

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #431780 **OFFICE** Design Policy & Support
STP00-0032-02(028)
GDOT District 4 - Tifton
Colquitt County **DATE** July 27, 2011
Widening of SR 133 from CR 388/Spence file to SR
35/ E. Moultrie Bypass.

FROM *for*  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED LOCATION & DESIGN REPORT

Attached is the approved Location and Design Report with Notice of Location & Design Approval for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Ron Wishon, State Project Review Engineer
Phil Copeland, State Right-of-Way Administrator
Glenn Bowman, State Environmental Administrator
Bobby Hilliard, State Program Delivery Engineer
Kathy Zahul, State Traffic Engineer
Cindy VanDyke, State Transportation Planning Administrator
Ken Thompson, Location Bureau Chief
Angela Robinson, Financial Management Administrator
Sonja Thompson, Area Engineer - D4, A4
William Pridgen, District Planning & Programming Engineer
Brent Thomas, District Preconstruction Engineer
Joe Sheffield, District Engineer
Douglas Fadool, Project Manager
BOARD MEMBER - 8th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0032-02(028), Colquitt County **OFFICE** District 4
P.I. Number: 431780 **DATE** 5/14/11
Widening of SR 133 from Hawthorne Rd
(CR 388) to E. Moultrie Bypass (SR 35)

FROM: Bobby Hilliard, P.E.
Office of Program Delivery

TO: Brent Story, P.E., State Design Policy Engineer
Attn: Dave Peters, State Conceptual Design Group Manager

SUBJECT: Request for Location and Design Approval

Description and Project Proposal:

State Route 133 is a major north-south corridor in South Georgia and provides a vital connection between Valdosta on the south with Albany to the north. For its entire length between Valdosta and Albany, S.R. 133 is identified for eventual widening due to its inclusion on the Governor's Road Improvement Program (GRIP). The GRIP was initiated in the 1980's to address the importance of stimulating economic growth via an improved transportation network. STP00-0032-02(028) is one of 9 projects that will widen SR 133 between Albany and Valdosta. More specifically, there are 5 projects to widen SR133 between Valdosta and Moultrie and 4 projects between Moultrie and Albany. The proposed limits of the 5 projects (PI # 0000543, 0000544, 0000545, 0000546 and 431780) between Valdosta and Moultrie have logical termini; the southern terminus of these projects will tie into the existing four lane section of SR 133 near CR 276/Troupeville Road in Brooks County and the northern terminus of these projects will tie at the SR 35/East Moultrie Bypass in Colquitt County.

STP00-0032-02(028) in Colquitt County is proposed to improve 4.58 miles of S.R. 133 from Hawthorne Road/ CR 388 (Colquitt County Mile Post 10.05), where it ties to Project STP00-0000-00(546), to East Moultrie Bypass/ S.R. 35 (Colquitt County Mile Post 14.63). Improvements consist of adding a 14' flush median, curb and gutter and sidewalk to the existing four-lane S.R. 133 with turn lanes as needed. Improving S.R. 133 to a multi-lane facility with separate turning lanes will reduce turning conflicts from the through traffic and improve operations.

Concept Approval Date: Original Concept Report Approved: March 23, 2006
Revised Concept Report Approved: December 29, 2010

Concept Update: No updates have occurred after the approval of the Revised Concept Report.

Environmental Document Type, Approval Date & any Reevaluations: EA/FONSI, July 12, 2011

Public Involvement:

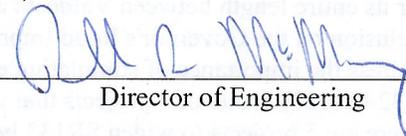
- Public Hearing Open House Results:
 - September 13, 2007 held in Moultrie & Morven, GA for all 5 projects
 - Please see Attached PHOH Synopsis
 - 60 Total Comments Received for all 5 projects

- Total Comments For or Against the Project:
 - For: 43
 - Conditional: 7
 - Uncommitted: 5
 - Against: 5
- Total Number of Attendees:
 - Moultrie: 67
 - Morven: 141
 - Officials: 3
- No major changes were made as a result of the comments received at the public hearings.
- Public Information Open House
 - May 10, 2005 held in Moultrie, GA
 - Please see Attached PIOH Response Letter

Consistency with Approved Planning:

The design description as presented herein and submitted for approval is consistent with the approved Revised Concept Report.

Recommendations: Recommend that the project be approved and that the attached Notice be approved for advertising.

RECOMMEND: 
 Director of Engineering

APPROVE:  7/21/2011
 Chief Engineer Date

DATE OF LOCATION AND DESIGN APPROVAL: July 27, 2011
 (To be entered by the State Conceptual Design Group Manager)

Attachments:

- Sketch Map
- Cost Estimate
- Notice of Location and Design Approval
- PHOH Synopsis
- PIOH Response Letter

DETAILED COST ESTIMATE



Job: 0431780

JOB NUMBER: 0431780

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

DESCRIPTION: 2423.00 SR 133

ITEMS FOR JOB 0431780

10 - ROADWAY

LINE	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$1,300,000.00	TRAFFIC CONTROL - 431780	\$1,300,000.00
0010	153-1300	1.000	EA	\$60,146.65	FIELD ENGINEERS OFFICE TP 3	\$60,146.65
0015	201-1500	1.000	LS	\$750,000.00	CLEARING & GRUBBING - 431780	\$750,000.00
0020	205-0001	14500.000	CY	\$9.48	UNCLASS EXCAV	\$137,528.15
0025	206-0002	95000.000	CY	\$5.37	BORROW EXCAV, INCL MATL	\$510,613.60
0030	207-0203	200.000	CY	\$44.98	FOUND BK FILL MATL, TP II	\$8,996.34
0019	212-1000	1000.000	CY	\$16.64	GRANULAR EMBANKMENT INCL M&H	\$16,635.86
0210	310-5060	11100.000	SY	\$9.13	GR AGGR BS CRS 6IN INCL MATL	\$101,345.00
0035	310-5120	35000.000	SY	\$18.39	GR AGGR BS CRS 12IN INCL MATL	\$643,609.75
0040	318-3000	250.000	TN	\$25.80	AGGR SURF CRS	\$6,449.93
0045	402-1812	39000.000	TN	\$66.47	RECYL AC LEVELING, INC BM&HL	\$2,592,225.09
0050	402-3112	22190.000	TN	\$80.00	RECYL AC 19MM SP, GP 1/2, BM&HL	\$1,775,200.00
0055	402-3113	16640.000	TN	\$57.18	RECYL AC 12.5MM SP, GP 1/2, BM&HL	\$951,506.32
0060	402-3143	60160.000	TN	\$82.00	RECYL AC 25 MM SP, GP 1 OR 2, INCL BM	\$4,933,120.00
0065	413-1000	45600.000	GL	\$2.35	BITUM TACK COAT	\$107,033.23
0205	432-5010	145000.000	SY	\$1.04	MILL ASPH CONC PVMT, VARB DEPTH	\$150,820.30
0070	441-0016	170.000	SY	\$45.66	DRIVEWAY CONCRETE, 6 IN TK	\$7,763.03
0075	441-0018	450.000	SY	\$39.33	DRIVEWAY CONCRETE, 8 IN TK	\$17,699.71
0080	441-0104	25900.000	SY	\$25.09	CONC SIDEWALK, 4 IN	\$649,763.92
0085	441-0754	110.000	SY	\$42.90	CONC MEDIAN, 7 1/2 IN	\$4,719.19
0229	441-4020	1750.000	SY	\$30.34	CONC VALLEY GUTTER, 6 IN	\$53,100.22
0230	441-4030	4580.000	SY	\$40.63	CONC VALLEY GUTTER, 8 IN	\$186,098.87
0195	441-6216	2200.000	LF	\$11.60	CONC CURB & GUTTER/ 8"X24"TP2	\$25,510.61
0220	441-6222	46500.000	LF	\$8.98	CONC CURB & GUTTER/ 8"X30"TP2	\$417,524.43
0225	441-6740	7500.000	LF	\$10.80	CONC CURB & GUTTER/ 8"X30" TP7	\$80,980.73
0200	444-1000	4800.000	LF	\$2.54	SAWED JTS IN EXIST PVMTS - PCC	\$12,197.18
0215	446-1100	38200.000	LF	\$1.69	PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH	\$64,652.35
0095	500-3101	200.000	CY	\$463.90	CLASS A CONCRETE	\$92,780.58
0100	500-3200	250.000	CY	\$542.27	CL B CONC	\$135,567.08
0105	511-1000	80000.000	LB	\$0.63	BAR REINF STEEL	\$50,395.20
0110	550-1180	22600.000	LF	\$24.85	STM DR PIPE 18",H 1-10	\$561,577.68
0115	550-1240	8900.000	LF	\$31.15	STM DR PIPE 24",H 1-10	\$277,246.30
0120	550-1300	5000.000	LF	\$47.54	STM DR PIPE 30",H 1-10	\$237,721.30
0124	550-1360	3750.000	LF	\$46.24	STM DR PIPE 36",H 1-10	\$173,415.49
0125	550-1420	280.000	LF	\$63.27	STM DR PIPE 42",H 1-10	\$17,715.52
0128	550-1480	240.000	LF	\$70.30	STM DR PIPE 48",H 1-10	\$16,871.98
0129	550-2180	25.000	LF	\$31.75	SIDE DR PIPE 18",H 1-10	\$793.65
0135	550-3318	32.000	EA	\$604.33	SAFETY END SECTION 18",STD,4:1	\$19,338.67
0140	550-3324	2.000	EA	\$927.48	SAFETY END SECTION 24",STD,4:1	\$1,854.96
0145	550-3330	1.000	EA	\$1,375.16	SAFETY END SECTION 30",STD,4:1	\$1,375.16
0150	550-3336	4.000	EA	\$2,216.51	SAFETY END SECTION 36",STD,4:1	\$8,866.03
0152	550-3518	43.000	EA	\$580.75	SAFETY END SECTION 18",STD,6:1	\$24,972.37
0153	550-3524	1.000	EA	\$864.87	SAFETY END SECTION 24",STD,6:1	\$864.87
0154	550-3530	2.000	EA	\$1,645.37	SAFETY END SECTION 30",STD,6:1	\$3,290.75
0151	550-3618	2.000	EA	\$677.06	SAFETY END SECTION 18",SD,6:1	\$1,354.13
0240	573-2006	1200.000	LF	\$12.83	UNDDR PIPE INCL DRAIN AGGR 6"	\$15,391.45
0245	603-2181	2400.000	SY	\$41.84	STN DUMPED RIP RAP, TP 3, 18"	\$100,421.47
0250	603-2184	550.000	SY	\$50.00	STN DUMPED RIP RAP, TP 3, 30"	\$27,500.00
0255	603-7000	2950.000	SY	\$3.58	PLASTIC FILTER FABRIC	\$10,571.44
0155	610-9099	1.000	LS	\$1,641.62	REM WINGWALLS/PARAPETS, STA - 431780	\$1,641.62
0244	620-0100	2000.000	LF	\$25.42	TEMP BARRIER, METHOD NO. 1	\$50,844.90
0160	634-1200	526.000	EA	\$87.12	RIGHT OF WAY MARKERS	\$45,825.09
0165	641-1200	340.000	LF	\$17.69	GUARDRAIL, TP W	\$6,015.50
0170	641-5001	7.000	EA	\$628.62	GUARDRAIL ANCHORAGE, TP 1	\$4,400.31
0175	641-5012	1.000	EA	\$1,805.29	GUARDRAIL ANCHORAGE, TP 12	\$1,805.29
0180	668-1100	248.000	EA	\$2,060.65	CATCH BASIN, GP 1	\$511,041.48

DETAILED COST ESTIMATE



Job: 0431780

LINE	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0181	668-1110	200.000	LF	\$153.01	CATCH BASIN, GP 1, ADDL DEPTH	\$30,602.54
0182	668-1200	5.000	EA	\$2,694.01	CATCH BASIN, GP 2	\$13,470.03
0184	668-1210	19.000	LF	\$225.63	CATCH BASIN, GP 2, ADDL DEPTH	\$4,286.95
0185	668-2100	98.000	EA	\$1,787.50	DROP INLET, GP 1	\$175,175.00
0186	668-2110	25.000	LF	\$228.64	DROP INLET, GP 1, ADDL DEPTH	\$5,716.01
0187	668-2200	1.000	EA	\$2,903.23	DROP INLET, GP 2	\$2,903.23
0189	668-2210	2.000	LF	\$230.41	DROP INLET, GP 2, ADDL DEPTH	\$460.82
0190	668-4300	10.000	EA	\$2,138.33	STORM SEW MANHOLE, TP 1	\$21,383.33
0191	668-4311	4.000	LF	\$182.82	ST SEW MANHOLE, TP 1, A DEP, CL 1	\$731.28
0194	668-4400	1.000	EA	\$2,704.71	STORM SEW MANHOLE, TP 2	\$2,704.71
SUBTOTAL FOR ROADWAY:						\$18,224,134.63

20 - STAGING/EROSION CONTROL

LINE	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0264	163-0232	20.000	AC	\$452.33	TEMPORARY GRASSING	\$9,046.68
0355	163-0240	600.000	TN	\$152.78	MULCH	\$91,665.58
0265	163-0300	14.000	EA	\$1,040.34	CONSTRUCTION EXIT	\$14,564.82
0356	163-0503	55.000	EA	\$366.54	CONSTR AND REMOVE SILT CONTROL GATE, TP 3	\$20,159.57
0260	163-0528	15400.000	LF	\$3.20	CONSTR AND REM FAB CK DAM -TP C SLT FN	\$49,327.74
0375	163-0541	25.000	EA	\$259.62	CONSTR & REM ROCK FILTER DAMS	\$6,490.43
0275	163-0550	410.000	EA	\$142.60	CONS & REM INLET SEDIMENT TRAP	\$58,467.58
0285	165-0010	10000.000	LF	\$0.63	MAINT OF TEMP SILT FENCE, TP A	\$6,285.70
0290	165-0030	6100.000	LF	\$0.53	MAINT OF TEMP SILT FENCE, TP C	\$3,207.75
0360	165-0087	55.000	EA	\$85.03	MAINT OF SILT CONTROL GATE, TP 3	\$4,676.76
0270	165-0101	14.000	EA	\$314.02	MAINT OF CONST EXIT	\$4,396.31
0280	165-0105	410.000	EA	\$25.38	MAINT OF INLET SEDIMENT TRAP	\$10,406.60
0370	165-0110	25.000	EA	\$152.17	MAINT OF ROCK FILTER DAM	\$3,804.31
0295	167-1000	8.000	EA	\$628.45	WATER QUALITY MONITORING AND SAMPLING	\$5,027.58
0300	167-1500	24.000	MO	\$637.05	WATER QUALITY INSPECTIONS	\$15,289.30
0305	171-0010	20000.000	LF	\$1.59	TEMPORARY SILT FENCE, TYPE A	\$31,702.60
0310	171-0030	12200.000	LF	\$3.23	TEMPORARY SILT FENCE, TYPE C	\$39,354.76
0380	643-8200	5500.000	LF	\$1.80	BARRIER FENCE (ORANGE), 4 FT	\$9,901.65
0315	700-6910	40.000	AC	\$1,113.15	PERMANENT GRASSING	\$44,526.11
0320	700-7000	120.000	TN	\$43.74	AGRICULTURAL LIME	\$5,248.39
0325	700-7010	100.000	GL	\$16.92	LIQUID LIME	\$1,692.21
0330	700-8000	40.000	TN	\$470.18	FERTILIZER MIXED GRADE	\$18,807.36
0335	700-8100	2000.000	LB	\$2.39	FERTILIZER NITROGEN CONTENT	\$4,786.24
0340	715-2100	1600.000	SY	\$1.80	BITUM TRTD ROWING, SLOPES	\$2,885.07
0350	716-1000	2000.000	SY	\$2.91	EROSION CONTROL MATS, WATERWAYS	\$5,810.82
0345	716-2000	5000.000	SY	\$1.55	EROSION CONTROL MATS, SLOPES	\$7,760.25
SUBTOTAL FOR STAGING/EROSION CONTROL:						\$475,292.17

30 - SIGNING AND MARKING

LINE	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0385	636-1020	2300.000	SF	\$12.12	HWY SGN, TP1MAT, REFL SH TP3	\$27,866.39
0390	636-1033	750.000	SF	\$17.94	HWY SIGNS, TP1MAT, REFL SH TP 9	\$13,452.94
0395	636-2070	8250.000	LF	\$6.42	GALV STEEL POSTS, TP 7	\$52,992.31
0400	636-5100	10.000	EA	\$142.76	MILEPOST SIGNS	\$1,427.56
0399	639-3003	4.000	EA	\$7,076.45	STEEL STRAIN POLE, TP III	\$28,305.81
0405	653-0120	181.000	EA	\$65.71	THERM PVMT MARK, ARROW, TP 2	\$11,892.78
0450	653-0210	4.000	EA	\$104.41	THERM PVMT MARK, WORD, TP 1	\$417.65
0410	653-1501	11500.000	LF	\$0.34	THERMO SOLID TRAF ST 5 IN, WHI	\$3,943.81
0415	653-1502	48000.000	LF	\$0.29	THERMO SOLID TRAF ST, 5 IN YEL	\$13,686.72
0440	653-1704	1600.000	LF	\$2.97	THERM SOLID TRAF STRIPE, 24", WH	\$4,744.99
0445	653-1804	12850.000	LF	\$1.50	THERM SOLID TRAF STRIPE, 8", WH	\$19,295.69
0420	653-3501	48000.000	GLF	\$0.14	THERMO SKIP TRAF ST, 5 IN, WHI	\$6,604.32
0425	653-3502	48000.000	GLF	\$0.07	THERMO SKIP TRAF ST, 5 IN, YEL	\$3,277.92
0430	653-6004	2200.000	SY	\$2.70	THERM TRAF STRIPING, WHITE	\$5,950.98
0435	653-6006	650.000	SY	\$2.83	THERM TRAF STRIPING, YELLOW	\$1,840.94
0455	654-1001	700.000	EA	\$3.07	RAISED PVMT MARKERS TP 1	\$2,147.21
0460	654-1003	750.000	EA	\$3.08	RAISED PVMT MARKERS TP 3	\$2,310.36
SUBTOTAL FOR SIGNING AND MARKING:						\$200,158.38

DETAILED COST ESTIMATE



Job: 0431780

40 - SIGNALS

LINE	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0465	647-1000	1.000	LS	\$150,000.00	TRAF SIGNAL INSTALLATION NO - SIGNAL SR 35	\$150,000.00
0470	647-1000	1.000	LS	\$150,000.00	TRAF SIGNAL INSTALLATION NO - SIGNAL SANDERSON FARMS	\$150,000.00
<i>SUBTOTAL FOR SIGNALS:</i>						\$300,000.00

TOTALS FOR JOB 0431780

ITEMS COST:	\$19,199,585.18
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$19,197,943.56
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$19,197,943.56

P.I. Number 431780

County Colquitt

Project Number STP00-0032-02(028)

Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

ENTER FPL DIESEL	4.079
ENTER FPM DIESEL	9.178

ENTER FPL UNLEADED	3.862
ENTER FPM UNLEADED	8.6895

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	14500.000	0.29	4205.00	0.15	2175.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)	95000.000	0.29	27550.00	0.15	14250.00	
GAB paid as specified by the ton under Section 310 (TON)	35000.000	0.29	10150.00	0.24	8400.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	137990.000	2.90	400171.00	0.71	97972.90	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500	200.00	464.00	92.8000	8.00	742.40	1.50	139.20	Class A Ret Wall
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
--------------	----------	------------	---------	---------------	----------------	-----------------	------------------	---------

Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	442818.40	SUM QF UNLEADED=	122937.10
-----------------------	------------------	-------------------------	------------------

DIESEL PRICE ADJUSTMENT(\$)	\$2,077,194.69
UNLEADED PRICE ADJUSTMENT(\$)	\$546,000.54

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00%	INCREASE ADJUSTMENT
----------------	----------------------------

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	
-------------------------------------	--

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (<i>ENGLISH 125% MAX</i>)	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$2,077,194.69</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$546,000.54</u>
ASPHALT CEMENT PRICE ADJUSTMENT (<i>BITUMINOUS TACK COAT 125% MAX</i>)	<u>\$141,956.83</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT <i>125% MAX</i>	<u>\$5,000,757.60</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(<i>Surface Treatment 125% MAX</i>)	

REMARKS:	
----------	--

TOTAL ADJUSTMENTS	\$7,765,909.67
--------------------------	-----------------------

COST ESTIMATE SUMMARY
STP00-0032-02(028)

Base Construction Cost:	\$19,197,943.56
Engineering and Inspection @ 5%:	\$959,897.18
Fuel Adjustment:	\$2,623,195.23
Liquid AC Adjustment	\$5,142,714.43
Total Construction Cost:	\$27,923,750.40

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. Nos. 0000543, 0000544, OFFICE: Environmental/Location
0000545, 0000546, DATE: September 28, 2007
and 431780

FROM Glenn Bowman, P.E., State Environmental/Location Engineer

TO Distribution Below

SUBJECT PUBLIC HEARING OPEN HOUSE SYNOPSIS

PROJECT Nos. & COUNTIES: STP-0000-00(543), (544), (545), (546), and STP-032-2(28)
Brooks and Colquitt

PROJECT DESCRIPTION: Widening of State Route 133 from CR 276/Troupeville Road to
SR 35/E. Moultrie Bypass

DATE: September 13, 2007 4 p.m. – 7 p.m.

NUMBER IN ATTENDANCE: 67 – Moultrie Meeting
141 – Morven Meeting

FOR: 43

CONDITIONAL: 7

UNCOMMITTED: 5

AGAINST: 5

OFFICIALS IN ATTENDANCE: 3 (All attended the Morven Meeting.)
W.P. Billy Langdale – Board Member DOT
Ellis Black – State Representative
Jody Redding – Office of Senator Johnny Isakson

ADDITIONAL COMMENTS: Two PHOHs were held simultaneously at two different
locations, Spence Field Community Center in Moultrie on the
projects northern end and Morven City Hall on the projects
southern end.

PREPARED BY: Scarlett Sharpe, PBS&J for GDOT (Alexis John)

TELEPHONE No.: (404) 699-4409

cc: Todd Long, P.E.
Gerald M. Ross, P.E.
Joe W. Sheffield, P.E.
David Norwood
Jeff Bridges
Craig A. Solomon
Scarlett Sharpe, PBS&J



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

GENA L. ABRAHAM,
COMMISSIONER
(404) 656-5206

GERALD M. ROSS, P.E.
CHIEF ENGINEER
(404) 656-5277

BUDDY GRATTON, P.E.
DEPUTY
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

January 16, 2008

<<Title>><<Name>>
<<Street Address>>
<<City>>

Re: State Route 133 GRIP Improvements
GDOT Project Numbers STP-0000-00(543)(544)(545)(546), and STP-032-2(28)
P.I. Numbers 0000543, 0000544, 0000545, 0000546, and 431780
Brooks and Colquitt Counties

Dear <<Title>><<Name>>:

Thank you for your input the Public Hearing Open House (PHOH) for the referenced project. All written and recorded comments have been reviewed and will be taken into consideration as we continue the design process. Your interest in this meeting and your comments are appreciated. Your comments will be made a part of the official record of the project.

As you are aware, the PHOH was held for the referenced project on September 13, 2007, at the Spence Field Community Center in Moultrie and the Morven City Hall in Morven simultaneously. Of the comments received, 43 were in support of the project, and five (5) were opposed to the project. There were 11 comments that stated their support was conditional, and five (5) people were uncommitted or did not specify their position on the proposed project.

The attendees of the PHOH and those persons sending in comments afterwards raised the following questions and concerns. The Georgia Department of Transportation (Department) has prepared one response letter that addresses all comments received so that everyone can be aware of the concerns raised and responses given. Please find the comments, concerns, and questions listed below along with the Department's response.

The majority of the total comments state concerns over right-of-way; including, taking right-of-way from individual properties, taking more right-of-way from one side of the road than the other, the need to move homes from their current location due to right-of-way acquisition, and the placement of existing and future wells and septic systems once right-of-way is acquired.

The Department's Right-of-Way Office will be in contact with all property owners where right-of-way would need to be acquired. All property where right-of-way would be necessary will be appraised at fair market value. Should the relocation of a well or septic system be necessary, this expense will be factored into the reimbursement.

At this time, the Department does not anticipate having to move any homes. The relocation of a household is only considered when right-of-way is necessary from property that would leave the home uninhabitable. For more information, please refer to the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended at http://www.access.gpo.gov/uscode/title42/chapter61_.html.

The design consultant is currently determining the right-of-way needs for the project. There are several areas located along the project corridor that require more right-of-way on one side than the other. Some reasons for this include minimizing impacts to historic resources, increased number of impacts to additional properties, minimizing impacts to the Georgia transmission towers in the area, minimizing impacts to wetlands and widening the road to one side to save the existing pavement on the other. The consultant will investigate ways to minimize impacts to affected property owners.

Several comments were in regard to the use of concrete medians versus grass medians for left turns, the placement of median openings, and U-turns.

It is true that a median does not allow left turns at all locations; however, studies show that the safety benefits of a raised median outweigh the inconvenience to motorists. It has been shown that raised medians reduce accident rates by as much as 55 percent. In regard to the concrete median versus a grass median, a grass median would be more aesthetically pleasing; however, left turns and U-turns would still only be allowed at designated left turn lanes and median openings.

Several comments were concerned about the speed and safety of the improved roadway.

The speed limit of SR 133 would be designed and posted according to Department design standards. The improvements to SR 133 would improve its operational safety not only through the placement of medians, but also through the addition of left turn lanes which would remove turning conflicts from through traffic.

Several comments suggested the placement of traffic lights, one at the intersection of Cates Road and SR 133 and one within the City of Morven.

At this time, traffic does not warrant a traffic light at the intersection of Cates Road and SR 133 or within the City of Morven; therefore, it is not proposed as part of this project.

Several comments were concerned with large trucks being able to safely turn onto their farms due to median placement and driveway width.

Median openings have been provided at all major intersections, public roads and at locations that meet Department design requirements. U-turn bays would be provided at median break allowing large trucks and farm vehicles to safely make U-turns.

The design consultant will reassess the possibility of relocating median openings to current large farming operations to be more accommodating.

The opportunity to discuss the width of proposed drives to the farming operations would be available during the right-of-way negotiations.

One comment stated that in the design documents, the name on their property is incorrect.

The property tax records will be verified prior to final design being completed.

One comment was concerned with drive entrances and access to barns on GA Hwy 122.

Driveway entrances on Hwy 122 would not be affected.

One comment stated the Department should award the contract for this project to a company with a proven record with regards to quality and a proven track record of completing projects on time.

The Department fully agrees. Contracts are not awarded on lowest bids. Rather, they are awarded on past performances and qualifications through a performance based review process.

One comment stated the intent of the property owner to pave a road from their house along the left side of their property that would join SR 133 a few feet north of the turn lane near their property. They would like the Department to provide an entrance and a drain pipe at this location.

Proposed driveways will be provided only in locations where a current driveway exists. Median openings are only to be placed where they safely meet Department design standards

One comment would like to see a scale and inspection station to slow down truck traffic.

The addition of a DOT scale/inspection station would only slow truck traffic in the area of the scale/inspection station as trucks enter and leave the station. It would not slow traffic throughout the project corridor.

One comment would like more information on the purchase of wetlands for mitigation purposes.

For information regarding the purchase of wetlands, please contact the Department's Office of Environment and Location, Ecology Section, at 404-699-4400.

One comment would like to know when properties will be appraised.

The Department's Right-Of-Way Office will set meeting and appraisal times that are convenient for the property owners. At this time, it is not known when right-of-way appraisals will specifically take place.

Several comments were in support of the project.

The Department appreciates all support of the proposed project.

Comments were also received that were not in favor of the project. They did not see a need for a four lane divided highway.

The proposed widening of SR 133 is part of the Governor's Road Improvement Program (GRIP) that will provide connectivity to 95 percent of the State of Georgia's cities (with a population of 2,500 or more) to a major interstate system, provide opportunities for growth, provide effective and efficient transportation for the states growing population, and provide safer travel in rural areas. The GRIP system will ensure that 98 percent of all areas within the state will be within 20 miles of a four-lane road.

Thank you again for your comments. Should you have any further questions concerning this project, please call Alexis John at (404) 699-4409 or Michael Murdoch at (404) 699-4417, both of my staff.

Sincerely,

Glenn Bowman, P.E.
State Environmental/Location Engineer

GB/AHJ/ss



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

August 8, 2005

«TITLE» «NAME»
«STREET_ADDRESS»
«CITY»

RE: STP-0000-00(543, 544, 545, 546) and STP-032-2(28), Brooks & Colquitt Counties
P.L. Nos. 0000543, 0000544, 0000545, 0000546, & 431780

Dear «TITLE» «NAME»:

The Department would like to thank you for your time and effort to provide us with your comments and concerns at the Public Information Open House for the planned widening of SR 133 (Billy Langdale Parkway) from Valdosta to Moultrie that was held on Tuesday, May 10, 2005. This letter summarizes the comments received concerning the project followed by the Department's responses.

Summary:

Overall, the responses indicated support for the project. The overwhelming majority of the responses received were either "for" the project or offered "conditional" support. The few responses that were opposed to the project were related mostly to the impact on three specific properties and the financial impact of relocating television cable lines. Most of the conditional support responses related to concern about the impact of the project on specific properties.

Several of the responses questioned the need for a four-lane median-divided highway from Valdosta to Moultrie, citing the proximity to I-75 and State Highway 84 as alternate routes. A number of the respondents (primarily at either end of the project) indicated a preference for either a five-lane section with a two-way left-turn lane or additional passing lane sections, referencing their concern that construction of a median would increase accidents.

Project Specific Comments:

Project STP-0000-00(543)

SR 133 from Troupeville Road to Pauline Church Road, Alternate 1B would be the preferred alternative. Alternate 1B proposes an urban typical section consisting of a 20' raised median with curb and gutter from Troupeville Road to West Drive with four 12' travel lanes and 16' shoulders consisting of curb & gutter, 6' grassed area and a 5' sidewalk then transitioning to a rural typical section with a 44' depressed median, four 12' travel lanes, and 10' shoulder (6.5' paved and 3.5' grassed) for the remainder of the project which ends at Pauline Church Road. The urban typical section would be posted at 45 mph while the rural typical section would be posted at 55 mph. Maintaining a 45 mph speed limit (or lowering speeds) and minimizing the impacts to adjacent properties were cited as reasons for the preference for this alternative.

Comments – Comments that conditionally support the project suggested minor realignments to reduce impacts on occupied homes.

GDOT Responses – *Right-of-way impacts will be further evaluated during the initial design phase to minimize property impacts. The roadway alignment is currently being developed as the plans are developed to minimize overall impacts. Site visits and further evaluation of the proposed alignment will be conducted in order to reduce the impacts to occupied homes.*

Comments – Concern about the location of median openings was also expressed, with one property and business owner near Troupeville Road suggesting an urban designation be used to determine median opening spacing for the more densely occupied areas.
Widen to 3 lanes with center turn lane.
Widen to 5 lanes with center turn lane instead of a raised median.
Lower the speed limit to 45 mph.

GDOT Responses – *Medians are provided for safety reasons. A two-way center left turn lane would not provide adequate safety for crossover movements. A raised median reduces conflicts with opposing traffic, eliminates passing in the wrong lane, and reduces head on collisions. A raised median would also improve safety for left turn movements and u-turn movements. A 20' raised median, posted at 45 mph, is proposed from Troupeville Road to Fellowship Home Lane. Urban spacing requirements for median openings would be used in this area.*

Comments – Concern was raised about existing drainage issues.

GDOT Responses – *All drainage issues would be further evaluated during the initial design phase when more topographic data is available.*

Project STP-0000-00(543), Continued

Comments - An emergency traffic signal at Cates Road at the fire station was requested.

GDOT Responses - An emergency traffic signal for the Volunteer Fire Department at Cates Road will be evaluated during the initial design phase.

Comments - Provide a weigh station for trucks.

GDOT Responses - A weigh station is not part of the overall scope for this project.

Comments - Raise the speed limit to 65 mph.

GDOT Responses - The posted speed limit would not be raised to 65 mph due to safety concerns and additional impacts to property owners.

Comments - Provide a turn lane at various side roads.

GDOT Responses - A left turn lane would be provided at all median openings and a right turn lane would be provided at all paved side roads.

Comments - A property owner was concerned about a burial site in their front yard being impacted by the project.

GDOT Responses - Steps will be taken to avoid all cemeteries and burial sites located within the project corridor. No known cemeteries or burial sites shall be knowingly disturbed without obtaining a permit per Georgia Code (OCGA 36-72-4).

Project STP-0000-00(544)

For SR 133 from Pauline Church Road, through the City of Morven, to Old Quitman Road, 12 of 14 responses indicated support for the project. The conditional support responses related to the impact on specific properties, median opening locations, and truck traffic. Median openings at Campground Road, the Whiddon/McCranie property line, and the Johnson/Whiddon property line were of concern on several of the comment cards.

Comments - The comments that were against the project were concerned about property impacts.

GDOT Responses - Right-of-way impacts will be further evaluated during the initial design phase being developed as the plans are developed to minimize overall impacts. Site visits and further evaluation of the proposed alignment will be conducted in order to reduce the impacts to occupied homes.

Project STP-0000-00(544) Continued

Comment - Request median opening at Campground Road.

GDOT Responses - *The median opening at Raiford Street would have to be eliminated in order to provide a median opening at Campground Road due to minimum median opening spacing requirements at Campground Road. The addition of a median opening at Campground Road (which would require the elimination of the Raiford Street median opening) will be considered because Campground Road serves as a local collector (providing access to Raiford Street) and would meet the minimum spacing requirements for median openings.*

Comments - Shift the turn around to coincide with the Whiddon McCranie property line.
I would like for the turn lanes to line up with the new driveway we have planned to access the McCranie house.

GDOT Responses - *The median opening location in the area of the Johnson, Whiddon, and McCranie properties will be re-evaluated during the initial design phase. Measures will be taken to provide the best possible location for the median opening while minimizing impacts to property and the wetland that is located in this area. The project is currently in the conceptual phase and the median openings were placed to meet minimum spacing requirements while maintaining access to the majority of the properties in the area.*

Project STP-0000-00(545)

SR 133 from Old Quitman Road to Old Berlin Road, all but one of the responses was supportive of the project. Preference for Alternates A and B was equal, but concerns about serious impacts on specific properties were cited. Alternate 3A proposed a rural typical section with a 44' depressed median from CR 1/Old Quitman Road to McAllister Road then transitions to a 24' raised median section for the remainder of the project which ends at CR 256/Old Berlin Road. This alternate would be constructed along the existing SR133 corridor and have a posted speed limit of 55 mph.

Alternate 3B proposes a 44' depressed median section for the entire length of the project but would be built on new location north of existing SR 133 in order to avoid impacts to eligible historic properties and still maintain the 44' depressed median throughout. Alternate 3B would go on new location at approximately 1000 feet south of McAllister Road and would parallel the existing SR 133 a little over a half mile to the northeast, tying back into the existing SR 133 a half mile north of CR 256.

Project STP-0000-00(545), Continued

Comment - Megacable expressed concern that the cost of relocation of their lines along the right-of-way would negatively impact their company; because of this, they indicated opposition to the project.

GDOT Responses - The Georgia Department of Transportation typically does not pay for relocations of utilities that are impacted by construction and located on the right-of-way.

Comment - The existing road should be used. I am building a house on 3B which splits my land in half.

All right-of-way impacts will be further evaluated during the initial design phase to minimize property impacts. The concept alignment alternatives proposed for this project are being developed to avoid eligible historic properties. Evaluations will be made to minimize impacts to individual residences and farmland while still avoiding the eligible historic properties during the initial design phase.

Comment - Provide a traffic light at Highway 122 & SR 133.

GDOT Responses - A signal warrant analysis for SR 133 has determined that a signal is not needed for the build year at the intersection of SR 133 and SR 122. The Manual on Uniform Traffic Control Devices (2003 Edition) establishes eight (8) different warranting conditions that are used to assist in evaluating the need for a traffic signal. Some of the conditions are 8-hour vehicle volume, 4-hour vehicle volume and crash experience. The intersection of SR 133 and SR 122 met none of the 8 warrants for a traffic signal.

Project STP-0000-00(546)

SR 133 from Old Berlin Road, through the City of Berlin, to Hawthorne Road, the majority of the responses were supportive of the project. Alternative 4A was slightly preferred over Alternate 4C; however, most of the reasons for the preference cited impacts to specific properties, particularly on trees, farm land, and irrigation systems. Alternate 4A proposes a rural typical section with a 24' raised median from CR 256/Old Berlin Road to Cannon Road. At Cannon Road the road transitions to an urban typical section consisting of a 20' raised median with curb and gutter which is maintained through the Berlin city limits to Langford Street then transitioned back to a rural typical section with a 24' raised median which is maintained for the remainder of the project which ends at CR388/Hawthorne Road. The rural typical section is posted at 55 mph while the urban typical section through the City of Berlin is posted at 45mph. This alternate is proposed along the existing SR 133 corridor.

Project STP-0000-00(546), Continued

Alternate 4C proposes a rural typical section with a 44' depressed median for the entire length of the project maintaining a 55 mph posted speed limit. This alternate takes off on new location approximately 2000 ft north of CR 256 and ties back into SR 133 just north of Cook Road. Alternate 4C is located over a mile from the existing SR 133 at its furthest point. Alternate 4C goes on new location in order to avoid impacts to potentially historic properties with the 44' depressed median.

Comment - Megacable was against the project because of the financial impact of relocating lines.

GDOT Responses - *The Georgia Department of Transportation typically does not pay for relocations of utilities that are impacted by construction and located on the right-of-way.*

Comment - Responses that were opposed to the project were related to individual property impacts and questioned the need for widening SR 133 at this time.

GDOT Responses - *All right-of-way impacts will be further evaluated during the initial design phase to minimize property impacts. The concept alignment alternatives developed for this project were developed to avoid eligible historic properties. Evaluations will be made to minimize impacts to individual residences, irrigation systems, and farmland while still avoiding the eligible historic properties during preliminary design.*

Comment - A couple of comments requested a passing lane and several of the comment cards indicated a need for a median opening at Farmer's Gin and Peanut, with one suggestion to change the speed limit to 45 mph at this location.

GDOT Responses - *A median opening at the Farmer's Gin and Peanut Company will be evaluated however the median opening located at Edmondson Road takes precedence because the road is a public access road and will not be eliminated for a private drive. Any median opening at the Farmer's Gin and Peanut Company will maintain the required spacing from the Edmondson Road median opening.*

For safety reasons, passing lanes are not being considered as part of this project.

Project STP-0000-00(546), Continued

The location of the change in posted speed from 55 mph to 45 mph at Farmer's Gin and Peanut Company is being evaluated in conjunction with the various alternates proposed for Project STP-032-2(28).

Project STP-032-2(28)

SR 133 from Hawthorne Road to the East Moultrie Bypass, all responses indicated support for the project. Preferences for Alternates 5A and 5B were approximately equal.

Alternate 5A proposes a 24' raised median typical section from CR 388/Hawthorne Road to Norman Estates Road where SR 133 transitions to an urban typical section with a 20' raised median for the remainder of the project which ends at SR 35/E. Moultrie Bypass. This alternate will be posted at 55 mph for the 24' raised median section and 45 mph for the 20' raised median section. Alternate 5B consists of an urban typical section with a 20' raised median posted at 45 mph for the entire length of the project.

Comment - Concerns about impacts on properties at Spence Field were cited.

GDOT Responses - *Right-of-way impacts will be further evaluated during the initial design phase being developed as the plans are developed to minimize overall impacts. Site visits and further evaluation of the proposed alignment will be conducted in order to reduce the impacts to occupied homes.*

Comment - Several comments requested no median be installed and two-way left-turn lane be provided for access reasons.

GDOT Responses - *Medians are provided for safety reasons. A two-way center left-turn lane would not provide adequate safety for crossover movements. A raised median reduces conflicts with opposing traffic, eliminates passing in the wrong lane, and reduces head-on collisions. A raised median would also improve safety for left turn movements and u-turn movements.*

The concerns expressed about the effect of the alignment of the roadway on individual properties will be considered when the construction plans are prepared. The design of the roadway will need to consider safety as a first priority.

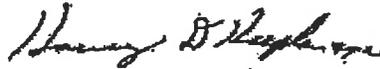
Thank you for your comments regarding the proposed SR 133 widening project. Your comments made as a result of the May 10, 2005, Public Information Open House have been entered into the official public record. We hope that you will be able to attend future public information open houses and continue to provide the Department with your comments regarding the SR 133 widening project. In order to help keep you informed about the project status, a SR 133

Page 8 of 13
August 8, 2005

newsletter will be mailed out periodically. You are also encouraged to visit the project web page at www.dot.state.ga.us/specialsubjects/sr133. The Department appreciates your concerns and patience and will respond to all inquiries as soon as possible.

Thank you for your time and input to help in the development of this project.

Sincerely,



Harvey D. Keepler
State Environment/Location Engineer

HDK:kg

Attachments: Location Maps

cc: David Norwood, GDOT Office of Consultant Design
Joe Macrina, Wolverton and Associates
Marsha Anderson Bomar, Street Smarts

NOTICE OF LOCATION AND DESIGN APPROVAL

PROJECT STP00-0032-02(028), Colquitt County

P. I. NUMBER 431780

Notice is hereby given in compliance with Georgia Code 22-2-109 and 32-3-5 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is **July 27, 2011**

STP00-0032-02(028) in Colquitt County is proposed to improve 4.58 miles of S.R. 133 from Hawthorne Road/ CR 388 (Colquitt County Mile Post 10.05), where it ties to Project STP00-0000-00(546), to East Moultrie Bypass/ S.R. 35 (Colquitt County Mile Post 14.63). Improvements consist of adding a 14' flush median, curb and gutter and sidewalk to the existing four-lane S.R. 133 with turn lanes as needed. This project is located in Land District 8.

Project P.I. 431780 proposes to add a 14' flush median to the existing four lane section of S.R. 133 between CR 388/Hawthorne Road in Colquitt County and S.R. 35/East Moultrie Bypass in Colquitt County. Improving S.R. 133 to a multi-lane facility with separate turning lanes will reduce turning conflicts from the through traffic and improve operations.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Sonja Thompson
District 4 Area 4 Engineer
sonja.thompson@dot.state.ga.us
120 Veterans Parkway North
Moultrie, GA 31768
(229) 891-7130

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Douglas Fadool, AVS
Office of Program Delivery
dfadool@dot.ga.gov
One Georgia Center
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308
(404) 308-1353

Any written request or communication in reference to this project or notice **SHOULD** include the Project and P. I. Numbers as noted at the top of this notice.