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NOTICE TO PROCEED

TO:

Moffatt & Nichol
300 Bull Street, Suite 200
Savannah, GA 31401

RE: NOTICE TO PROCEED

Project: 25-IDC RFP-100 SR 17 at Midland Road (GDOT Roundabout) Design

Please consider this your NOTICE TO PROCEED on the above-referenced project. In accordance with the terms of the contract and the proposal provided, work is to commence within 14 days of receipt of this notice unless otherwise agreed, and to be completed as scheduled.

Dated this _____ day of _____, 2025

Effingham County Board of Commissioners

Damon Rahn, Chairman

November 4, 2025

Daniel Carver, PE
Procurement and Contracts Manager
804 S Laurel Street
Springfield, GA 31329

Dear Ms. Carver:

Moffatt & Nichol (M&N) is pleased to submit this proposal to Effingham County to provide professional services for the surveying, design and permitting for the SR 17 @ Midland Road Roundabout project. This includes traffic study, roadway design, stormwater improvements, utility coordination/relocation, permitting and GDOT encroachment permit.

Working with a team that has GDOT experience is critical when working on Georgia Department of Transportation (GDOT)-owned roadways such as this. M&N's experience with GDOT District 5 as well as Effingham County, local staff who are experienced roadway designers makes our team a proven selection for successful delivery.

As IDC Project Manager, consider this letter my confirmation that our team of M&N and TerraMark can commit the necessary resources to meet the requirements specified in this RFP. This team was assembled based on a long history of successful performance in the past.

If you would like to discuss any specifics of this proposal please feel free to contact me directly at rosterloh@moffattnichol.com or (678) 525-1632.

Kindest Regards,

MOFFATT & NICHOL



Ron Osterloh, PE

Vice President

Project Approach and Work Plan

The Moffatt & Nichol (M&N) team is excited for the opportunity to propose on the **SR 17 and Midland Road (GDOT Roundabout) Design** for **Effingham County, Georgia**. M&N's Project Manager, **Kevin Skinner, PE**, brings over 25 years of transportation project management and design experience to this project. Kevin is particularly well-suited to manage this project as he has demonstrated experience managing numerous roundabout projects in rural locations in southeast Georgia and across the state including Effingham County.

Moffatt & Nichol provides the County with a seasoned team that knows the successful design and delivery of this roundabout requires:

- *A GDOT prequalified firm in all of the design categories required for the delivery of this project including roadway, traffic, and lighting*
- *PDP-certified project manager and staff*
- *Recent and identical experience with a locally funded roundabout project on a state route in District 5*

The project is a 100% locally funded project and will utilize GDOT construction specifications and details, however, it will not be required to follow the GDOT Plan Development Process (PDP) in full, just as appropriate under their requirements for the “*Large Scale Projects*” encroachment permit. Design criteria will follow GDOT guidelines where possible, however, our team will design with flexibility using engineering judgement to minimize impacts, reduce costs, and support advancing the schedule. This is a critical project for the County as it has been listed in the Tier 1 (higher priority) group of projects and, as such, time is of the essence.

In order to best understand the site and prepare this proposal, M&N staff have visited the site and reviewed available County GIS information, the national wetlands inventory, and other state and national cultural and archaeological databases.

A GDOT Qualified Project Manager and Team. As Effingham County has noted in their RFP, this project will require more effort, coordination, and approvals than other “off-system” roundabouts the County has constructed recently. *Obtaining an encroachment permit through GDOT is a necessary step and requires adherence to the GDOT PDP, but it is important to know which requirements are necessary for locally sponsored and funded projects. Having this understanding is a result of two key components: completing similar locally sponsored projects on state routes and having PDP certification through GDOT. Our team at Moffatt & Nichol has done both.*

This PDP certification is a critical need not only for the Project Manager, but for the design staff as well. As seen in the image on the next page, M&N's transportation project managers and engineers are GDOT PDP certified having completed their training class. Our staff takes this class every three years to maintain this certification.

Moffatt & Nichol also has a long history of managing and leading GDOT projects and has the prequalifications necessary to do so. We are prequalified in all design aspects related to this project. Those prequalifications are important on this project as they highlight our experience in key areas for successful delivery of this roundabout including roadway (3.01), traffic analysis (1.10, 3.06, 3.07), lighting (3.15), and environmental (1.06a). This experience is critical in developing plans that will result in approval of an encroachment permit from GDOT.



Kevin and our engineers also have the Georgia Soil and Water Conservation Commission (GSWCC) Level II certification allowing them to design erosion control plans and review on-site installation to be able to prepare the required 7-Day Inspection Letter. Our hydraulics engineer, Fred Halterman, PE, actually teaches this class for our team and other consultants.

Recent and Identical Experience in District 5: SR 25 at Trippe Boulevard. M&N has performed a nearly identical design and permitting process for the SR 25 at Trippe Boulevard roundabout in Chatham County. The project converted a high speed, four-leg, 2 way stop condition intersection to a single lane roundabout. To expedite the schedule, our early coordination with District 5 included three key components: ICE, RAID review, and encroachment permit. Using our established relationships in District 5 and understanding how they approach Large Project Encroachment Permits helped us get right to work. The Chatham County job was similar to this SR 17 and Midland Road project, being locally funded, on a state route and included approval through the GDOT “Large Project” Encroachment permitting. **Our staff completed design and GDOT permitting in five (5) months.** This particular roundabout included property already owned by Georgia Ports Authority (GPA) and no R/W acquisition was needed. Construction was completed in just seven (7) months, and the intersection is open to traffic today.

Key Success Strategies for the Encroachment Permit

- One of the items that helped with successful completion of this project was the early coordination with the District 5 team. Providing them with concept plans allowed them to understand the project, create a “project” within their internal systems (a necessary step so they can track it themselves), and communicate expectations between ourselves, our client, and GDOT so we can outline and define deliverables and the schedule. Each project is different, and the requirements may differ slightly, so understanding our goals and deliverables was critical in streamlining the design process.

- M&N has completed work for GDOT in District 5 and these relationships and understanding of how they operate, especially on a similar project like SR 25 at Trippe Boulevard, provide a pathway for executing another successful project in SR 17 at Midland Road.
- Identification of all critical design decisions and full geometric design during the concept phase allowed our team to understand impacts, costs, and clearly communicate these to GDOT early. This allowed the RAID review to happen earlier in the process as well.

Why Moffatt & Nichol

Our team, led by Kevin Skinner, has the experience to deliver this important project for Effingham County given our understanding of how to navigate the GDOT review and encroachment permit process for locally sponsored projects, our extensive roundabout design experience, and our recent success on an identical project only 20 miles away. We appreciate the County's consideration of Moffatt & Nichol for the **SR 17 and Midland Road (GDOT Roundabout) Design** project.

Technical Approach

Concept Development. The concept development and traffic analysis will begin immediately upon NTP and advance these and other tasks concurrently to advance the schedule and be in a position to have clear and informed discussions with GDOT District 5 as soon as possible.

Our engineers will download current aerials to use in laying out the concept alternative while survey activities are underway. These will be used in creating a footprint for both the survey and field studies for environmental resources. Our traffic engineers will conduct a traffic and crash analysis to gain a clear understanding of the existing and future traffic demands and what type of crashes are occurring and where. This will allow our engineers to focus their design efforts, identifying the most effective operational and safety considerations for this roundabout project.

M&N will conduct a visual inspection of the pavement. We anticipate that mill and inlay will be sufficient for this project but will provide a recommendation for the County if a full pavement evaluation should be completed. Pavement corings and the associated analysis is not included at this time.

Traffic & Safety Considerations. According to the GDOT TADA coverage counts, in 2023, SR 17 carried just under 10,000 vehicles per day (vpd) north of Midland Road and approximately 7,500 vpd south of Midland Road. Midland Road carried just under 4,000 vpd east of SR 17 and approximately 1,000 vpd west of SR 17. The M&N site visit identified speed as a concern on the straight, flat northbound, southbound, and westbound approaches to this existing side-street, stop-control intersection. Additionally, the existing intersection has a substandard 45-degree skew angle on the Midland Road approaches, well below the ideal 90-degree approach angle. Given the relatively high traffic volumes, skewed side street alignment, and high-speed approaches, the implementation of a roundabout will result in significant safety and operational benefits at this location.

To better understand and evaluate the safety needs of this intersection, the last eight years of available crash data (2017 - 2025) has been downloaded and analyzed. This crash data is presented in the table below.

SR 17 @ Midland Road, Effingham County						
Crash Data (10/1/2017 - 10/1/2025)						
Most Recent 8 Years of Crash Data	Crash Severity					Years
	K*	A*	B*	C*	O	8
Angle	0	1	3	3	6	30%
Head-On	0	1	0	0	3	9%
Rear End	0	0	1	5	13	43%
Sideswipe - Same	0	0	0	0	1	2%
Sideswipe - Opposite	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	2	0	5	16%
TOTALS	0	2	6	8	28	44

* Number of crashes resulting in injuries / fatalities, not number of persons

* K = Fatality, A = Serious Injury, B = Visible Injury, C = Complaint Injury, O = No Injury

Of the 44 crashes experienced during this eight-year period, more than one-third (36%) resulted in injuries. The crash data reveals that rear-end and angle crashes accounted for 73% of the crashes. A review of the crash reports revealed that most rear-end crashes were a result of traffic turning from SR 17 onto Midland Road and most angle crashes involved a vehicle from Midland Road being struck

by a vehicle traveling on SR 17. These crashes are likely due to the high volumes and speeds of traffic on SR 17. Controlling entry speeds for the SR 17 approaches will be critical to the successful implementation of this roundabout.

Since this intersection is located on a state route, we will complete Intersection Control Evaluation (ICE) Stage I and II analyses for submittal to the GDOT Roundabout and Alternative Intersection Design (RAID) Office. While the ICE analysis will evaluate all feasible intersection improvements, the safety and operational benefits of a roundabout at this location will likely result in the highest-performing control option, supporting the County's recommendation.

As shown in our schedule, sufficient information will be completed in the early stages of the traffic analysis process to develop a roundabout concept layout. We will present this concept to Effingham County for review and comments. Upon concurrence with the County, M&N will submit the ICE studies and roundabout to the appropriate GDOT offices. As we are working through this process with GDOT and feel that the risk is low, M&N will move into more detailed design by beginning the Preliminary Design phase. This is another opportunity to overlap activities and advance the schedule.

Database Preparation. Along with the concept design and traffic, the database activities will begin immediately upon NTP. Our subconsultant TerraMark has worked for M&N on multiple Effingham County projects recently and understands timeline and delivery expectations for the County.

They will collect topographic and mapping data for the corridor using photogrammetric mapping, LIDAR and/or conventional methods. A right-of-way/property survey for the corridor will be completed and added to the mapping file for use in establishing the required right-of-way for the proposed project. Above-ground utilities will be located and an existing utility survey will be completed based on this information.

The length for survey at this intersection is assumed to be 750 feet for all approaches with an estimated survey width of 100 feet. TerraMark usually picks up additional length with their aerial mapping. If more surveys are needed once design is underway, they typically can complete the additional survey in the office utilizing the aerial survey already flown providing a quick turnaround of any extended survey limits.

Preliminary Design. Our goal with the concept phase is to have identified and developed a constructable and cost-effective roundabout. This will allow the preliminary design activities to be completed quickly by developing the rest of the plans including drainage, stage construction, and signing and marking, and developing a detailed cost estimate. As a result, our team can advance to the right-of-way acquisition phase much quicker.

The development of preliminary plans will include information needed to set final right-of-way and easements required to construct the project. Preliminary plans will be submitted to Effingham County for their review and comment. An updated cost estimate will be prepared and provided as well. A meeting will be held to review County comments based on their review of the submitted preliminary plans. We will focus efforts on addressing any comments affecting environmental and right-of-way impacts in or to prioritize preparation of the right-of-way plans.

Utility Coordination. Another activity that will begin upon NTP is utility coordination. Our utility engineer, Sarah Ugolik, PE, will lead the utility coordination of these activities through the County and

utility owners. Subsurface Utility Engineering (SUE) is not included as it is usually not deemed necessary for a roundabout project. Sarah will submit plans to each of the utility companies to obtain records confirming, adding, and revising our database. These will be shared with the engineers for their use in avoiding and minimizing impacts to the existing utilities.

Transforming the existing intersection into a roundabout requires close attention to the existing utility network. Utilities in the conflict zone include Water Utility Management North for water, Georgia Power distribution for electric, and Planters Rural Telephone for telecommunications. In addition, communication cabinets are located on three of the four intersection corners, requiring careful relocation planning to maintain service continuity and minimize disruption to surrounding properties.

This intersection does not include any aerial facilities in the immediate area and seemingly little to no surface utilities in the northeast quadrant. This location, from our initial evaluation, appears to minimize conflicts, if not completely avoid them, so shifting the intersection in this direction will be evaluated as one of the options.

Right-of-Way Plans. To advance the schedule, Right-of-Way Plans will be prepared prior to submittal of the Preliminary Plans to the County for review. Once comments are received, the preliminary design will be updated accordingly and Right-of-Way plans will be finalized and submitted to the County for review as well. Upon approval, the County can advance their acquisition activities.

We anticipate approximately six (6) parcels from our initial evaluation will be staked one time as a part of the base agreement. The staking will be done at the time that is most appropriate for the County to assist them in their acquisition of property for the proposed improvements at this intersection.

Final Design. The final plans will address applicable comments from the review provided by the County as a part of the preliminary design/right-of-way phase. Utility coordination will be finalized in this phase of work. An updated cost estimate will be prepared as well, and the final plans will be provided to the County for their review. Comments will be addressed and a corrected final set of plans and bid form will be provided to the County for their use in bidding the project. Technical specifications and details for the project shall follow current GDOT guidelines along with any supplemental or special provisions (prepared by the consultant) needed for construction.

Environmental and Erosion Control Permitting. The consultant shall prepare submittal packages for the project to the various permitting agencies. The consultant shall submit final plans and specifications to the applicable local, state, and federal agencies for review. Agency submittals anticipated for this project include:

- Georgia EPD (if needed)
- GSWCC
- Effingham County

Generally, the plans required for permitting will be prepared in the development of the final plans so there will be minimal effort to prepare the necessary files for these submittals. Since this project is locally funded, no environmental documentation is required or needed. Although not anticipated as discussed above, any potential impacts to jurisdictional waters will be permitted through the US Army Corps of Engineers. M&N will also complete any required environmental coordination with GDOT.

Submittal fees are not included in the fee schedule and shall be provided by the County at the time of submittal. M&N will assist the County in obtaining construction permits for the project. The items associated with submittal of an NOI for construction as well as other required activities of the land disturbing permit will be included with the construction assistance services phase of the proposal.

Bid and Construction Assistance. Moffatt & Nichol will assist the County during the Bid Phase. Typical services provided during this phase include preparation of contract documents, assembling bid packages, attending and/or conducting a pre-bid meeting, responding to contractor questions, and preparing addenda (up to two). PDF copies of the bid package, an excel file of the bid tab, and CAD file of the design plans will be provided to the County.

Kevin will be available during the construction phase to assist/support Effingham County in answering questions that may be received from the contractor. The County will handle construction management and observation services for the project. M&N will be available to provide information and respond to questions regarding the plans in a timely manner to avoid delays in construction. This budget will be discussed during the project fee negotiations.

Project Management, Meetings, and Coordination. M&N will prepare for and lead project meetings. There will be monthly coordination meetings during the duration of the contract. Kevin and Sarah will also coordinate and attend meetings with the utility companies.

M&N will maintain and update as necessary the milestone schedule for our work on the project. Project updates will be given monthly via a status report and schedule update to ensure the project stays on schedule. If the project falls behind schedule, we will propose a plan to get back on schedule.

Project Schedule: SR 17 @ Midland Roundabout	2026											
	January	February	March	April	May	June	July	August	September	October	November	December
Task 1 - Database Preparation												
Task 2 - Traffic Evaluation/ICE Submittal												
Task 3 - Concept Development												
Task 4 - Preliminary Design												
Task 5 - Right-of-Way Plans												
Task 6 - GDOT Encroachment Permit												
Task 7 - Final Design												
Task 8 - R/W Acquisition (by County)*												
Task 9 - Bid Assistance & Construction Services**												

* duration to be confirmed with Effingham Co.

** hourly, additional cost

PROPOSED BUDGET

Effingham County
SR 17 at Midland Road

1. GDOT Program Management and Coordination	Estimated Hours	Hourly Rate	Total Cost per Phase (NTE)
Principal	4	\$250.00	
Project Manager	60	\$210.00	
Senior Transportation Engineer	18	\$173.00	
Transportation Engineer	16	\$158.00	
Transportation Technician	0	\$105.00	
Clerical/Admin	4	\$82.00	
Subtotal	102		\$19,570.00

2. Concept Development	Estimated Hours	Hourly Rate	Total Cost per Phase (NTE)
Principal	0	\$250.00	
Project Manager	0	\$210.00	
Senior Transportation Engineer	40	\$173.00	
Transportation Engineer	120	\$158.00	
Transportation Technician	0	\$105.00	
Clerical/Admin	24	\$82.00	
Subtotal	184		\$27,848.00
Subconsultant (TerraMark)			\$33,000.00
Subconsultant (Traffic Counts)			\$2,000.00
Subtotal (w/ subconsultant)			\$62,848.00

3. Preliminary Design	Estimated Hours	Hourly Rate	Total Cost per Phase (NTE)
Principal	0	\$250.00	
Project Manager	22	\$210.00	
Senior Transportation Engineer	166	\$173.00	
Transportation Engineer	436	\$158.00	
Transportation Technician	164	\$105.00	
Clerical/Admin	0	\$82.00	
Subtotal	788		\$119,446.00

4. Final Design	Estimated Hours	Hourly Rate	Total Cost per Phase (NTE)
Principal	0	\$250.00	
Project Manager	22	\$210.00	
Senior Transportation Engineer	196	\$173.00	
Transportation Engineer	220	\$158.00	
Transportation Technician	120	\$105.00	
Clerical/Admin	4	\$82.00	
Subtotal	562		\$86,216.00

TOTAL	1636		\$288,080.00
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