP) submission.

In the proposal phase, I coordinated with dozens of contractors and consultants in order to receive the information needed to develop the RFP narratives explaining design, construction, and quality approaches as well as to receive the required legal, financial, experience and performance, schedule, forms, cost, and organizational information. I became an expert in the project requirements over the course of writing and compiling the proposal, which served me well as I was frequently contacted by members of the Team with a wide variety of questions and requests.

As is the case with all work, time management was of paramount importance during the proposal phase. Teamwork was also integral to preparing the winning proposal: a great Team makes all the difference. The Marketing Department is a talented and dedicated Team, and we are always willing to help each other as needed, and this proposal was no exception. Due to the sheer number of pages and copies required of the three proposal volumes, final printing and assembly required all-hands-on-deck in the Marketing Department. The three volumes of the proposal came in at ~850 pages altogether, with several copies of each volume required. The printing and assembly process had the added benefit of helping newer Marketing Team Members familiarize themselves with the unique requirements of design-build projects.

After we were designated as the Best Value Team, my role transitioned to Project Quality Control (QC) Auditor. In this role, I assist in providing quality management services for the life of the project, including maintaining the project-specific Quality Control Plan (QCP) and other Project Management Plans as needed by coordinating periodic Team review and updating documents. I assist the Quality Manager in training project staff in the QC processes developed for the project, attend project meetings, and report on the status of the QCP, non-conformance reports (NCRs), and other open QC items. I also maintain the NCR log, ensuring that the responsible parties fill out and resolve NCRs in a timely manner. Additionally, I act as Document Control for QC documents; prepare the Monthly QC Reports for Design and Construction; and conduct quarterly design and construction QC audits.



This role has been rewarding for me. Having been Proposal Lead, I am well-versed in the project requirements as well as the project commitments we made in the proposal and QCP. Furthermore, my ISO training has enabled me to perform this role with quality at the forefront, and I am proud to help ensure a quality finished project. I have learned a lot from working directly with Raj and other members of the Team, attending project meetings with NYSTA and CTC Team Members, and performing my project duties. While this project ends soon, I look forward to applying my expertise to future projects!

RAY ABBIATICI, E.I.T.

DESIGN PRODUCTION MANAGER

DESIGNER FOR BUILDINGS AND TOLL SYSTEMS

In my time at KC, no project has provided as many unique challenges and opportunities as NYSTA's Cashless Tolling design-build project. Spanning nearly 500 miles, this capital infrastructure modernization project required all members of the KC Team to demonstrate their skills in interdisciplinary design and coordination. It is no exaggeration to say that the entire KC Team did just that. When CTC was designated as the Best Value Team in June 2019, KC promptly got to work. Crews were dispatched across the state to begin collecting data in support of an aggressive design schedule. In the early stages of the work, survey and design activities were scheduled simultaneously to maximize efficiency and accelerate construction start dates. Kelli Capka, P.E., P.T.O.E., Lead Civil Engineer for KC's portion of the work, guided designers across KC in plan development for the re-alignment of 16 Exits and 5 Terminus locations. Kelli and her Team worked in constant coordination with our partners at CTC to ensure that all designs not only met or exceeded the expectations of NYSTA but did so in a way that could be constructed safely and efficiently.

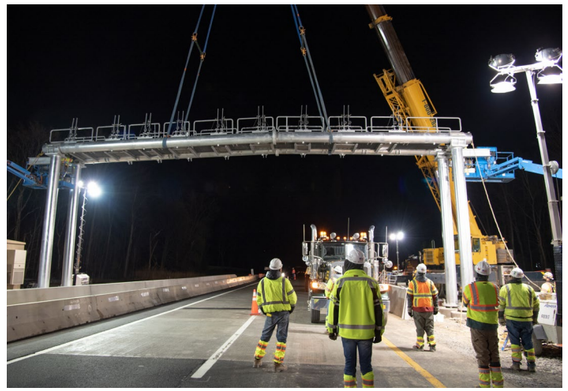
I provided design support to KC's Buildings Group and maintained constant coordination with our structural engineers, fabricators, and NYSTA's system integrators. In this position, I sat at the crossroads of key design and construction groups and reviewed all deliverables for consistency, compatibility, and adherence to the project goals. I had the unique pleasure of working with each design lead individually and witnessed first-hand the breadth of KC's design expertise, including KC's seamless integration of the system's electrical components with the building and gantry designs.

Furthermore, I cannot overstate the praise that is owed to KC's Structural Engineering Team for the hard work and ingenuity they demonstrated on this project. Two of KC's youngest engineers stepped up to the plate to develop designs that were the first of their kind, providing value to our clients and partners. One designer developed new equipment access mechanisms to slash maintenance costs for NYSTA and worked with the Fabrication Team to make them a reality. The other created a unique moment frame design that drastically reduced the quantity of steel required to complete the work. Each Team Member contributed a unique blend of experience and creativity to help make this project a success.

As the project comes to a close this year, I reflect on the friendships I have made both inside and outside KC due to our teamwork on this project. The size and scope of this project really showcased the bright minds and supportive personalities here at KC and pushed all contributors to deliver their best work. Projects like this really show what KC is capable of, and I look forward to working on more just like it.

CALEB STEVENS, E.I.T.

CIVIL ENGINEER



Cashless Tolling has been my favorite project that I have worked on during my time at KC. This was a large project with the design phase taking about 1.5 years to complete. On this project, I was a Civil Engineer on a Team that created multiple full plan sets. I helped with several civil drawings associated with gantry installations.

I gained useful skills and experience from working on this project. The project timeline was accelerated, and we had many design limitations at multiple locations that required creative solutions. I learned how to quickly draft full plan sets and coordinate between different Teams, including the Signage, Work Zone Traffic Control (WZTC), Drainage, and Structural Engineering Teams. It was key to keep everyone on the same page to ensure the best quality of work, including making sure that the same work was not done by multiple people and that information was accurate on all pages. Since the KC Team worked on the wiring for the gantry, I learned a lot about setting up electrical plans, which was a unique experience for me.

Challenges on this project included working with sudden requests for changes to the design from various stakeholders. Going back and redoing work had the potential to cause stress and delay, but the KC Team managed these incidents efficiently.

It was great experience for me to observe how traffic was properly diverged based on our plans as well as to experience the entire construction process first-hand from gantry erection to the in-between stages (including with the gantries installed but not activated yet) through to Go-Live and final construction / removal work. Φ

INFRASTRUCTURE
IN A POST-COVID WORLD

Last year, due to the COVID-19 Pandemic, there was a discernible decrease in vehicular traffic, resulting in reduced air pollution, fewer accidents, and decreased wear and tear on our roads and bridges.

Rail passenger numbers fell to the lowest figure since at least 1872, and airline ticket costs plummeted as the hospitality industry struggled. As explored in the July 2020 Newsletter, this decrease in traffic resulted in an unseen benefit of safer working conditions for workers making critical infrastructure improvements.

This year, as we gradually return to a sense of normalcy, warm weather and the rapid rollout of the vaccines have sparked a marked surge in the desire to travel, a trend that is poised to continue as the economy continues to improve. Across the nation, people are returning to highways, airways, and waterways, finally acting on their pent-up urges to dine out, vacation, and spend quality time with family and friends at events and locales that were shuttered last summer. This shift has drawn attention to the broad topic of the United States' deteriorating infrastructure, which in turn has spurred Americans to reevaluate the way urban space is utilized and prompted public deliberation over how our systems can be improved upon as we maneuver out of the pandemic.

During the summer of 2020, streets in various cities were transformed from passages for cars and trucks into travelways and gathering places for pedestrians. For example, streetside parking became outdoor dining patios for restaurants, bars, and cafes as they were forced by outdoor-only dining regulations to think creatively. Favorable public feedback led to many of these fixtures becoming seasonal or even permanent as foot traffic was prioritized over vehicular traffic. As the pandemic continues to wind down, in some areas leisure is continuing to be prioritized over vehicular accessibility – a mindset perhaps stemming from what experts call the "post-COVID luxury spending boom." As "quarantine fatigue" drove residents to escape and get fresh air by going on frequent walks and bike rides, a growing number of city-goers opted to embrace modern alternatives to conventional transit methods. Municipalities began adding or widening pedestrian walkways and implementing bicycle lane networks to keep up with demand, emboldened to work quickly by the lack of traffic on the roads.

As citizens have continued to embrace travel alternatives, cities have begun to give credence to the concept of removing aged highways and replacing them with more walkable roads that would reconnect neighborhoods, afford room for new housing, and incorporate elements of green infrastructure such as bioswales and urban forests. One of the latest cities to put these ideas into practice, Rochester, New York, has removed a largely unused segment of its sunken Inner Loop freeway, filling the empty space with dirt and constructing roads atop it. The location is now a blooming neighborhood complete with apartments, shops, bicycle lanes, and pedestrian pathways. Similar proposals are at various stages of debate or implementation in cities nationwide.

The American Jobs Plan, part of a recently proposed COVID-19 recovery agenda, could provide funding that would allow other major cities to take on projects of a similar nature, among various other priorities. It pledges to invest billions of dollars in the rehabilitation and renewal of the country's infrastructure, funds that may allow states to modernize tens of thousands of miles of highways and roads, repair and/or replace thousands of dilapidated bridges, replace thousands of aged buses and rail cars, and renew and expand neglected airports, waterways, walkways, bikeways, and transit / rail centers as appropriate. Juxtaposed with the evolving needs of the American people, the plan potentially symbolizes the beginning of a massive upheaval of infrastructure in the United States.

KC eagerly anticipates the opportunities that renewed infrastructure spending will bring. In addition to road and bridge projects, our firm has extensive experience designing and inspecting a wide variety of facets of infrastructure, including shared-use paths, parking facilities, site lighting, pedestrian walkways and curbing, bioswales, and water and wastewater solutions. KC employees also develop effective WZTC plans that keep both construction workers and citizens safe at all times, a necessity as infrastructure work accelerates in tandem with vehicular traffic returning to our travelways.

Regardless of the scope of work, our experienced multidisciplinary professionals are more than equipped to tackle complex projects and contribute to the much-needed revitalization of our nation's critical infrastructure systems while remaining flexible in adapting to the changing priorities of the industry and traveling public. Working as a team, KC's talented professionals will assuredly provide future generations with sustainable infrastructure solutions that will endure for decades to come. Φ

THE LONG CRAWL

Before they could make history, the rocket had to get to the launchpad.

July 20th marks the 52nd anniversary of the first time that humanity set foot on the moon.

This momentous occasion in human history was made possible by the many engineers from a wide variety of engineering disciplines all working in tandem to make sure that Commander Neil Armstrong, Lunar Module Pilot Buzz Aldrin, and Command Module Pilot Michael Collins safely reached the moon and returned to Earth. This great journey of ~240,000 miles through the cosmos to our only natural satellite and back was preceded by a much shorter, oft overlooked journey for the Saturn V rocket on which the Apollo 11 crew traveled: the 3.4-mile trip between the Vehicle Assembly Building and Launch Complex 39A.

3.4 miles may seem like a drop in the bucket compared to a trip to the moon, but this journey came with its own logistical challenges. After assembly at the Vehicle Assembly Building, the Saturn V rocket was loaded onto the largest self-powered land vehicle in history, a Crawler-Transporter, and then moved to the launchpad at a snail's pace of one mile per hour.

The road on which the Crawler-Transporter traveled is called, fittingly, the Crawlerway. The Crawlerway itself is a civil engineering marvel: finished in 1964, it is 130 feet wide

and double-tracked to accommodate the Crawler-Transporter. Resembling a highway, the 2 lanes are 40 feet wide and separated by a median that is 50 feet wide. But while highways are designed to carry the weight of cars, trucks, and other ordinary vehicles, the Crawlerway was designed to carry a live load of up to 26 million pounds: enough to accommodate the combined weight of the Saturn V rocket and its Crawler-Transporter, which equated to roughly 17 million pounds.

When initially constructed, the Crawlerway was topped with 4-8 inches of Alabama and Tennessee river rocks, which have low friction properties, reducing the likelihood of dangerous sparks from the treads of the Crawler-Transporter as it moved over the rocks. Underneath the top layer lay 4 feet of graded and crushed stone, followed by 2.5 feet of select fill, and 1 foot of compact fill.

The Crawlerway accommodated the Crawler-Transporter through the entirety of the Apollo Program as well as the Space Shuttle Program, which ended in 2011. The Space Shuttle was much lighter, reducing the amount of gradual wear and tear on the Crawlerway. However, in its decades of service, the Crawlerway had become compacted and was encountering similar problems that afflict some other roadways, such as drainage issues. For example, in 2010, a Crawler-Transporter moving the Space Shuttle Endeavor to the launchpad became stuck in mud as rain saturated the Crawlerway.

It became increasingly clear that the Crawlerway needed upgrades and repairs to accommodate increased loads expected from future rockets. In 2014, the Crawlerway got its first set of major repairs since its construction exactly 50 years before.

*All photos on this spread courtesy of NASA.

Existing rock and asphalt were removed and replaced to restore the Crawlerway to its original elevation, and it was also widened. These improvements have extended the Crawlerway's useful life well into the future.

Regardless of whether a roadway carries the largest self-powered land vehicle ever produced or smaller motorized vehicles like cars, buses, and trucks, all roadways need regular maintenance to stay in tip-top shape.

KC's Civil and Traffic Engineers effectively and efficiently plan, design, and oversee highway / roadway work, intersection improvements, parking facilities, maintenance and protection of traffic plans, utility relocations, site lighting, curbs, and sidewalks in order to provide smooth transitions and long-lasting results. Φ

PROJECT HIGHLIGHTS

KC's diverse worklog demands meticulous attention to detail, and our highly capable staff is always ready to rise to the occasion.

NEW AWARD: Contract D037949: Regional Design Services Agreement (RDSA) for Highways and Bridges, Region 8, New York State Department of Transportation (NYSDOT): KC recently won assignments -02, -03, -04, and -05 under this term agreement, for which KC will be providing routine and moderately complex planning, design, project development, and construction support services for highway and bridge projects in Region 8.

NEW AWARD: Contract D038105: Design and Rehabilitation of the Brooklyn-Queens Expressway (I-278) Viaduct, NYSDOT: Beginning in the fall, KC will be providing design services as a subconsultant, including for concrete deck replacement, structural steel repairs, and bridge bearing repairs and replacement. KC will also provide surveying services.

NEW AWARD: Contract D038113: Design and Bridge Rehabilitation of the Fort Hamilton Parkway over Gowanus Expressway (I-278), NYSDOT: KC is addressing the bridge's structural deficiencies and designing the repairs and replacement for the structural deck and approach slabs, impacted steel girder, bearing and deck joints, columns, cap beams, and pedestals.

NEW AWARD: Contract D038123: Construction Inspection (CI) Services for Bridge Rehabilitation, Region 8, NYSDOT: This year-long project will involve taking corrective and preventative maintenance actions to extend the service life of bridges in various counties in Region 8 by ensuring that the contractors adhere to all required construction regulations. The project scope includes detailed inspection, on-site field testing of materials as necessary, and the consolidation of total cost estimates.

NEW AWARD: Contract D038127: CI Services, Providing an Auxiliary Lane on the Eastbound Long Island Expressway (LIE, I-495) in Region 11, NYSDOT: In the fall, KC will begin performing CI services for a project that will construct an auxiliary lane on the Eastbound LIE.

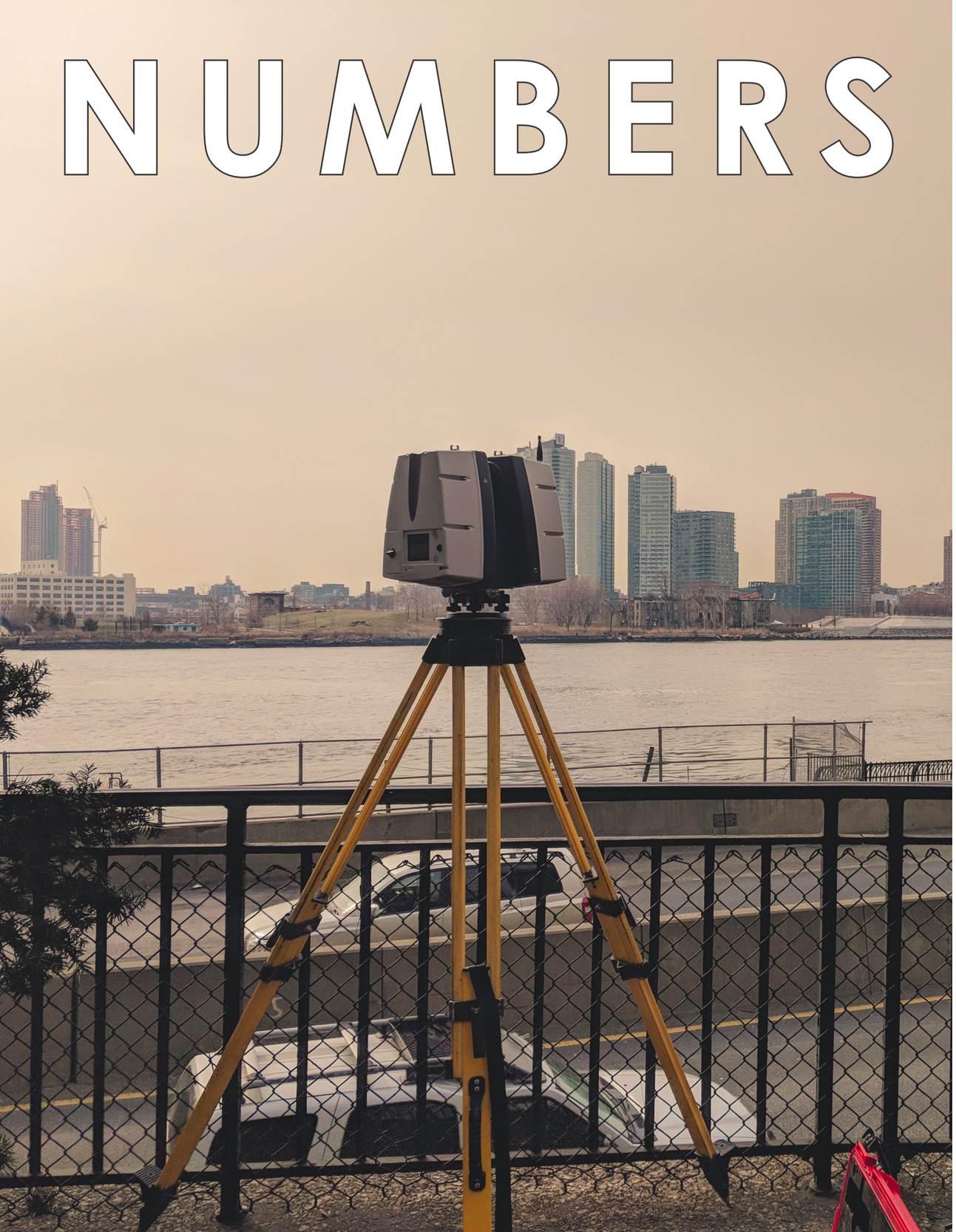
NEW AWARD: Contract D038085: RDSA for Highways and Bridges, Region 10, NYSDOT: KC is creating preliminary and final designs for various highway and bridge projects throughout Region 10 as a subconsultant for this five-year RDSA.

NEW AWARD: Orange County Resilience Plan, Orange County Department of Public Works: As a subconsultant, KC will collaborate with the Orange County Department of Planning (OCPD) and a variety of stakeholders to develop a written County Resilience Plan that will address climate change risks and vulnerabilities associated with an increase in frequency and severity of storm and precipitation events. KC will identify the projects necessary to make Orange County more resilient with regard to civil engineering and code compliance services.

NEW AWARD: D038008: Statewide RDSA, NYSDOT: This project consists of creating designs for highway and bridge projects across New York state, as well as providing services such as design and ROW survey and mapping, environmental assessments and studies, in-depth bridge inspection, and construction support. Φ

For Contract D038105: Design and Rehabilitation of the Brooklyn-Queens Expressway (I-278) Viaduct, KC will be performing design and surveying services.

NUMBERS



44 ***New opportunities awarded in 2021 so far***
KC continually wins new jobs thanks to our qualifications and our leadership.

5 ***Municipalities where KC is the Municipal Engineer***
We take pride in serving our clients, especially when it benefits our local communities and residences.

135 ***Proposals submitted in 2021 so far***
KC's project managers, in tandem with the marketing group, produce a steady stream of new proposals, keeping KC at the forefront of the industry.

285 ***Milestones completed in 2021 so far***
Project milestones, sometimes called "tasks," define key developments. KC works to complete all projects on or ahead of schedule.

135 ***KC employees***
KC's staff is comprised of engineers from many disciplines, land surveyors, inspectors, and administrative staff.

2 ***KC offices***
KC is currently located in New York, NY with a regional office in Newburgh, NY.

2 ***Career positions currently listed on KC's website***
There are plenty of opportunities to join KC, and new ones are always being added. Visit our website's career page at www.kcepc.com/careers to find out more.