

February 20, 2026

Mr. Jonathan Hulme, County Engineer
Effingham County Board of Commissioners
804 South Laurel Street
Springfield, Georgia 31329

Re: ***Old River Road/Warnell Parkway Corridor Study
Professional Services Agreement***

Dear Tim:

Kimley-Horn and Associates, Inc. (“Kimley-Horn” or “Consultant”) is pleased to offer this letter proposal to Effingham County, Georgia (“County” or “Client”) for providing transportation engineering and planning services for the Old River Road and future Warnell Parkway (i.e., Jabez Jones Road Extension) corridors in Effingham, Georgia. Our project understanding, scope of services, schedule, and fee are detailed below.

PROJECT UNDERSTANDING

This study will evaluate the existing and future capacity, operations, and safety conditions of the Old River Road corridor from I-16 to SR 26/US 80, a new-location, 2.3-mile-long roadway from SR 26/US 80 to SR 17/30 (“Warnell Parkway”), and Jabez Jones Road from SR 17/30 to SR 30/Noel C. Conaway Road, all totaling approximately 6.5 miles in length (collectively, the “Study Corridor”). The study will include the collection of traffic counts and crash data as well as the development of future traffic projections throughout the Study Corridor. This data will be used to evaluate access management strategies with a primary focus on traffic operations, freight mobility, and safety improvements. The study will consider freight, commuter, local, and non-motorist traffic. Future traffic projections will account for land use patterns and anticipated growth based on historical data and potential development.

The goal of the study is to identify and prioritize short- (0-5 years) and long-term (5+ years) improvements needed for the Study Corridor to operate safely and at an acceptable level of service for all road users, including pedestrians and bicyclists. The study will also establish a preferred alternative and concept-level alignment and cost for Warnell Parkway which the County can use to procure future design services.

SCOPE OF SERVICES

Kimley-Horn will provide the services specifically set forth below, and the following assumptions are made in preparing this scope of services:

1. The study will be managed and directed by Effingham County and will not require review or acceptance by GDOT.
2. The study limits extend from the I-16/Old River Road interchange to the intersection of Jabez Jones Road at SR 30/Noel C. Conaway Road, approximately 6.5 miles in length, including the new-location road, Warnell Parkway.
3. All documents prepared by Kimley-Horn will be delivered to the County in Adobe Portable Document Format (PDF) electronic file format unless otherwise noted herein.

Task 1: Project Management

Kimley-Horn will prepare for and attend an initial kickoff meeting with the County to allow for discussion of the project history, study protocols, project approach, schedule, deliverables, and potential alignments for Warnell Parkway. Following the completion of the draft Alternatives Analysis Memorandum (AAM) described in Task 2.3, Kimley-Horn will conduct the stakeholder engagement activities listed on the following page:

1. Effingham County Transportation Advisory Board (TAB) and Board of Commissioners (BOC) Meetings (*two (2) total meetings*)
2. GDOT Coordination Meeting
3. Public Information Open House (PIOH) (*one (1) meeting*)
4. PIOH Debrief

Kimley-Horn will maintain records of all meetings and will prepare and submit monthly invoices and status reports during the anticipated twelve-month study duration.

Task 2: Study Development

Task 2.1: Existing Conditions/Data Gathering

Kimley-Horn will conduct a field visit (four attendees, one day) to view observable conditions in the Study Corridor, conduct field measurements, take pictures, and collect information including the location of obstructions and design features. Kimley-Horn will document the existing lane geometry, intersection control, speed limits, and other pertinent data. Existing conditions will be documented by using still photography and field notes. Additionally, the following information will be provided by the County or GDOT:

1. Current site development plans (as of 2026) including Traffic Impact Analysis (TIA) work for the study area (County or GDOT)
2. Current base mapping for the study area in GIS format (including roadways, parcels, wetlands, floodplain, streams/buffers, sidewalks, major utilities) (County)
3. Available Comprehensive Plans, Land Use Plans, capital improvement projects, transit system improvements/expansion plans and bike/pedestrian plans for study area (County)
4. Local committed roadway projects (County or GDOT)
5. Topographic mapping (County or GDOT)
6. Land use inventory using the following categories: single-family, multi-family, school, retail, office, industrial, activity centers, recreational areas, vacant land (County)
7. Recent (2025 or later) 24-hour traffic counts at locations within the study area and other associated cross-streets, if available (County or GDOT)

Traffic data – such as the latest traffic volumes, historical annual average daily traffic (AADT), turning movement counts, and crash data – will be obtained and reviewed to 1) determine existing conditions and 2) begin to identify impediments/constraints within the study area. Kimley-Horn will collect weekday AM (6:00-9:00) and PM (3:30-6:30) peak-hour turning movement counts within the study area at the following side street intersections with Old River Road and Jabez Jones Road in accordance with the traffic count map included as **Attachment A**:

- | | |
|---|------------------------------------|
| 1. I-16 Eastbound Ramps | 8. Pecan Grove Boulevard N |
| 2. I-16 Westbound Ramps | 9. Old Rail Road/Central Avenue |
| 3. Savannah Portside International Parkway | 10. Maurine Avenue/Stonegate Drive |
| 4. Parker’s Southern Driveway | 11. River Road Spur North |
| 5. Schuman Drive | 12. SR 17/30 |
| 6. Bay Road | 13. SR 30/Noel C. Conaway Road |
| 7. Pecan Grove Boulevard/Interfor Southern Driveway | |

Travel speed information will be obtained from speed limits and field observations to determine appropriate speeds. Analyses for this study will be performed in accordance with GDOT policies and guidelines, and turning movement counts, intersection geometrics, and signal phasing information will be used to code the Synchro computer model for the study area intersections. Additionally, Kimley-Horn will analyze existing traffic and congestion conditions along the Study Corridor and major routes throughout the study area. The major routes in the study area include I-16, SR 26/US 80, SR 17/30, and SR 30/Noel C. Conaway Road.

Kimley-Horn will obtain the most recent and available five (5) years of crash data for the Study Corridor from GDOT. Kimley-Horn will use the evaluation of the GDOT-reported crash history and input gathered

through stakeholder outreach to identify “hot spots” which may require short-term safety countermeasures. Kimley-Horn will also perform a desktop environmental screening to support future implementation actions. This screening will measure, to the extent possible, those variables traditionally considered during the NEPA process.

A summary of these findings – including system performance measures of effectiveness (MOEs) – will be documented in an Existing Conditions Memorandum (ECM). Kimley-Horn will submit the ECM to the County and will address one round of consolidated comments before proceeding to Task 2.2.

Task 2.2: Traffic Forecasting

Kimley-Horn will use the CORE MPO Travel Demand Model (TDM) to develop future-year growth rates for the 2050 planning horizon year and 2035 interim year to align with the CORE MPO's forecasted years and forecasts begin developed for the SR 26/US 80 Scoping Study Phase II (PI No. 0020786). In accordance with GDOT's *Design Traffic Forecasting Manual*, Kimley-Horn will compare the results with previous studies, projects, forecasts, and historic trends to develop a 2035 and 2050 forecast for the Study Corridor. The resulting forecasts will be interpreted to develop a Horizon Year forecast for the study area and nearby facilities.

Kimley-Horn will also review the CORE MPO TDM to identify and address potential issues that will affect model performance. Traffic for specific developments within the study area that are not included in the TDM will be generated based on ITE trip generation rates and assigned to the study network. This task does not include validation or calibration of the TDM.

Kimley-Horn will detail the forecasting methodology and will prepare a summary of findings, including forecasted volumes, in a Traffic Forecasting Memorandum (TFM). Kimley-Horn will submit the TFM to the County and will address one round of consolidated comments before proceeding to Task 2.3.

Task 2.3: Alternatives Development and Analysis

Kimley-Horn will develop operational improvement concepts at intersections along the corridor to address deficiencies while planning for future development and demand in the region. Kimley-Horn will use Synchro capacity analysis software to create a simulation model that analyzes congestion, travel times, and other MOEs. The analysis will include intersections (e.g., delay, level-of-service, latent demand, and queuing) and corridors (e.g., level-of-service, travel time, and corridor delay). Kimley-Horn will use this analysis to perform Phase I Intersection Control Evaluations (ICE) for up to sixteen (16) intersections in accordance with GDOT policies and guidelines. As part of the Phase I ICE analysis, Kimley-Horn will complete up to four (4) Traffic Signal Warrant Analyses (TSWAs) to determine the suitability or feasibility of traffic signal alternatives. If roundabouts are determined to be feasible intersection improvement alternatives, Kimley-Horn will utilize SIDRA capacity analysis software and the GDOT Roundabout Design Tool to evaluate potential geometry and operational performance.

Kimley-Horn will prepare Concept Layouts of the recommended long-term corridor and intersection improvements on a mapping database consisting of aerial mosaics and available (i.e., not surveyed) GIS data including aquatic resources. The Concept Layouts will be developed in general accordance with GDOT guidelines and will detail recommended roadway typical sections, pedestrian/bicycle facilities, and conceptual structural components and right-of-way (ROW) locations. As part of this task, Kimley-Horn will evaluate up to two (2) alignment alternatives for the new-location roadway, Warnell Parkway, and will measure, to the extent possible, environmental considerations traditionally evaluated during the NEPA process.

Kimley-Horn will prepare a draft Alternatives Analysis Memorandum (AAM) with preliminary short- and long-term recommendations and priority rankings. Kimley-Horn will submit the draft AAM and concept layouts to the County and will address one round of consolidated comments before conducting the PIOH described in Task 1.

Task 2.4 Final Report

Kimley-Horn will conduct a PIOH Debrief with the County as described in Task 1 and will update the concept layouts and the AAM based on one round of consolidated and non-conflicting comments. Kimley-Horn will coordinate with the County to identify the preferred Warnell Parkway alternative based on cost, stakeholder input, and anticipated environmental or right-of-way (ROW) impacts based on available GIS data. Kimley-Horn will prepare conceptual cost estimates for the recommended improvements along the Study Corridor in tabular format including the preferred alternative for the new-location Warnell Parkway.

Kimley-Horn will prepare a Final Report that includes a compilation of all prior deliverables, an Executive Summary, and a Stakeholder Engagement Summary. The Stakeholder Engagement Summary will provide a concise, comprehensive documentation of outreach efforts, meeting summaries, contacts made, and input received during stakeholder discussions and the PIOH. To assist with implementation, the Final Report will include short- and long-term project recommendations presented in tabular format with the following information:

1. Project Prioritization based on operations, safety, cost, and stakeholder input
2. Project Cost Estimates
3. Project Description

INFORMATION PROVIDED BY CLIENT

Kimley-Horn shall be entitled to rely on the completeness and accuracy of all information provided by the County, the County’s consultants or representatives, and GDOT. The County shall provide all information requested by Kimley-Horn during the project, including, but not limited to:

1. County Standards for roads and streets
2. Development site plans (CADD and PDF)
3. Development Agreement commitments related to the transportation network
4. Environmental studies or aquatic resource delineations

SCHEDULE

Kimley-Horn will begin work when all necessary information is received from County and will provide the Services as expeditiously as practicable with the goal of meeting the following milestone schedule:

Milestone Description	Complete
NTP	10-MAR-2026
Initial Coordination Meeting	24-MAR-2026
Data Collection	08-APR-2026
Existing Conditions Memorandum	30-JUN-2026
Traffic Forecasting Memorandum	31-AUG-2026
Draft Alternatives Analysis Memorandum	11-DEC-2026
Final Report	26-FEB-2027

FEE AND EXPENSES

For Tasks 1 through 2.4, Kimley-Horn labor fee will be billed on an hourly basis in accordance with the rates shown on the following page. The Hourly Not to Exceed (NTE) budgets shown on the following page include five percent (5%) escalations effective July 1, 2026. The rates for individual team members may vary, but the following current rates apply to the core team members:

- Senior Professional II: \$360/hour
- Senior Professional I: \$300/hour
- Professional: \$225/hour
- Senior Technical Support: \$215/hour

- Analyst/Designer: \$165/hour
- Technical Support/Support Staff: \$145/hour

Based on the rates noted above and our understanding of the study, budgeted amounts for Kimley-Horn's services in Tasks 1 through 2.4 are as follows:

Task	Description	Fee	Fee Type
1	Project Management and Coordination	35,600	Hourly NTE
2.1	Existing Conditions/Data Gathering	55,600	Hourly NTE
2.2	Traffic Forecasting	35,900	Hourly NTE
2.3	Alternatives Development and Analysis	103,500	Hourly NTE
2.4	Final Report	39,600	Hourly NTE
<i>NTE Budget (Kimley-Horn)</i>		\$270,200	
Subconsultant Data Collection		\$19,300	Lump Sum
Project Total		\$289,500	

Kimley-Horn will not exceed the NTE budget or the Lump Sum fee without authorization from the County. NTE Budget estimates are provided for general budgeting purposes only, and the actual fees may be more or less than the estimates. Kimley-Horn reserves the right to reallocate budget amounts among NTE tasks as necessary. A percentage of labor fee will be added to each invoice to cover certain expenses such as telecommunications, in-house reproduction, postage, supplies, project related computer time, and local mileage. Lump Sum fees will be invoiced monthly based upon the percentage of services performed. Payment will be due within 25 days of your receipt of the invoice and should include the invoice number and Kimley-Horn's project number. All permitting, application and similar project fees will be paid directly by the County.

ADDITIONAL SERVICES

Any services not specifically provided for in the Services identified above, such as design services, as well as any changes in the scope requested by the County, will be considered additional services and will be negotiated and performed under a separate agreement. The following is a list of some specific services that are not included:

1. GDOT study review and acceptance
2. Roadway, roundabout, and signal design
3. Structural design including bridges, retaining walls, or special design culverts
4. Environmental permitting and studies including ecology, air/noise, and archaeology
5. FEMA Floodplain Studies and Analyses, including CLOMR/LOMR or No-Rise Analysis
6. Hydrology and Hydraulic (H&H) Studies or modeling
7. Geotechnical Investigations, including Environmental Site Assessments, Soil Surveys, and Wall Foundation Investigation (WFI) or Bridge Foundation Investigation (BFI) Reports
8. Utility design and coordination
9. Additional data collection or traffic analysis
10. Land Use Analysis, ordinances, or code writing
11. Landscape planning
12. Community Analysis
13. Additional meetings or stakeholder engagement not already identified in the Services
14. Detailed mitigation, right-of-way, or utility cost estimates
15. Post-Construction Stormwater or MS4 Analysis and design

CLOSURE

In addition to the matters set forth herein, our Agreement shall include and be subject to, and only to, the provisions of the "Indefinite Delivery Contract for Professional Engineering & Architectural Services" agreement between the Board of Commissioners of Effingham County, Georgia and Kimley-Horn and Associates, Inc.", dated June 1, 2021 and amended December 2, 2025, the terms which are incorporated by reference. As used in the agreement, "CONSULTANT" or "VENDOR" shall refer to **Kimley-Horn and Associates, Inc.**, and "BOARD" shall refer to the **Board of Commissioners of Effingham County, Georgia.**

If you would like for us to proceed with the services, please have an authorized person sign this Agreement and return to us. Fees and times stated in this Agreement are valid for sixty (60) days after the date of this letter.

We appreciate the opportunity to provide these services to you. Please contact me if you have any questions at 912-328-4445 or rhodes.hunt@kimley-horn.com.

Very truly yours,
KIMLEY-HORN


Rhodes Hunt, PE
Project Manager/Authorized Signer

Effingham County, Georgia

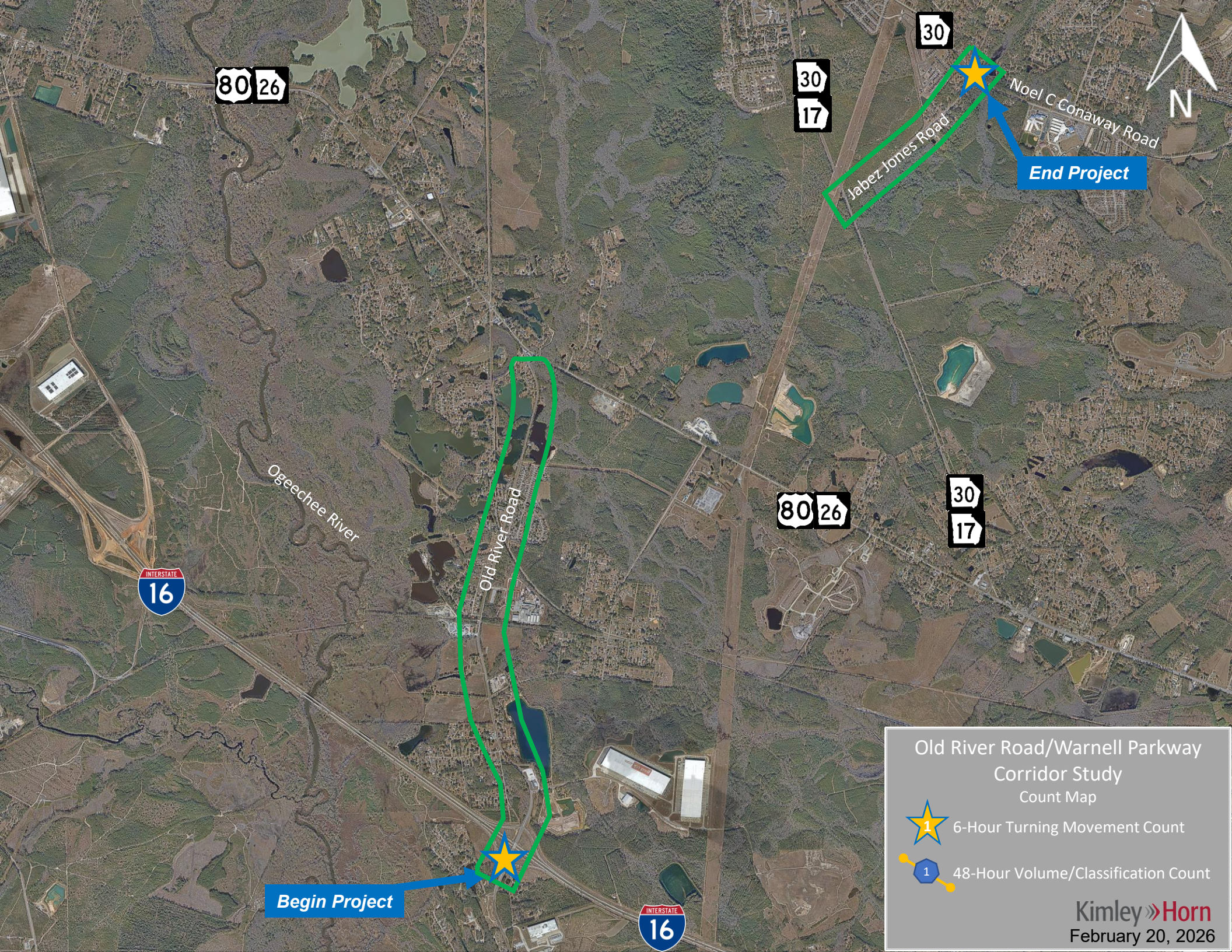
SIGNED: _____

PRINTED NAME: _____

TITLE: _____

DATE: _____

Attachments:
Attachment A – Traffic Count Map



80 26

30
17

30

Noel C Conaway Road

End Project

Jabez Jones Road

Ogeechee River

Old River Road

80 26

30
17

INTERSTATE
16

INTERSTATE
16

Begin Project

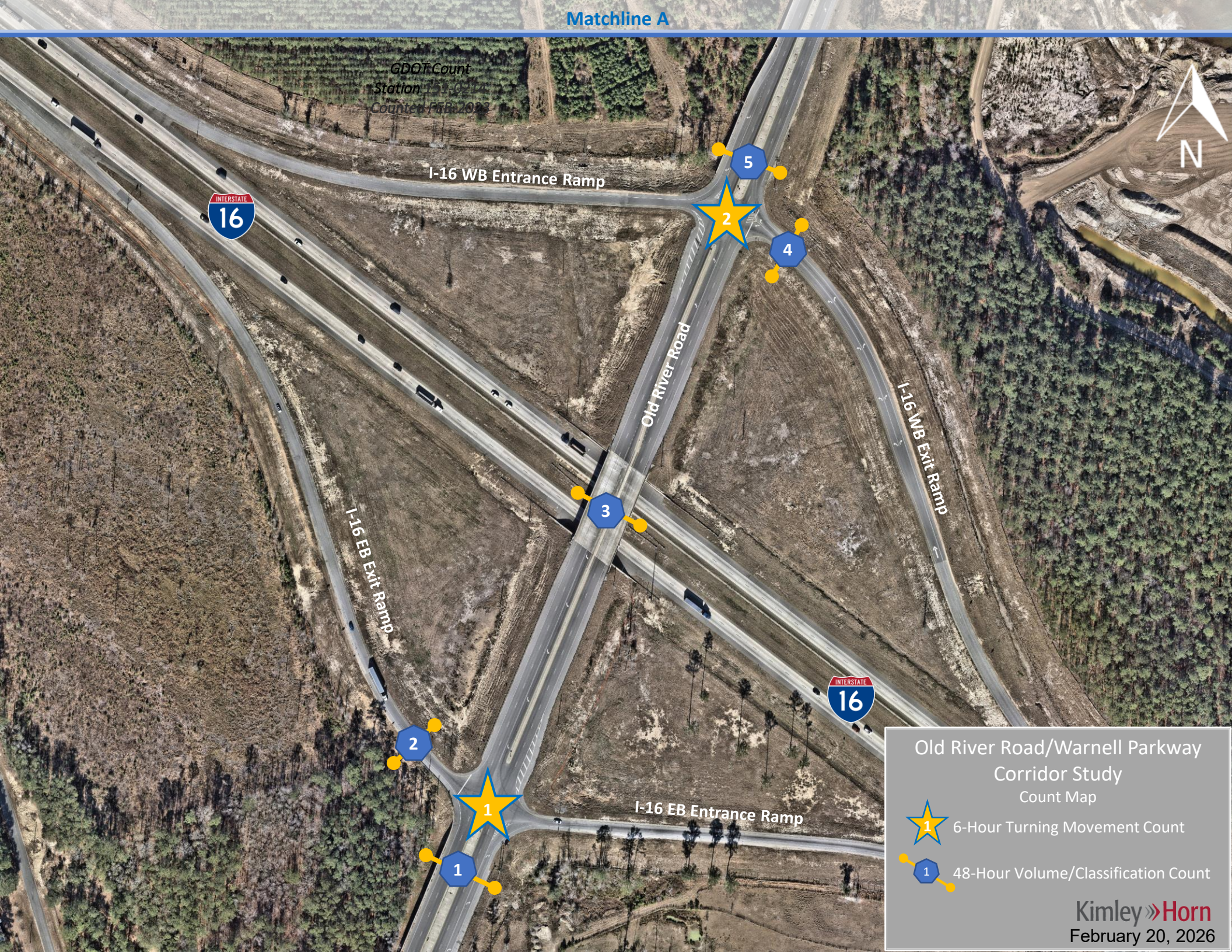
Old River Road/Warnell Parkway
Corridor Study
Count Map



6-Hour Turning Movement Count



48-Hour Volume/Classification Count



GDOT Count
Station: 102123
Counted: Feb 2023

I-16 WB Entrance Ramp



Old River Road

I-16 WB Exit Ramp

I-16 EB Exit Ramp



I-16 EB Entrance Ramp

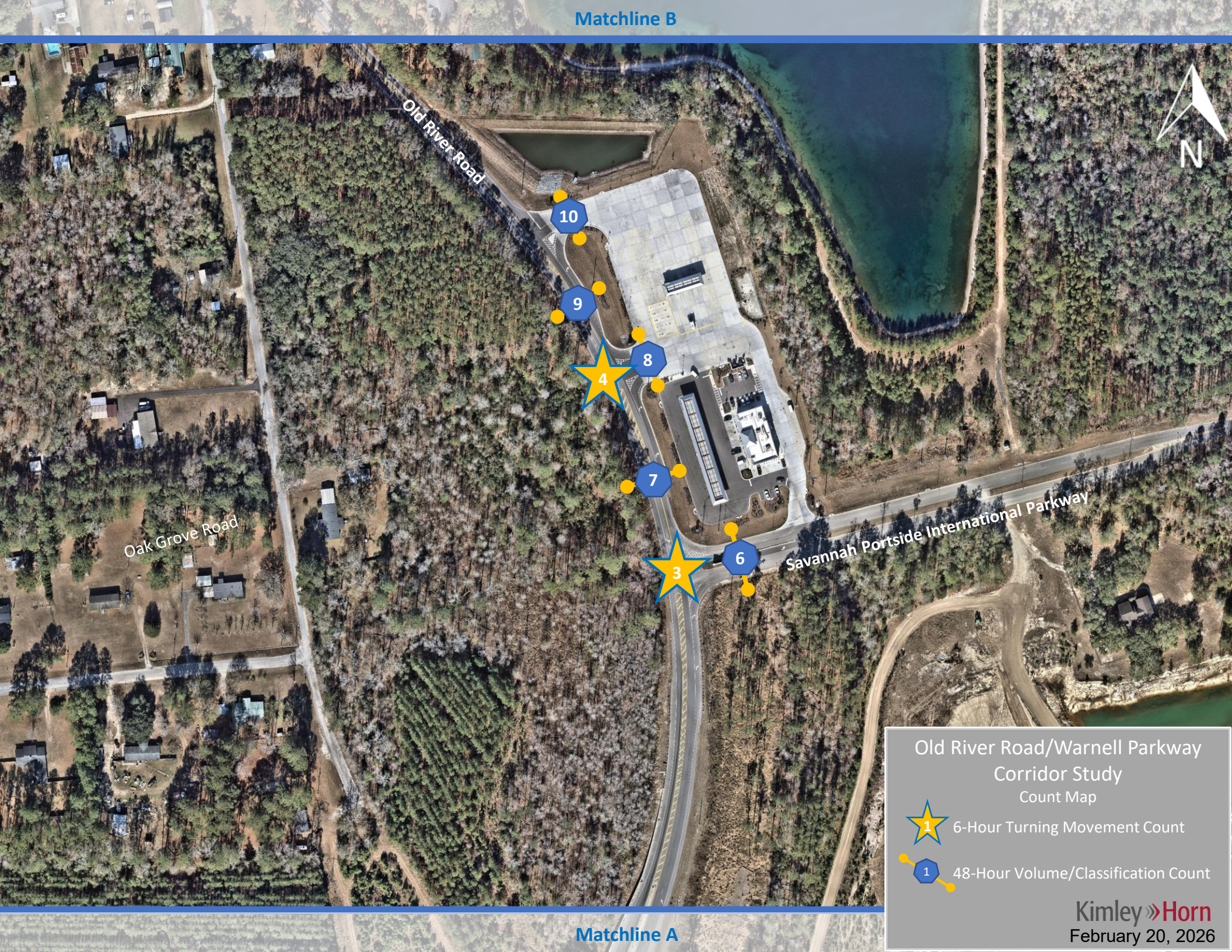
Old River Road/Warnell Parkway
Corridor Study
Count Map





6-Hour Turning Movement Count

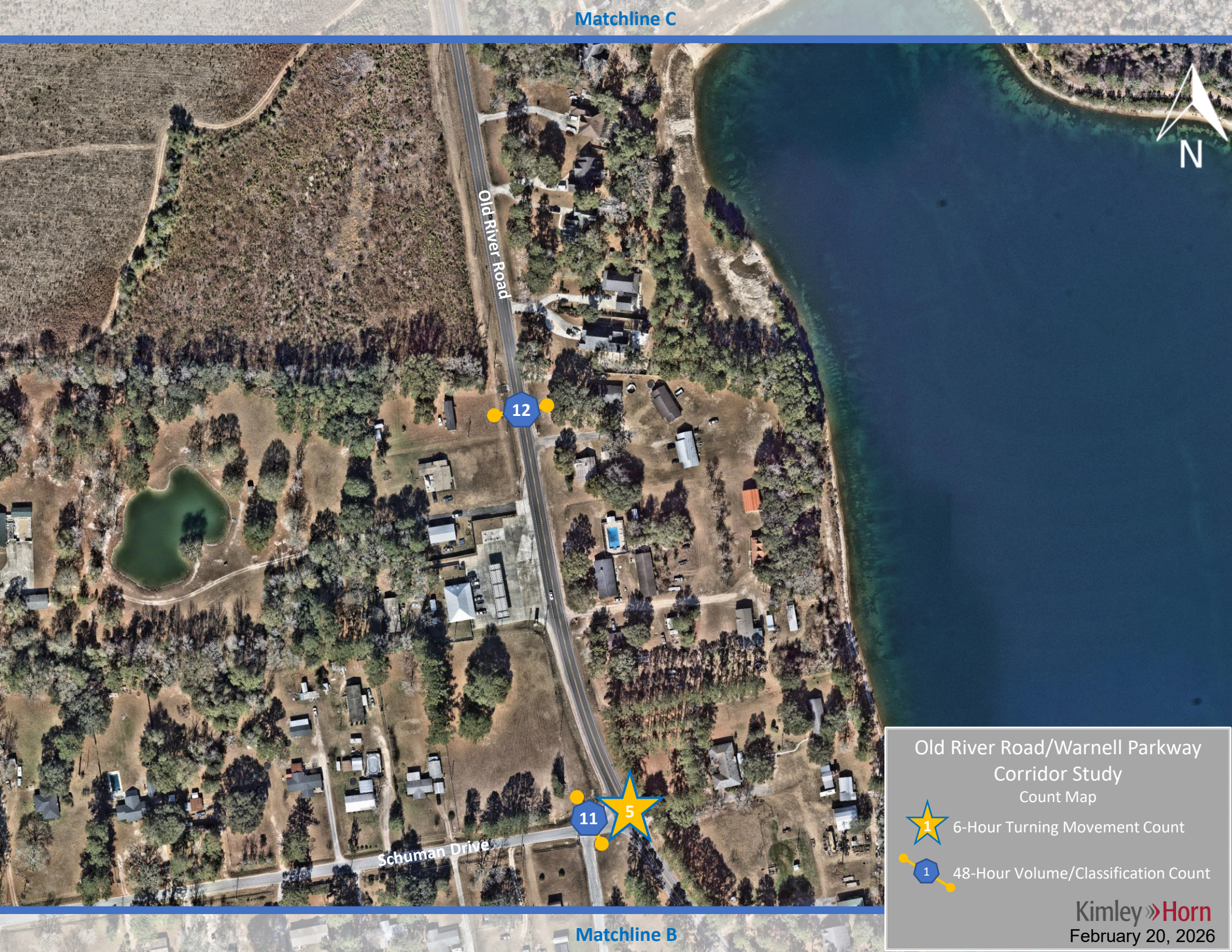


48-Hour Volume/Classification Count



Old River Road/Warnell Parkway
Corridor Study
Count Map

-  6-Hour Turning Movement Count
-  48-Hour Volume/Classification Count



Old River Road

Schuman Drive

12

11

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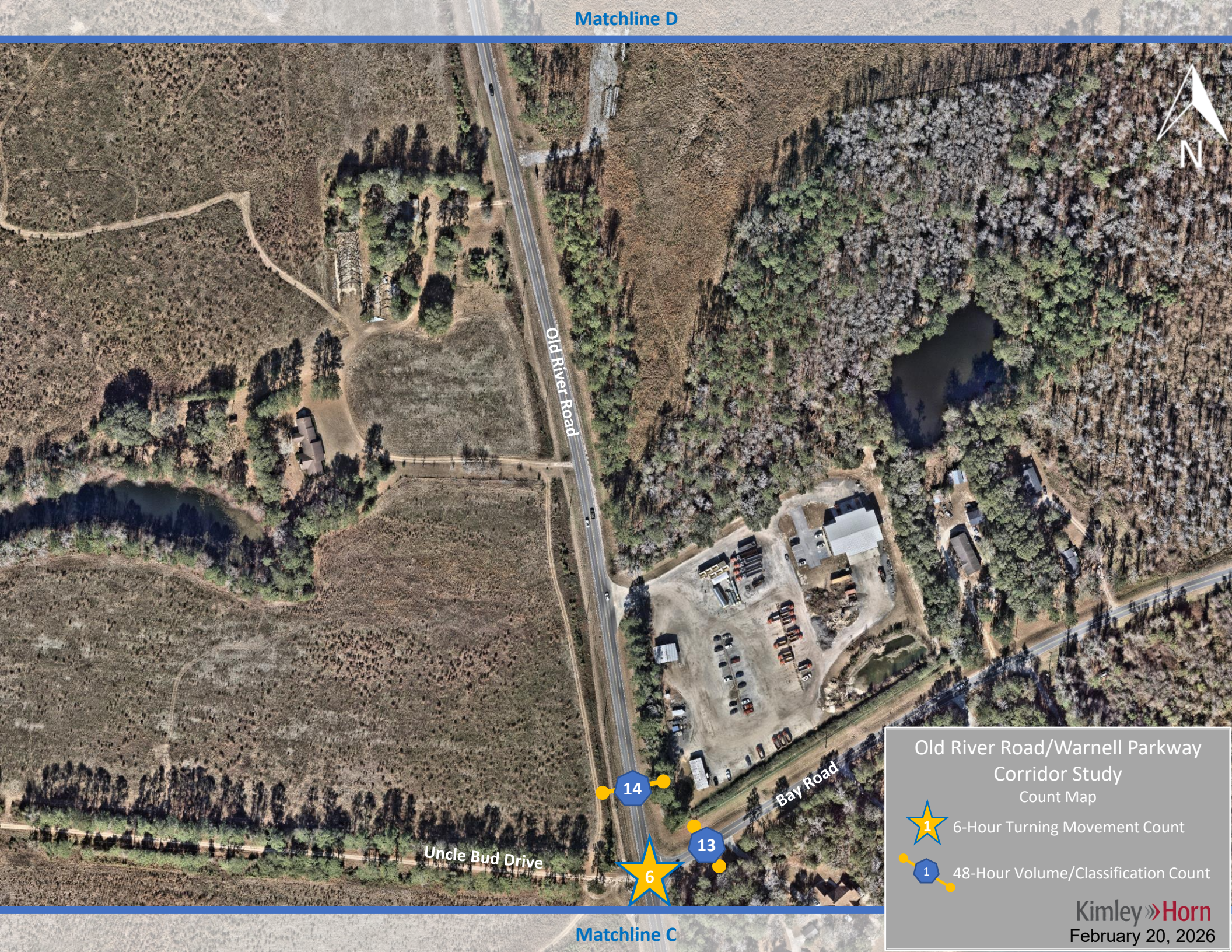
Old River Road/Warnell Parkway
Corridor Study
Count Map



6-Hour Turning Movement Count



48-Hour Volume/Classification Count



Old River Road

Uncle Bud Drive



Bay Road

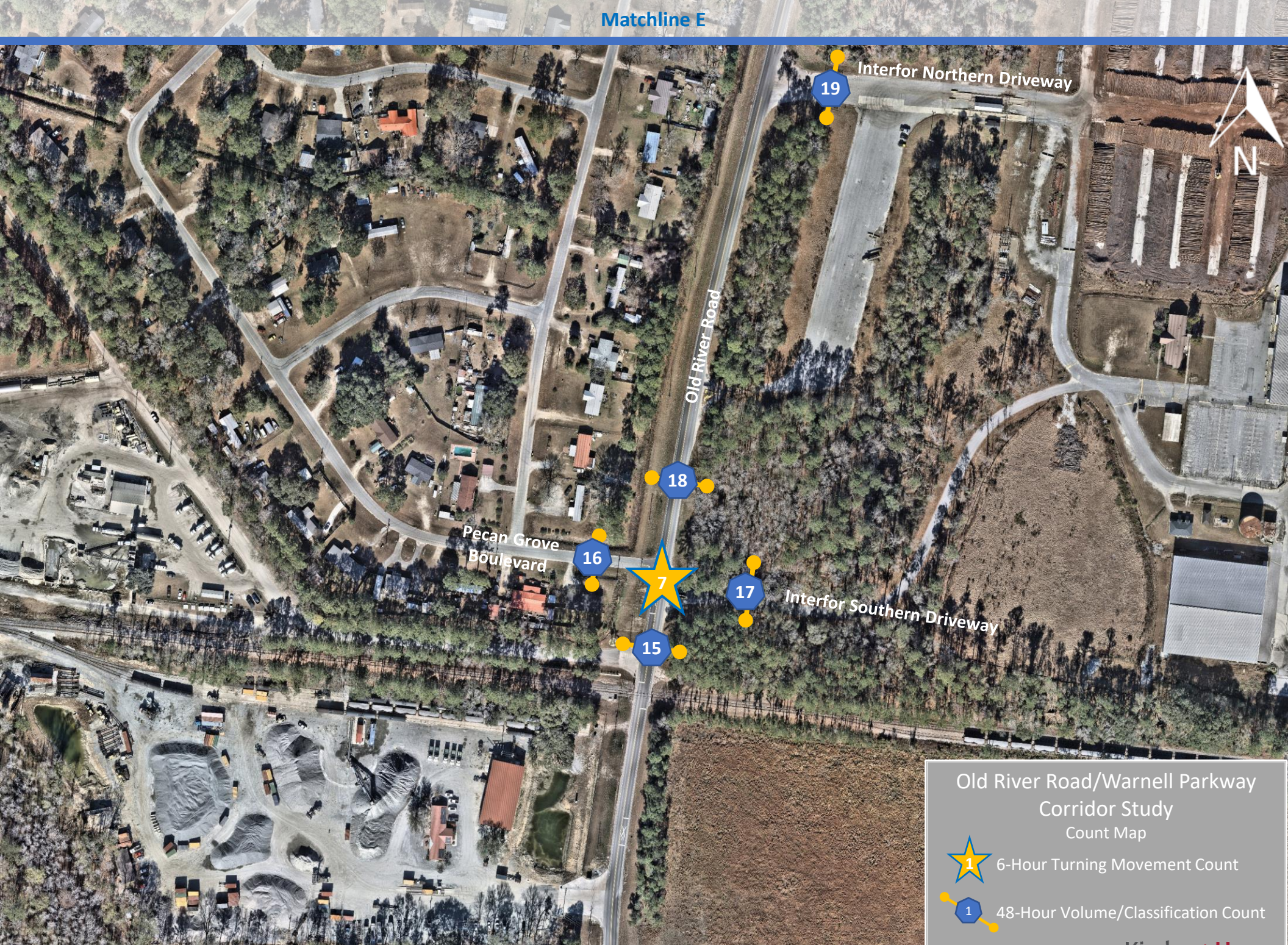
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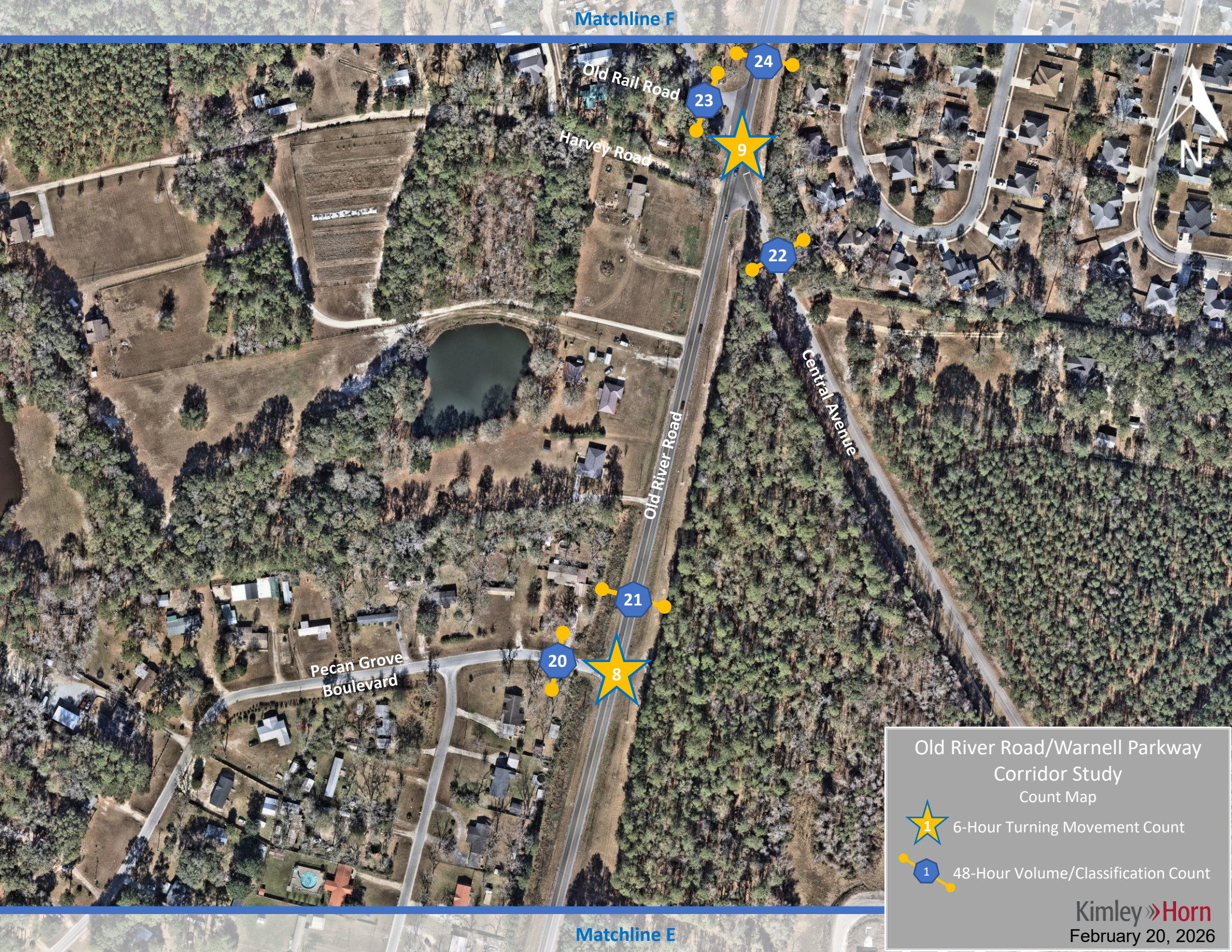
Old River Road/Warnell Parkway
Corridor Study
Count Map

-  6-Hour Turning Movement Count
-  48-Hour Volume/Classification Count





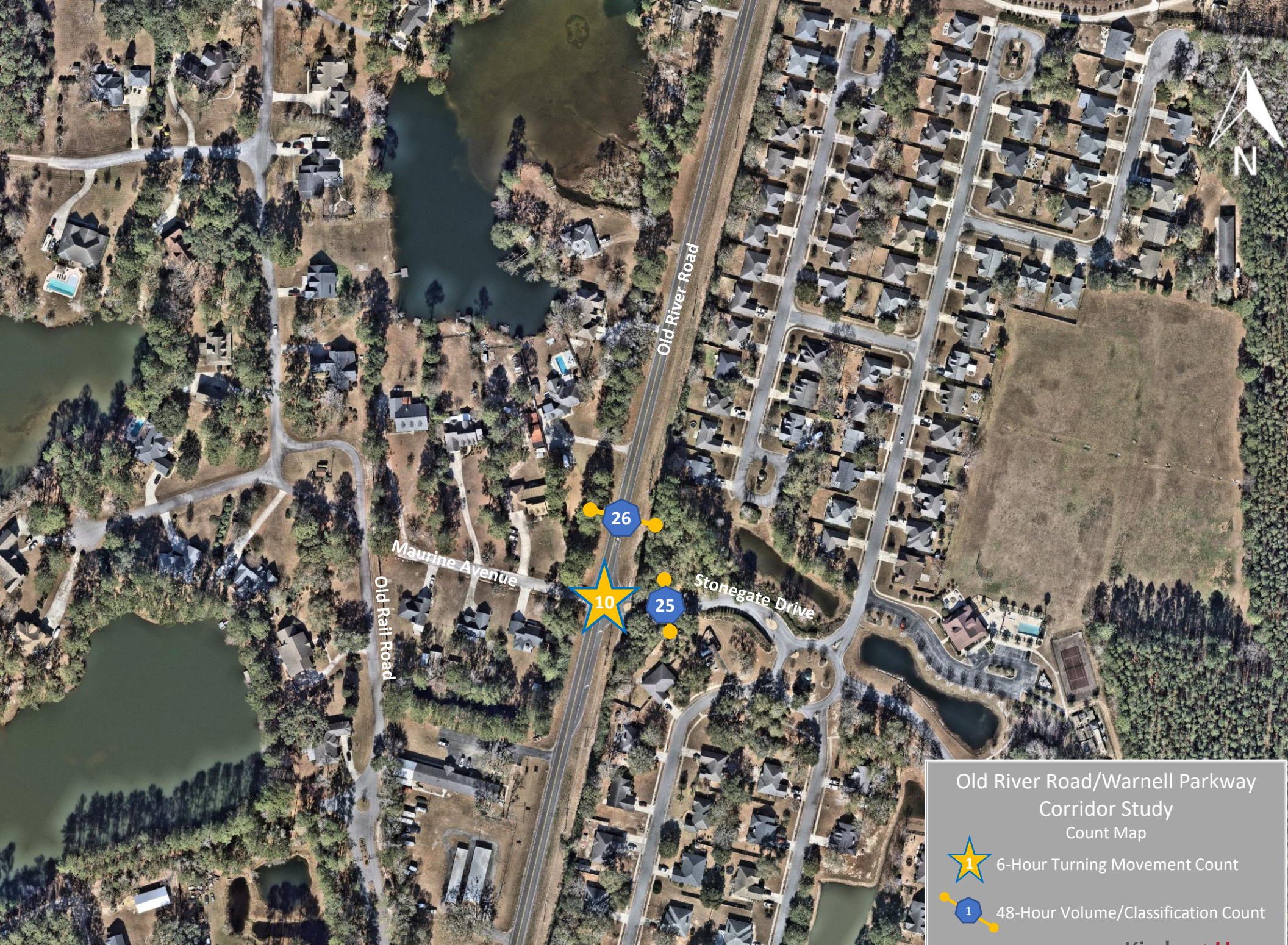
Old River Road/Warnell Parkway
Corridor Study
Count Map

-  6-Hour Turning Movement Count
-  48-Hour Volume/Classification Count





Old River Road/Warnell Parkway
Corridor Study
Count Map

-  6-Hour Turning Movement Count
-  48-Hour Volume/Classification Count



Old River Road/Warnell Parkway
Corridor Study
Count Map

-  6-Hour Turning Movement Count
-  48-Hour Volume/Classification Count

S Laurel Circle

80 26

80 26



Gwen Road

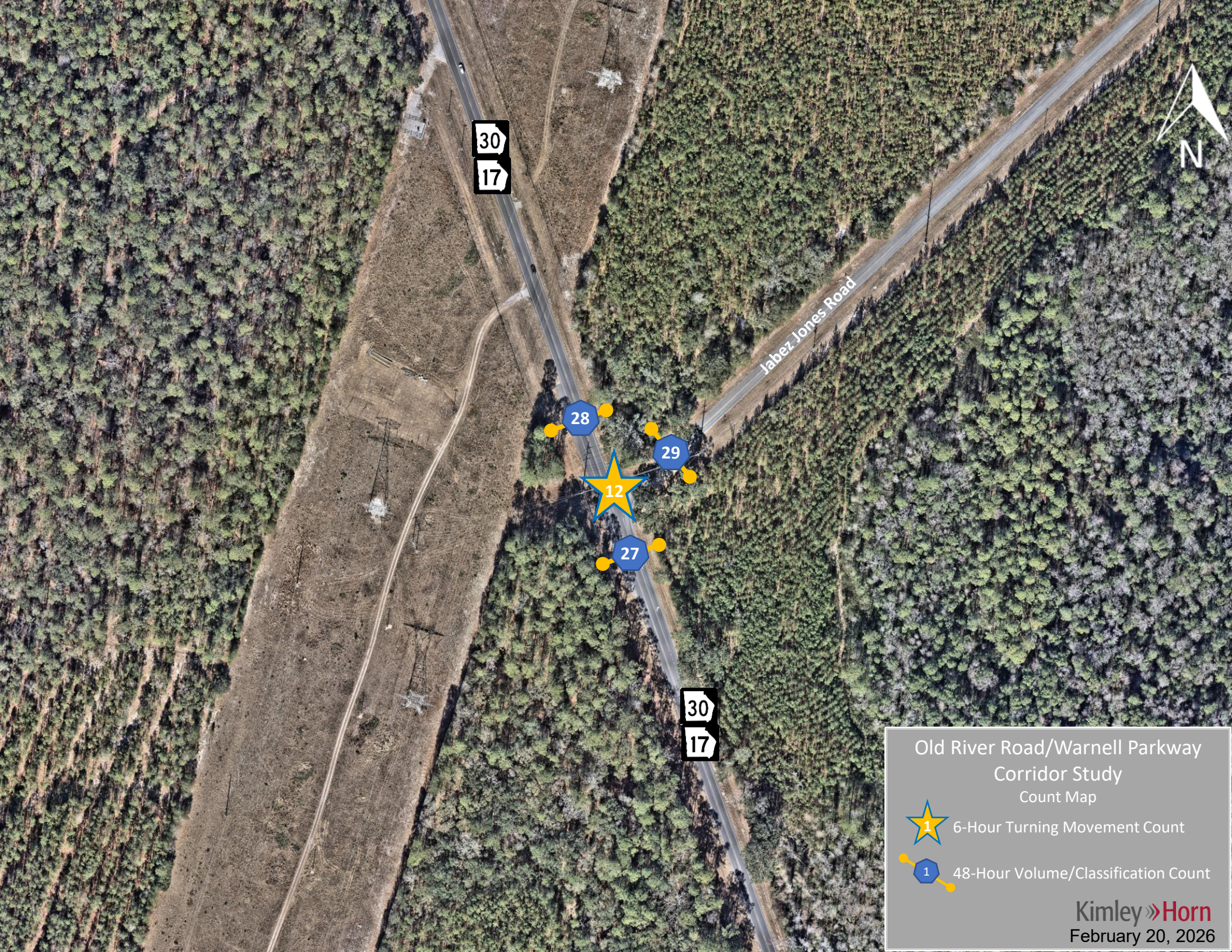
River Road Spur N

Old River Road



11

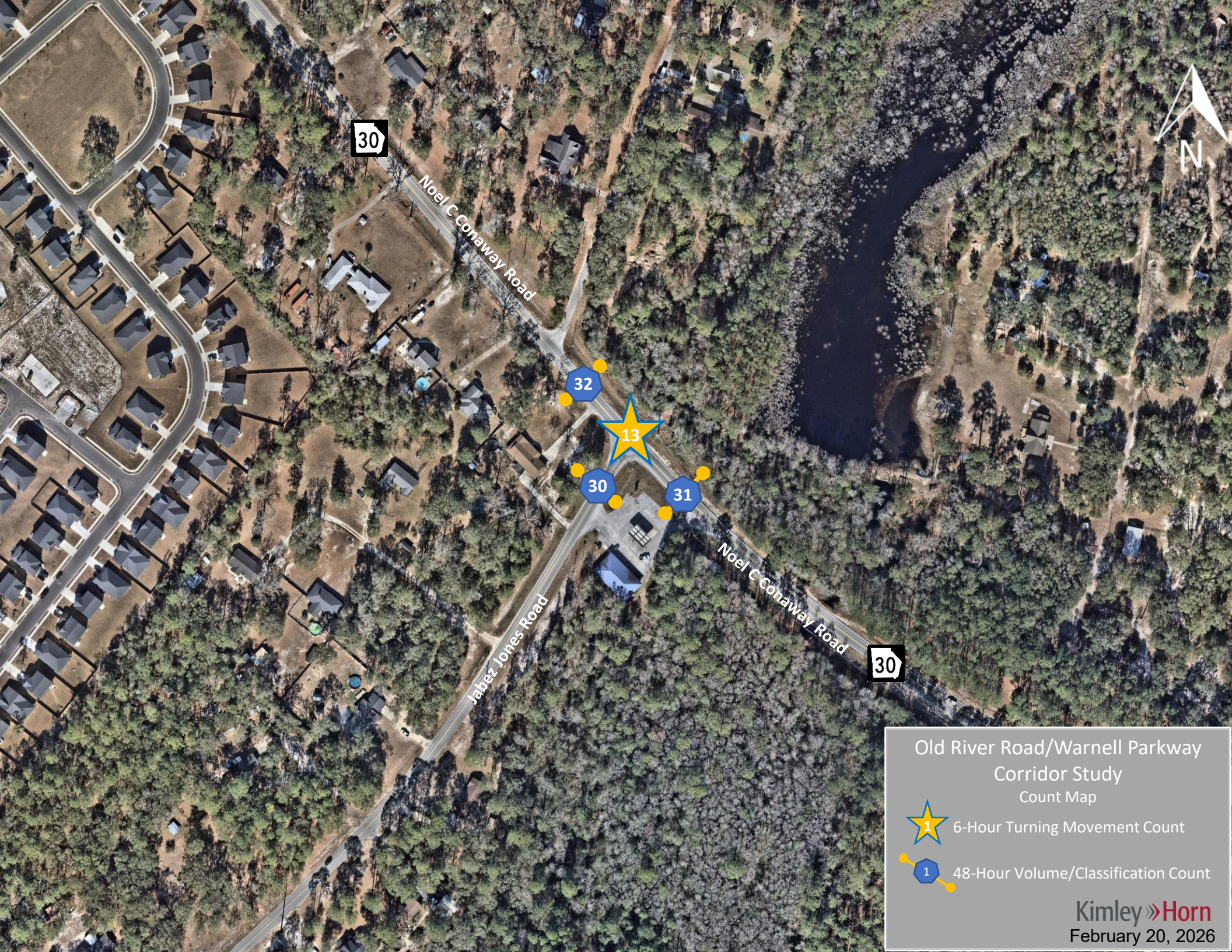
Old River Road/Warnell Parkway
Corridor Study
Count Map

-  6-Hour Turning Movement Count
-  48-Hour Volume/Classification Count





Old River Road/Warnell Parkway
Corridor Study
Count Map

-  6-Hour Turning Movement Count
-  48-Hour Volume/Classification Count



Old River Road/Warnell Parkway
Corridor Study
Count Map

-  6-Hour Turning Movement Count
-  48-Hour Volume/Classification Count