

NEWSLETTER

JULY
2025



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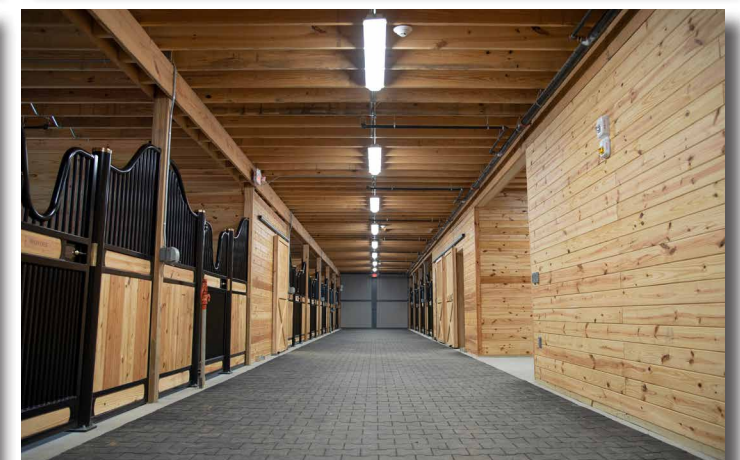
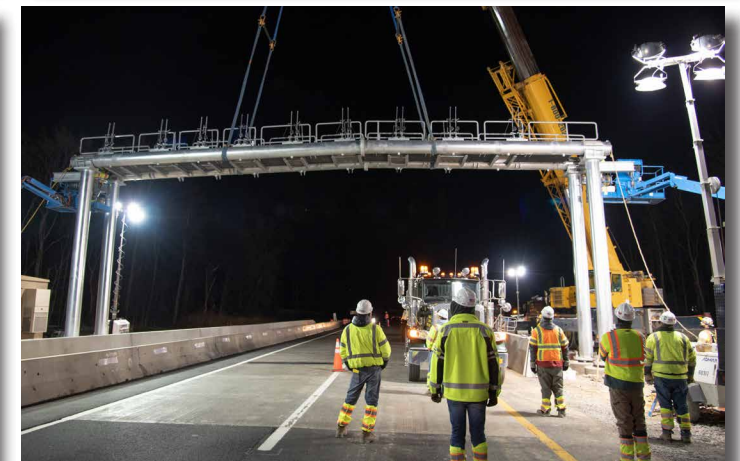
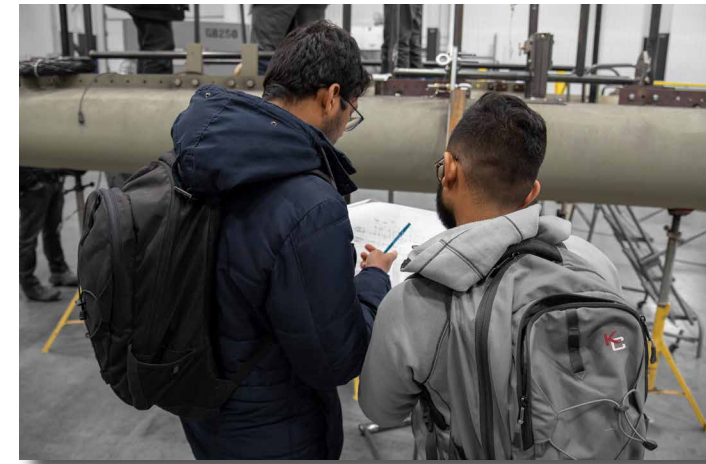
LANDMARK LEGISLATION

The landmark Americans With Disabilities Act (ADA) 35 years on.

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Statistics about KC.





「A LETTER FROM RAJ RAVILLA」

Hello KC family and friends.

As many of you know, KC recently finished our work as Lead Designer on the New York State Department of Transportation (NYSDOT) I-81 Viaduct Phase 1, Contract 2 design-build project. With the bulk of our work on this project complete, I thought it would be pertinent to explore some KC staff perspectives in this Newsletter's main feature, including discussions on their role on the project, any challenges faced, useful skills and experience that they gained, and critical issues that the project addressed.

These valuable reflections and lessons learned can aid us in our pursuit and successful execution of future projects, including and

especially the I-81 Viaduct Phase 2, Contract 6 project. Our RFQ for this important project was submitted this month; I anticipate the shortlist announcement and RFP release next month with proposals due in the first couple of months of 2026. Based on the quality of our staff, innovative approach, and relevant experience, including our excellent work on Contract 2, I expect that we have a good shot at being selected as the best-value team.

As we await good news, I encourage you to read your fellow KC employees' perspectives on Contract 2 and reflect upon your own experience on this project, and how you can use what you learned to continue to deliver great work for our clients on all of our projects.

KC has remained steadfast in continuous improvement in our processes and approaches.

Speaking of good news, we were recently shortlisted for the New Jersey Department of Transportation (NJDOT) Route 50 Bridge over Cedar Swamp Creek design-build project. This is our first significant foray into working with NJDOT, and the strength of our team and our proposal has resulted in our team being shortlisted for their first-ever design-build project. Since we entered the design-build industry in 2014, KC has remained steadfast in continuous improvement of our processes and approaches to these risky yet rewarding mega-projects, resulting in several major successes over the past decade.

KC has also made strides in expanding our geographic footprint. In addition to our success with I-81 Viaduct Phase 1, Contract 2 in Syracuse, KC was recently awarded a major construction inspection term agreement with the New York State Thruway Authority (NYSTA) in the Syracuse Division. While we are well known regionally for our high-quality work in the New York metropolitan area, I hope to continue expanding into the Syracuse region as well as other regions, including the Albany region where we opened an office in 2022.

Our forward-thinking approach to every project continues to be recognized by our peers. The East Midtown Greenway project in New York City was recognized by Engineering News-Record as the Best of the Best 2024 in the category of Landscape / Urban Development. KC provided structural engineering and surveying services for this important and acclaimed project to revitalize the East Midtown waterfront in New York City, and I am honored that KC was recognized for our work.

Finally, KC has many compelling projects on our radar that our marketing department and project managers are actively pursuing. I look forward to finishing 2025 on a high note; let's continue to support each other this year and beyond, as effective collaboration and teamwork enable us to continue to provide our best work to our clients and the public that we serve.

-RAJ

「MILESTONES」

Today and every day, KC celebrates our employees.



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**ANAND LALCHANDANI, P.E.
SR. ENGINEERING AUDIT
SPECIALIST**

Andy has been with KC for 15 years, and his expertise in auditing, design, construction, management, and inspection has been essential to his role at the New York City Department of Environmental Protection (NYCDEP) Office of Engineering Audits (OEA). He oversees the audit team and has resolved complex contract interpretation and audit issues throughout his career, helping the City to receive appropriate value under the terms of the contracts.



10

**ANDREW TRACEY, P.E.
CIVIL ENGINEER III**

Andrew recently passed the 10-year mark at KC. In his 10 years with the company, he has been involved with some of our biggest projects in various capacities, including as a Civil Engineer on several design-build projects and as an Inspector on several municipal engineering projects. His dedication to engineering over the past decade has paid off: He recently earned his P.E. license in New York State. Congratulations, Andrew!



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**VLADIMIROU ARISTODEMOU, E.I.T.
SR. ENGINEERING AUDITOR**

Vladimiros is celebrating 10 years with KC this quarter. He has over three decades of engineering, inspection, and project management experience, which has included responsibility for project activities and oversight of engineers from project start to completion. He is an experienced Engineering Auditor and is currently working with the NYCDEP OEA where he evaluates the quality and progress of projects and reviews and processes change orders.



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**EVAN HIRSCHMANN
SURVEY TECHNICIAN**

Evan has been working as a Survey Technician at KC for five years. He joined KC not long after graduating from Rowan University, and with experience in survey fundamentals and environmental development, he hit the ground running at KC, providing survey for some of our biggest projects. He also serves as our in-house Drone Operator.



NEW

**SOUNDARYA GOPALSAMY
CIVIL ENGINEER II**

Soundarya joined KC in January with three years of work experience, including as an Associate Project Manager for a contractor working with the Great Lakes Water Authority and as a Design Engineer for infrastructure projects creating and developing construction plans for the City of Columbus, Ohio.



NEW

**YIQING XUE
STRUCTURAL ENGINEER I**

Yiqing joined KC after completing her Master's in Structural Engineering from Columbia University. Her internship experience included structural analysis and design. At KC, she has worked on I-81 Viaduct Phase 1, Contract 2 on the as-built for bridge 7 and on Contract 6, drafting framing plans and typical sections.



THOMAS SHERIDAN
SURVEY TECHNICIAN

Thomas became a member of the KC team in February as a Survey Technician. He previously worked an internship in the KC survey department back in summer 2023, where he gained experience in the fundamentals of land surveying and got to know the team. It is always exciting when our interns come back to work with KC full-time!



BRAYDEN JAECKEL
SURVEY TECHNICIAN

Brayden, who joined KC in February as a Survey Technician, is assisting the survey department in data collection and measurements in the field, equipment maintenance and calibration, data management and processing, survey quality assurance (QA) and verification, and on-site coordination and reporting.



JACOBE BALQUIN, E.I.T.
STRUCTURAL ENGINEER I

Jacobe joined KC in March. A recent graduate of SUNY Buffalo, his studies included structural analysis, steel design, concrete design, hydraulics, hydrology, and brownfield restoration. His internship work included providing standard connections for several projects in NYC, including crane design and loading pattern analysis.



HOPE ETNOYER
GEOTECHNICAL ENGINEER I

Hope graduated this past May with a B.S. in Geological Engineering and is an active member of several professional organizations. She says: "My experience includes working as a geotechnical engineering intern where I designed hydraulic structures. I'm studying for my FE and FG exams which I plan to take in October of this year."



MUBASHIR MIAN
OFFICE ENGINEER

Mubashir has over 24 years of experience and has held key roles on major NYC projects. He says: "I specialize in utility installations, contract administration, scheduling, cost estimating, and change order negotiation, offering strong leadership, technical expertise, and problem-solving skills in high-pressure environments."



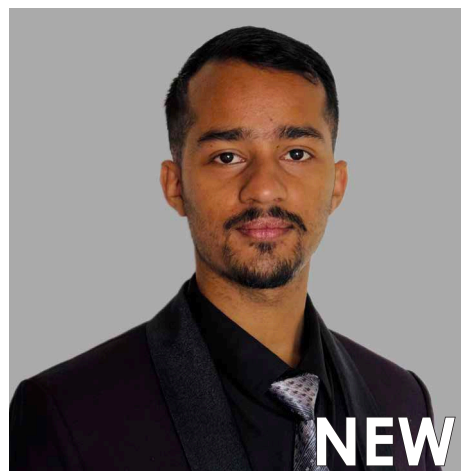
MEHRABAN AHOURAIE, P.E.
RESIDENT ENGINEER

Mehraban started working with KC on the NYC Department of Design and Construction (NYCDDC) SEQNS003 project in June. He has spent much of his career working as an Inspector, Resident Engineer, and Engineer-In-Charge, managing capital construction projects totaling \$70M annually and leading teams of up to 30 personnel.



HARSHAL EKNATH RATHOD
CIVIL ENGINEER

Harshal became a member of KC's NYCDEP auditing team and has several years of experience managing large infrastructure projects in NYC. He says: "I am passionate about delivering high-quality, cost-effective infrastructure solutions that positively impact communities, and I am excited to contribute to KC's continued success."



BIKESH SEDHAIN, E.I.T.
STRUCTURAL ENGINEER I

Bikesh joined KC in May. He recently earned his Master's in Civil Engineering and has experience in bridge and building design. He says: "I'm excited to have been given enough time and guidance at KC to build a strong foundation, preparing me to take on tasks independently, while also motivating me to keep pushing my learning further."



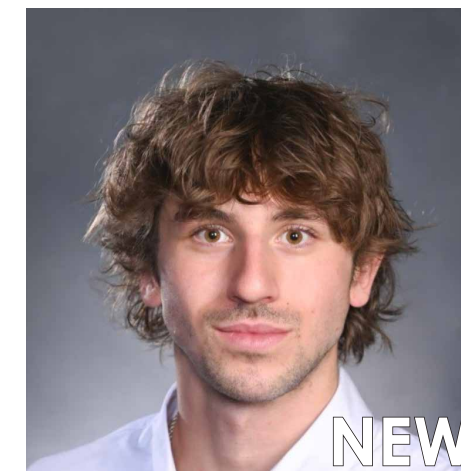
NABIL ASAAD, P.E.
RESIDENT ENGINEER

Nabil joined KC with 25 years of experience providing management and inspection services for NYC projects. He has experience as a Resident Engineer, Quality Manager, and Project Manager and is skilled at ensuring that design and construction are being performed in accordance with the project requirements.



JACKELINE LA RIVA
CIVIL ENGINEER I

Jackeline recently graduated with a degree in Civil Engineering and was the Engineering Student Body President her senior year. She is a member of multiple engineering organizations and has internship experience in the fields of civil, transportation, and surface water. She says: "I can't wait to keep growing my career here at KC!"



GRANT ELLIS
GEOTECHNICAL ENGINEER I

Grant became a member of the KC geotechnical engineering team in June. He says: "I am a recent graduate from Bucknell University with two years of internship experience with two other geotechnical engineering firms involving heavy infrastructure projects. I am excited to apply my knowledge and skills towards projects at KC."



MOHAMMAD FAOURI
INSPECTOR

Mohammad joined KC with five years of inspection experience in the New York metropolitan area. He says: "I graduated with a Bachelor's degree in Civil Engineering from NJIT. My experience so far has taken me to many different projects, such as the Queensboro Bridge, Manhattan Bridge, and New York highways."



RAKESH SUTHARI
CIVIL ENGINEER I

Rakesh became a KC employee in June, having recently earned his Master's in Civil Engineering from Cleveland State University. He says: "I have a background in roadway and site design and I am excited to contribute to KC's infrastructure projects and to continue growing professionally with the team."



ANTHONY CARLUCCI
CIVIL ENGINEER INTERN

Anthony is interning with KC this summer. He says: "I am currently in the undergraduate program at Rutgers University. KC has given me a great opportunity to delve into the work of a Civil Engineer for the first time. My time has been spent helping with plans in CAD, along with expanding my toolset through training and the team's knowledge / experience."



KIRTAN PATEL
STRUCTURAL ENGINEER INTERN

Kirtan is an intern in KC's structural engineering department. She says: "I am a Master's student in Civil Engineering at Stevens Institute of Technology. At KC, I am gaining hands-on experience in infrastructure projects, and I am enthusiastic about continuing my professional journey with the firm and I am set to graduate in December 2025."



RAM SHARMA, P.E., ENV SP
SR. ASSOCIATE / PROJECT MANAGER

Ram recently re-joined the KC team. An experienced Structural Engineer, he has experience designing a wide variety of structures, including bridges, culverts, retaining walls, and temporary construction supports. Ram has been Lead Structural Engineer on some of KC's most important projects, including I-81 Contract 2.

NO PHOTO

RETURNING

JOSEPH ALKHATEEB
CHIEF INSPECTOR

Joseph re-joined KC in March. He has 16 years of experience in project management, QA / QC, structural and civil engineering, planning and design, and construction inspection. He is currently providing inspection services for the NYSTA Term Agreement for Construction Inspection in the Syracuse Division project.



KC Vice President / Director of Engineering Nancy Clark, P.E., ENV SP was named as a Trailblazer in Construction by City & State NY for her history of mentorship, leadership, and advocacy. Congratulations, Nancy!!



CORPORATE CHALLENGE RUN

On Wednesday, May 28th, at 6:45 PM, 13 KC employees participated in the Corporate Challenge: a 3.5-mile run in Central Park. It is the biggest corporate running event in the world.

Sr. Associate / Project Manager Kelli Capka acted as team captain. Despite the pouring rain on the day of the run, KC employees joined together for a day of running fun. Kelli says: "Everyone was in good spirits and gave it their best!"

While fun was had by all, the run was also for a good cause: proceeds from the run supported the Central Park Conservancy, an organization dedicated to the care and preservation of Central Park for future generations to enjoy.

The KC team results can be viewed [here](#). Great job, team! φ



I-81 REFLECTIONS: STAFF PERSPECTIVES

KC staff reflect on lessons learned after the conclusion of design work.

The scope of work for the NYSDOT I-81 Viaduct Phase 1, Contract 2 design-build project included improvements to the new section of I-81 between I-690 and Kirkville Road, 2 bridges over the CSX Rail Yard, the new section of I-81 between Interchange 4 and Interchange 3, and the NYS Route 5 / 92 intersection; reconstruction of portions of Interchange 3 and I-481 NB over Route 290 and the existing I-81 / I-481 Southern Interchange; replacement of 2 bridges over Route 290; removal of 5 bridges and construction of 8 new superstructures and substructures; installation of noise walls along I-81 between Rock Cut Road and I-81 / I-690 Interchange; and installation of an aesthetic visual barrier wall along BL-81.

As Lead Designer and Quality Manager, KC was responsible for leading the design effort. KC provided complete structural design of the bridges and all permanent and temporary structures, such as retaining walls, barriers, and signage; highway design; pavement design; utility trench restoration; and drainage and stormwater design.

KC was also responsible for planning and implementing work zone traffic control (WZTC) and maintaining vehicular traffic access at the project sites. Additionally, KC supported the contractor in reviewing shop drawings, responding to requests for information (RFIs), and attending construction phase meetings.

The project included major bridge improvement, demolition, and/or replacement and highway reconstruction in an urban area with many adjacent projects, communities, and businesses.

Two of the structures in this contract passed over the CSX Freight Forwarding Service yard in East Syracuse. The schedule incorporated

maintenance of all active CSX operations and working around active tracks requirements and restrictions.

KC's geotechnical scope of work included geotechnical investigation with standard penetration testing (SPT) and cone penetration testing (CPT) borings; overseeing geophysical survey for the evaluation of possible Karst formations; performing design and analysis of pile foundations for the replacement bridges, including two 14-span bridges over the CSX railway track; preparing design of tieback anchors, retaining walls with heights up to 40 feet, drilled shaft foundations for noise walls, sign structures, and Geosynthetic Reinforced Soil (GRS) walls; performing slope stability analyses, shop drawing reviews, and constructability reviews; preparing geotechnical report submissions; evaluating the suitability of subsurface soils for infiltration basins; preparing final drawings and construction notes; and coordinating design changes based on field constraints.

I-81 Viaduct Phase 1, Contract 2 was one of KC's largest projects, and as such, most KC staff were involved in the project in some capacity. With the design phase now completed, we talked with several KC employees about their experience working on the project.



East Brighton SB at East Glen Avenue (before)

JOSEPH ZACHARIA, P.E., DBIA, ENV SP
PRINCIPAL / SR. PROJECT MANAGER



As Design Manager for I-81 Viaduct Phase 1, Contract 2, I was responsible for coordinating all project-related design matters, which included ensuring that the design met all project requirements; managing engineers and technicians assigned to the project; assigning work to senior design engineers, design engineers, checkers, CADD operators, and technicians based on their levels of experience and complexity of the project task; certifying each design unit; and overseeing the design process and meeting design standards and requirements through coordination with the design discipline leads. I also performed design-side auditing, coordinated environmental support, ensured that permits were obtained in a timely manner, and coordinated with NYSDOT design support groups, the Design Quality Control (QC) Engineer, Resident Engineer, and Construction QC Engineer for resolution of design-related technical issues in the field and preparation of responses to RFIs. I was also responsible for the preparation and certification of as-built record plans.

Some of the critical issues the project faced were material availability, price volatility, and supply chain issues related to structural steel, reinforcing steel, and noise walls; an aggressive project schedule; coordination with CSX authorities for obtaining and scheduling spotters and flaggers; labor force availability; unexpected sinkholes at the Southern Interchange; coordination with public and private utilities; safety; and contaminated soils. Unique features of the project included karst formations and associated mitigation, a bridge design involving integral and semi-integral abut design, complex WZTC, and issues and proposed mitigations regarding the geotechnical design.

Working on a complex reconstruction project like this one helped me hone the ability to adapt quickly to changing priorities. I gained valuable experience in cross-functional collaboration between highway and structural designers and construction groups, improved my communication skills through routine coordination with diverse teams, and enhanced my project management capabilities by staying organized and meeting tight deadlines. The experience also deepened my technical knowledge and gave me greater confidence in handling complex tasks.

One of the most rewarding aspects of this project was the team I had the privilege of working with. From the beginning, the collaboration, trust, and shared commitment to achieving the objectives of the project were clear. Each team member brought a unique strength to the design-build team, whether it was technical ability, creative problem-solving, or unwavering reliability under pressure. Communication was open and respectful, which made even the toughest challenges manageable. The positive energy and mutual support drove the project forward and made the experience enjoyable and fulfilling. I feel genuinely grateful to have been a part of the design-build team.



East Brighton SB at East Glen Avenue (current)

CLARA EDWINS, P.E., ENV SP
ASSOCIATE / PROJECT ENGINEER



I-81 Viaduct Phase 1, Contract 2 was my largest project acting as Project Engineer, my first as Engineer-of-Record for a bridge design, and a valuable learning experience.

I learned that coordination between disciplines can make or break a project. The structural team was tasked with delivering several bridges with complex geometry, which required a great deal of time, analysis, and creativity. This extra effort was necessary to support the proposed Alternate Technical Concepts (ATCs). These changes to the original highway configuration proposed by NYSDOT were a major factor in making our bid competitive enough to win this contract and was enabled in part by the hard work of our team on these complex bridge designs.

The project featured three integral abutment bridges that required multiple design iterations between the structural and geotechnical teams. Delivering these designs meant working with NYSDOT, QA, and the other design disciplines during design reviews to prove to ourselves and QA that we were providing sound, safe designs for these complex bridges. I definitely feel that I grew as an engineer and a communicator through these design reviews.

During the project, I was lucky to have a creative and dedicated team who worked hard and learned a lot on the fly. The bridges we designed each had unique complexities: In designing East Glen Avenue Bridge 13, we had vertical clearance limitations and large insulated waterlines, which meant we needed non-standard diaphragm designs to provide enough room for the utilities. East Brighton Avenue Bridge 7S was located adjacent to a roundabout, which required fanned-out girder spacing and close coordination with

the highway design team. The I-81 NB Ramp Bridge 8 was the most technically complex bridge of the project. As the middle level of a three-level interchange, vertical clearance requirements left us with very shallow girders. And, as with many ramp bridges, we had high skew and a tight radius of curvature. The combination of these factors meant that, in addition to a finite element model (FEM) for global behavior of the bridge, we needed a more refined model to capture the behavior of the diaphragm connections.



KC engineers overseeing I-81 geotechnical work

Each of these tasks represented a new challenge, and every member of the team put a great deal of effort into coming up with solutions to these problems. Developing detailed FEMs, testing iteration after iteration of diaphragm design, researching best practices for uncommon structural details, and paying close attention to drafting details were just a few of the things my team had to contend with while delivering this project, and they did outstanding work addressing these challenges. With construction on our bridges in full swing, I feel immense gratitude to everyone who worked with me to make this project happen.

DECIRÉ GONZÁLEZ
PROPOSAL COORDINATOR



When I was assigned the role of Lead Proposal Coordinator for the I-81 Viaduct Phase 1, Contract 2 project, I was both excited and a little nervous. This was my first experience working on a design-build contract that was an incredibly complex, multi-million-dollar opportunity, and I knew it would come with high expectations. Despite the pressure, I was eager to take on the challenge and proud to be involved from the earliest stages through final submission.

As the Lead Proposal Coordinator, I served as the primary liaison between key stakeholders, including the contractor, lead designers, construction inspectors, subcontractors, materials testing teams, and NYSDOT. I was responsible for managing all contract deadlines, gathering and organizing technical content from each team member, and ensuring every required form was completed accurately. I also handled all copywriting, editing, and proofreading to ensure that the submission met the requirements and was delivered on time.

Being certified in ISO 9001:2015 auditing was instrumental in preparing me for this role, but being able to apply that training for a real-world, high-stakes contract was truly rewarding. I deepened my knowledge of the civil engineering and construction industries, especially in design-build processes, technical terminology, and the coordination needed across disciplines. I learned that practice doesn't just reinforce what you know; it challenges you to evolve, adapt, and continuously improve. Through the hands-on experience of writing and managing such a major contract, I became more confident in my communication, organization, and QC abilities. I also developed a deeper

appreciation for the behind-the-scenes work that makes large projects successful.

Once we were awarded this contract as the best-value team, the real work began. I participated in all project meetings to stay informed on design and construction progress, and I prepared and submitted monthly reports to NYSDOT. As the certified ISO 9001:2015 Lead Auditor, I was also responsible for conducting quarterly ISO audits to ensure compliance with quality procedures. Each audit concluded with a comprehensive report, which I filed and kept ready for NYSDOT review upon request. Additionally, I worked with the Quality Manager to develop the QC Plan (QCP).

One of the most unique aspects of this project was witnessing the extensive planning and testing that occurred before any construction began. For example, during initial groundwork, the team encountered unexpected soil conditions that required alternative plans regarding soil sampling and soil management. I had the opportunity to assist in editing and proofreading those technical revisions before they were submitted to NYSDOT for approval.

What made this experience truly meaningful was the team I worked with. From engineers, to designers, to subcontractors, every person brought a high level of expertise and professionalism. The collaborative spirit and willingness to support one another, especially under tight deadlines, made all the difference. Working on this contract was a career-defining experience that not only strengthened my skills, but also reaffirmed my passion for contributing to impactful, large-scale infrastructure projects.

CHAKRADHAR VALLABH, P.E., ENV SP •
ASSOCIATE / PROJECT ENGINEER •



It was a very rewarding experience being the Lead Civil Engineer for KC for this project. I-81 Viaduct Phase 1, Contract 2 aimed to improve the community's connectivity and enhance economic growth, which made this project special for me.

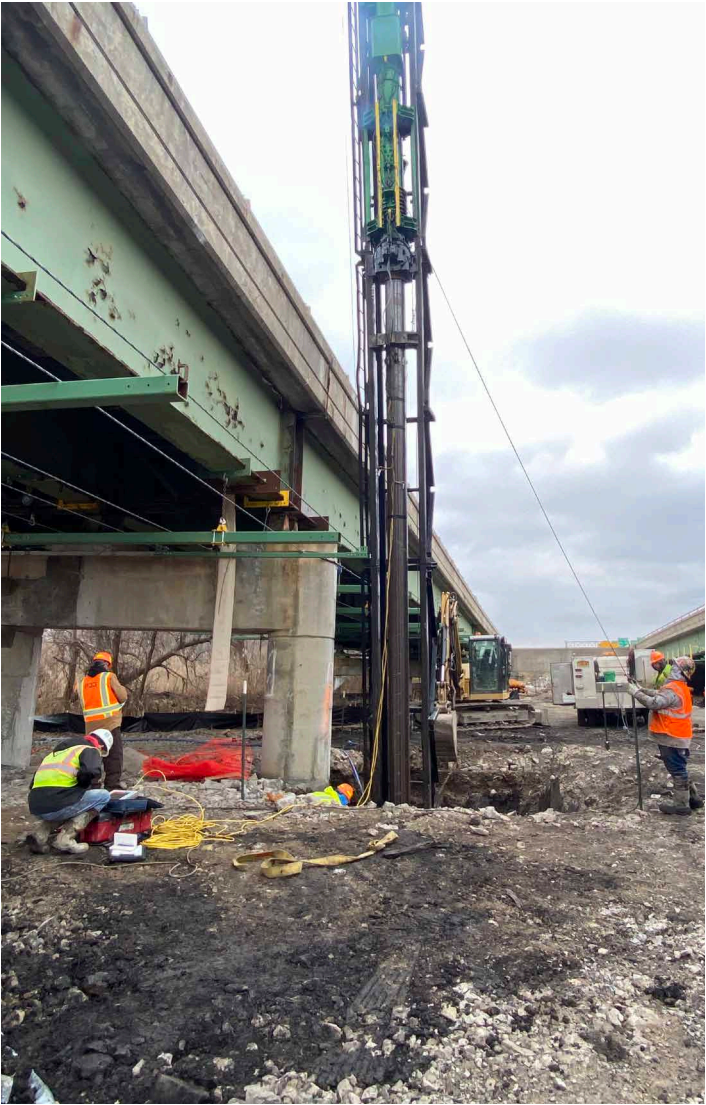
This project was fairly challenging for a variety of reasons. We worked with multiple sub-consultants working on different parts of the project's overall scope, while coordinating with outside stakeholders, such as CSX and utility companies, while working within the project schedule and meeting project deadlines. We were constantly striving to produce the best possible solutions while maintaining the quality of our work.

After CNY Alliance was designated as the best-value team, our team approached the project with a lot of energy and zeal. Survey, design, and third-party coordination activities were scheduled simultaneously for efficiency and to meet construction start dates. There were multiple challenges during this process: we had to work within tight seasonal restrictions, material procurement considerations, and unexpected re-designs, which the team approached with great professionalism.

I had the great pleasure of working with multiple disciplines within KC for this project. I worked closely with the geotechnical and structural teams and witnessed their expertise and efficiency in real time. I learned a lot working with people within and outside KC, and each team member brought their unique expertise to this project. I am glad I had the opportunity to acquire new methods, techniques, and tools from their years of

experience, and I am excited to use this knowledge for future projects and pass it on to the younger engineers.

It is very hard to describe the joy of seeing our designs making a real positive impact on the world and helping communities to thrive. This design-build project provided the perfect opportunity for that. ϕ



PDA testing at the CSX Bridge

▶ **LANDMARK LEGISLATION:**
35 YEARS OF THE ADA

July 26th, 2025 marked the 35th anniversary of the ADA.

This landmark act has transformed our communities, creating more inclusive public spaces, transportation systems, workplaces, and schools. The ADA is divided into five "Titles," including Title I - Employment, Title II - Public Services: State and Local Government, Title III - Public Accommodations and Services Operated by Private Entities, Title IV - Telecommunications, and Title V - Miscellaneous Provisions.

Titles II and III have driven changes to our built environment, touching everything from curb ramps and tactile warning strips to elevators and accessible pedestrian signals. For example, curb ramps are now ubiquitous in American cities, but were relatively rare before the ADA. However, many curb ramps, elevators, and other infrastructure installed in the 1990s in the wake of the ADA now need rehabilitation. Proactive maintenance and upgrades are critical.

KC strives to embrace solutions that benefit everyone, and this mentality has always guided our work. Our most recent ADA-focused projects have included NYSDOT Contract D031367-06: ADA Compliance for Highway Design, for which we provided surveying for the final design of ADA upgrades at 183 curb ramp locations, and Metropolitan Transportation Authority (MTA) Design-Build Contract A37140: ADA Upgrades at 13 Stations, for which KC is providing QA oversight for the design and construction of 21 new elevators, path-travel improvements, and associated state of good repair work at 13 subway stations.

As engineers who have spent decades designing and inspecting infrastructure for accessibility, we recognize the profound impact of this landmark legislation. The ADA's promise remains as vital today as it did in 1990: "To assure equality of opportunity, full participation, independent living, and economic self-sufficiency" for people with disabilities. With 1 in 4 Americans reporting a disability, this work is vital. On the 35th anniversary of the ADA, we celebrate how far we have come and we recommit to the work that remains. ϕ



NYSDOT Contract D031367-06: ADA Compliance for Highway Design



MTA Design-Build Contract A37140: ADA Upgrades at 13 Stations

NEW PROJECTS

KC's **new worklog** demands meticulous attention to detail, and our **capable staff** are always ready to rise to the occasion.

NEW AWARD: Contract D215015: Term Agreement for Construction Inspection Support Services in the Syracuse Division, New York State Thruway Authority (NYSTA):

The scope of work for this project involves construction inspection services for various construction projects in the Syracuse Division over the next three years. The projects may involve Hot Mix Asphalt (HMA) and Portland Cement Concrete (PCC) pavement reconstruction, resurfacing, and/or repairs; bridge cleaning, painting, rehabilitation, and/or replacement; culvert cleaning, rehabilitation, and/or replacement; retaining wall rehabilitation and/or stabilization; sign structure repairs and/or replacement; installation of pavement markings; drainage improvements; highway safety improvements; Intelligent Transportation System (ITS) repairs and/or installation; facility repairs, restoration, and/or construction; emergency work; materials testing; permitting and utility work; WZTC; review of shop drawings; plant and material inspection; and/or possible nighttime inspection.

NEW AWARD: Contract D215032: Term Agreement for Geotechnical, Hydrology, and Hydraulic Support Services Statewide, NYSTA:

The scope of work for this project involves supporting NYSTA with geotechnical, hydrological, and hydraulic engineering services statewide, including design, construction inspection, and maintenance support; subsurface exploration inspection; scour analysis and countermeasure design; drainage and culvert design; and the potential for field surveying and mapping.

NEW SHORTLIST: Contract A4247: General Consulting Engineering Services, New Jersey Turnpike Authority (NJTA):

The scope of work for this project involves providing engineering services to the NJTA over a five-year term. Requested services may include updating engineering manuals, annually assessing the condition of facilities on the New Jersey Turnpike and Parkway, maintaining the Long Range Capital Program, and reviewing contract documents for capital projects. The scope may also include third-party improvement reviews, support for the qualified products list, and support for electronic tolling and ITS. Additional responsibilities may include pavement and bridge inspection oversight, special engineering studies and inspections, and providing supplemental staff or other consulting services as needed by the NJTA.

NEW SHORTLIST: Design-Build Contract DB-001: Route 50 Bridge over Cedar Swamp Creek, Upper Township, Cape May County, New Jersey Department of Transportation (NJDOT):

This project consists of the replacement of Structure No. 0510-150, including the raising of the superstructure low chord above the 100-year tidal flood elevation; new retaining walls; pavement reconstruction; drainage improvements, including new inlets, pipes, and outfalls; stormwater best management practices to address water quality requirements; hydrology, hydraulics, and scour analysis; utility relocation; railroad coordination; traffic engineering and signals; and WZTC. KC was shortlisted for this project as a member of a design-build team.

AWARDS

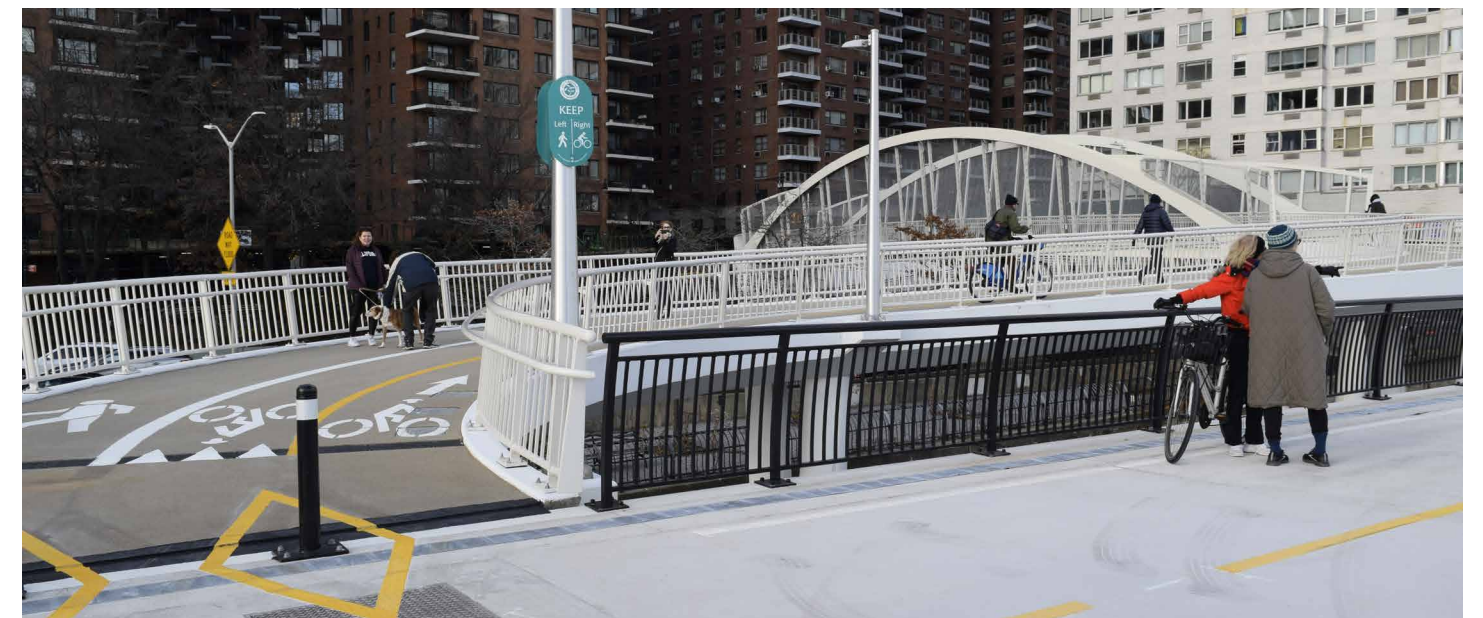
One of KC's recent projects, the New York City Economic Development Corporation (NYCEDC) East Midtown Greenway (EMG) project, was recognized by Engineering News-Record as the Best of the Best 2024 in the Landscape / Urban Development category.

The EMG was the second phase of a three-phase development entitled the East Midtown Waterfront Project (EMWP). The intent of the EMWP is to construct a continuous public waterfront esplanade over the East River in Manhattan, NY. The EMG's southern and northern termini are located at East 53rd Street and East 61st Street. The project also included a new pedestrian bridge that provides access to the esplanade at 54th Street and Sutton Place South. The project involved significant work in and near water, landscaping, and earthwork.

KC performed the topographic survey, utility survey, and easement survey for this project. KC's survey crew coordinated with an arborist to accurately measure, classify, and record all trees within the project limits. KC also assisted in providing an existing conditions report. The narratives provided a detailed description of the project land use, ownership, and zoning. This report also included a written description of on-site utilities and important features, including an existing 11-foot gravity retaining wall and a comprehensive engineering investigation of an existing bridge located adjacent to the project area.

In addition, KC actively coordinated with the NYCEDC and a bridge architectural firm to provide a bridge design that was visually appealing, met the high expectations of the community, and adhered to design standards. The primary structure is a steel tied-arch bridge with one arch on either side of the walkway. These arches have a rise of 18 feet and are inclined 6 degrees outward. The walkway is a concrete deck with a clear width of 14 feet between railings. Lighting fixtures are mounted directly onto the arches to provide ample lighting onto the bridge deck, while minimizing impacts to adjacent homes and the parkway below. The bridge serves pedestrians and bicyclists and has striping and signage to safely facilitate both.

Congratulations, Team! φ



Construction is almost complete on the PANYNJ JFK Central Substation design-build project. KC is providing quality management and resident engineering services on this project, which is currently in the punchlist phase.



NUMBERS

6 *New opportunities awarded in 2025 so far*
KC continually wins new jobs thanks to our qualifications and our leadership.

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

75 *Proposals submitted in 2025 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.

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

6 *Job openings*
KC is currently hiring for multiple positions. [Visit our website to learn more.](#)

3 *KC offices*
The KC headquarters is located in New York, NY with regional offices in Newburgh and Albany, NY.