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June 30, 2022 (revised July 7, 2022)

Mr. Eric W. Larson, PE, AICP, CFM, CPSWQ
Assistant County Manager
Effingham County Board of Commissioners
601 N. Laurel Street
Springfield, GA 31329

Re: **Effingham County – Professional Transportation Services Fee Proposal – Southeast Effingham County Roadway Network Improvements**

Dear Mr. Larson:

Pond & Company (Pond) is pleased to submit this proposal for transportation engineering services for the above project. The paragraphs below describe the professional services and fees to accomplish this work.

Project Understanding

Effingham County has identified a number of roadway network improvements in the southeastern part of the county, aimed at improving connectivity and safety while providing more options for travel for residents, workers, and visitors alike. These include a number of realignments, new connections, and new or modified intersections. In general, this proposal includes the following services for each of these improvements:

- Planning-level traffic analysis, including traffic forecasting, to understand future traffic conditions and to identify needed lane configurations and improvements needed to support those future conditions,
- A schematic layout of the alignment of new roadway connections, showing potential edge of pavement and edge of right of way,
- Planning-level cost estimations for these projects, and
- An implementation plan that provides a suggested framework and phasing for the construction of these various improvements.

Specific improvements to be considered include:

1. Realignment of Little McCall Road to Rahm Station Road at McCall Road
2. Realignment of Low Ground Road to Timbergate Drive at McCall Road
3. New east-west roadway from SR 21 to McCall Road south of Southern Electric Railroad Company rail line.
 - a. Phase 1: from SR 21 to new north-south road listed below at #4
 - b. Phase 2: From new north-south road listed below at #4 to McCall Road, including a grade-separated crossing of the Norfolk-Southern rail line
4. New north-south roadway connecting GIRP to new east-west road listed above at #3; including an extension of the southern GIRP roadway
5. New north-south roadway connecting new east-west road listed above at #3 to McCall Road east of the Norfolk-Southern rail line

Architects
Engineers
Planners
Constructors

Additional information about the tasks to be performed are included in the Professional Services section following this one. Note that while this analysis will be aware of the potential impacts of the Georgia International Rail Park (GIRP), it is assumed that the internal roads already planned as part of the development will not be specifically analyzed or designed as part of this proposal beyond the connectors and intersections specifically identified.

Professional Services

Pond will provide all labor, materials, and equipment necessary to assist Effingham County in completing the tasks as described herein.

Phase 1: Kickoff and Coordination

Task 1.1, Coordination Meetings: To initiate the process, Pond will meet virtually with Effingham County to discuss the needs, expectations, and outcomes of the process. Throughout the process, Pond will continue to virtually meet with the County to continually coordinate on project status, upcoming steps, and other concerns.

Task 1.2, Data Collection: Pond will prepare an understanding of existing data as related to the overall study area. This will include a review of existing data compiled for the Transportation Master Plan (TMP), collection of additional information, and requests for relevant data from Effingham County. Additional data collection is anticipated to include new Turning Movement Counts at the intersections of McCall Road at Rahm Station Road and at Timbergate Drive. This proposal also assumed that Effingham County will be able to provide information about the GIRP development including the site plan, and any DRI study or trip generation that has been completed. If additional trip generation analysis must be performed as part of this effort, additional fee may be needed.

Phase 2: Traffic Analysis

Task 2.1, Existing Conditions Analysis: Based on collected data, Pond will prepare an analysis of existing intersections to be used as a baseline.

Task 2.2, Traffic Forecasting: Based on the forecasting methodology established in the TMP, existing count data, and on trip generation information from the GIRP development, Pond will develop projected volumes on study roadways with and without new roadway networks. Volumes will be projected into year 2030 and year 2050 and will include daily volumes for existing and proposed roadways and design hour volumes for proposed new and modified intersections.

Task 2.3, Future Conditions Analysis and Recommendations: Based on forecast traffic volumes, Pond will analyze proposed segments to identify recommended cross-section lane age. Pond will also analyze proposed new or modified intersection to identify recommended intersection control types and any needed auxiliary lanes or other treatments. All recommendations are expected to be at the planning level and may need additional refinement later on in the design process.

Phase 3: Schematic Layout and Planning-Level Cost Estimation

Task 3.1, Identification of Design Criteria: Develop minimum design criteria needed to prepare schematic layouts. We will also identify and download available aerials, GIS and LiDAR data to assist in developing design alternatives.

Task 3.2, Environmental Screening: Pond will conduct a desktop environmental screening of publicly available data sources in order to identify known environmental constraints in the vicinity of the proposed projects. This review will include streams, wetlands, cultural resources, and protected species. The desktop screening will result in one (1) brief summary report of findings combining all proposed projects.

Task 3.3, Schematic Layouts: Develop planning level schematic layouts on aerials including centerlines, approximate edge of pavement, and approximate edge of right of way. Intersection schematics will be based on the single most feasible option. Realignment and new roadway connections will look at a maximum of two (2) alignment options. As part of the grade separation feasibility for Project #3, we will design for a bridge type and span length that has the greatest probability of being approved by the railroad. Planning level right of way needs will be identified utilizing information available online from the Effingham County Property Appraiser.

Task 3.4, Cost Estimates: Planning-level cost estimates by segment and intersection will be prepared.

Phase 4: Implementation Framework

Task 4.1, Implementation Framework: Based on analyses performed previously, Pond will prepare an implementation framework, contained in a report document, that will include suggested phasing of the proposed improvements based on cost, utility, relation to other projects, construction feasibility, and other transportation planning concerns.

Professional Fees

Pond proposes to accomplish all phases and tasks included in this letter for a total Lump-Sum fee of \$75,000.

If this fee and scope is acceptable, Pond & Company is available to begin work immediately. If you have any questions or would like us to discuss/modify the scope, please contact myself or Andrew Babb, who will serve as the Project Manager. If you need any additional information, please feel free to contact me at (678) 336-7740.

Sincerely,

POND & COMPANY



Richard Fangmann, PE, PTOE
Vice-President

Cc:
Melissa Phillips, Client Liaison
Andrew Babb, PE, AICP

ACCEPTED BY (NAME): Wesley M. Corbitt, Chairman Effingham County Board of Commissioners

ACCEPTED BY (SIGNATURE): _____

DATE: _____

ATTEST: _____

Stephanie Johnson, County Clerk

