



September 2016

**Subject: Proposed Mega Load Movement**

It is the Georgia Department of Transportation (GDOT) policy to exhaust all other available forms of transportation including the use of rail or navigational waterway in order to minimize detrimental effects on the State's infrastructure as well as adverse impact to the traveling public. However, in the event that the previously stated forms of transportation are unavailable, GDOT routinely issues permits for vehicles weighing up to 180,000 pounds if the truck-trailer configurations meets criteria set forth by the GDOT and the bridges crossed are HS 20 designed. GDOT also regularly issues permits for specialized west coast type rigs consisting of tractor, jeep, trailer and booster upon close evaluation of the proposed route, condition of bridge structures and analysis of bridges based on axles' spacing and weights submitted in the application. For special case load such as Mega Load, the requirements are different. All the requirements to move such loads are detailed in this letter and summarized in the attached GDOT Mega Load Movement Summary. A check list is also attached as a reminder of all the documents that must be turned in for the preliminary analysis review. GDOT defines "Mega Load" as all loads with a gross weight exceeding 300,000 lbs. The analysis for all Mega loads are to be performed by a GDOT pre-qualified consultant firm. The requirements to successfully move these loads in the State of Georgia are explained below:

- 1) The moving company (Carrier), shall choose a GDOT pre-approved consultant firm using the below link. The department must be informed, by email, of the chosen firm, and of the engineer of contact who will be responsible for the analysis within 3 business days after securing the firm's services. (*On the Web: <http://www.dot.ga.gov/PS/Business/Prequalification/PrequalConsultants>. Select Prequalified Firms by Area Class (PFAC) under Resources, go to sections 4. Highway Structures, 4.05 Bridge Inspections, or Georgia Department of Transportation, Office of Consultant Design, 600 West Peachtree St., Atlanta, Georgia, 30308; Phone: (404) 631-1930; or FAX: (404) 631-1588*)
- 2) The Carrier shall submit to the Oversize Permit Unit/Bridge Maintenance Unit: a (1) Letter of Request, (2) Permit Application and (3) Drawing of the configuration as required for all permits. For example the load can be defined as follows: A Machine Press with width of 18'-7", height of 16'-6", length of 200'-0" and the gross vehicle weight of 579,000 pounds on 31 axles.
- 3) The CONSULTANT will be required to obtain an encroachment permit from the District Engineer in the respective districts, in order to conduct field work/inspections within the State's Right of Way.
- 4) The CONSULTANT or representatives of the CARRIER shall perform a Field Survey of the proposed route(s) documenting the following, but not limited to:
  - a. Roadway widths and number of lanes
  - b. Relief points for traffic
  - c. All turns
  - d. All obstructions
  - e. Estimation of travel time and average speed along the route.

5) The CONSULTANT shall develop a Traffic Control and Movement Plan based on Georgia Department of Transportation Traffic Control Standards and the findings in the Field Survey. The final approved Traffic Control and Movement Plan will be included as part of the permit. Prior to any movement a team meeting shall be performed under the direction of the CARRIER for all parties accompanying the movement and discussion of the Traffic Control and Movement Plan. The Traffic Control and Movement Plan shall include but not limited to:

- a. Emergency contact names and phone numbers for public service officials in each Georgia County along the proposed route, the DEPARTMENT'S Transportation Management Center and other designated District personnel of the DEPARTMENT.
- b. Timeline for movement which should include the beginning of the movement, location and times for any stops or relief points, bridges which require restrictions or between routes or other milestones along the route and the final destination.
- c. List of all escorts and where they enter or leave the convoy if not completing the entire movement. Please note that there will be a minimum of two police escorts with blue lights required at all times as well as any additional required in the traffic control plan.
- d. The traffic control plan shall include use of at least 1 portable message signs, details of any required pacing operations and any other special considerations
- e. Other traffic restrictions may be required by the DEPARTMENT.

Please note that the DEPARTMENT anticipates that this move will be made between the hours of 10:00 am and 3:00 pm; however, the CARRIER may propose a time line in the TCMP for review by the DEPARTMENT.

Each of the contacts shall be notified by the CARRIER at a minimum of 24 hours prior to movement in Georgia if the movement is allowed. Furthermore, the CARRIER shall notify the DEPARTMENT'S Transportation Management Center immediately preceding (one hour or less) any movement in Georgia.

6) The CONSULTANT will perform a complete inspection of all bridges and bridge culverts that have been identified as borderline passing structures prior to the movement of the load. The condition of the structures shall be documented in a PRE-INSPECTION REPORT. All deficiencies found during this inspection shall be *delineated* on the structure, photographed and identified in the report. This inspection report shall be submitted to the DEPARTMENT for review prior to the first movement. This inspection also establishes a **baseline for the present condition** of the structures to be examined against the POST-INSPECTION to determine if damage has occurred as a result of this movement.

7) The CONSULTANT will perform bridge load ratings of the superstructure and the substructure for bridges and bridge culverts along the routes based on measurements taken from the PRE-INSPECTION or from bridge plans. The CARRIER will provide the Special Live load information to the CONSULTANT. The results of the analysis will be included in the PRE-INSPECTION report. The electronic data input and output files shall be submitted along with the pre-inspection report.

- 8) A profile survey shall be performed 100 feet prior to the centerline of each culvert for 200 feet. The profile shall be established at the center of the proposed load path of travel. Additional elevations at the ends of the culverts must be measured to monitor any movement of the structure. This survey shall be included in the PRE-INSPECTION report.
- 9) The CONSULTANT and/or the CARRIER shall submit the Field Survey and Traffic Control and Movement Plan to the DEPARTMENT for review. If the DEPARTMENT determines that the Field Survey and Traffic Control and Movement Plan are adequate and the bridges and bridge culverts are suitable to support the loaded vehicles, then the CARRIER will be advised to proceed as follows.
- 10) The CARRIER will complete a Performance Bond form provided by the DEPARTMENT and return this form to this office by mail as well as by FAX. The DEPARTMENT will issue the permit(s) upon receipt of the original performance bond with appropriate signatures if all previous conditions are satisfied.
- 11) The CONSULTANT will perform a complete inspection of the bridges and bridge culverts immediately following the crossing of the structures by the loaded vehicle (beginning the day that the LOAD is moved and during daylight hours). The POST-INSPECTIONS will be conducted for each load. The condition of the structure shall be documented in a POST-INSPECTION REPORT. Any change in the condition of the structure from the PRE-INSPECTION REPORT shall be *delineated* on the structure, photographed and documented in this report. If changes are observed, the CONSULTANT shall immediately notify the DEPARTMENT. The POST-INSPECTION report shall be submitted to the DEPARTMENT *within 3 days from the completion of the movement*. However, subsequent permits will not be issued until the POST-INSPECTION report has been submitted and its findings reviewed by the DEPARTMENT.
- 12) A profile survey shall be performed at each bridge culvert and at each survey point from the previous survey 2 weeks (14 days) after the day of the movement. This post survey shall be submitted to the DEPARTMENT.
- 13) The PRE- and POST-INSPECTION REPORTS shall include but are not limited to: (1) Bridge Inspector, (2) Date and time inspection begins, (3) Date and time inspection completed, (4) detailed description of all structural deficiencies/defects, (5) any necessary photographs, (6) an assessment of the effect of the loaded vehicles based on the two inspections and (7) stamp by a Professional Engineer who is registered in the State of Georgia and was in charge of the work.
- 14) Routing logs with bridge information can be found on the GDOT's external website using the following steps: Partner Smart/Permits/Oversize Permits/Routing Log. All other additional bridge information may be obtained by accessing the Public Viewer in Room 431 of the Bridge Maintenance Office, 935 E. Confederate Ave., Building 24, Atlanta, Georgia, 30316.

If you have any questions or comments please call Sephara Raymond or Charles Aziabor at (404) 635-2894 or 2896.

## GDOT MEGA LOAD MOVEMENT SUMMARY

The Department (GDOT) defines “Mega Load” as all loads with a gross weight equal to or greater than 300,000 lbs. The analysis for all Mega loads are to be performed by a GDOT pre-qualified consultant firm and the list for the pre-qualified firms can be found using the link (<http://www.dot.ga.gov/PS/Business/Prequalification/PrequalConsultants/Area Class 4.05>).

The requirements to successfully move these loads in the State of Georgia are explained below:

- 1) The Hauler must choose a GDOT pre-approved consultant firm from the provided list. The Department must be informed, by email, of the chosen firm and of the Engineer of Record (EOR) who will be responsible for the analysis within 3 business days after securing the firm services.
- 2) All submittals must be submitted to GDOT for review at least six (6) weeks/ (30 business days) prior to the move.
- 3) Separate coordination with the Rail road department might be necessary for bridges that span over a Rail Road track and it is the responsibility of the EOR to contact the Rail Road to inquire about their procedures.
- 4) The submittals shall consist of the following:
  - A route survey detailing all the structures to be crossed by the load and depicting the different rating for these structures (inventory and operating). Structures with an operating rating of 50 tons and above are estimated “adequate” for certain Mega load movement and as such GDOT may only require analysis to be performed on the structures with an HS20 operating rating below 50 tons. However, the Department reserves the right to request analysis on any bridge structure, regardless of the HS20 rating.
  - An appendix of all the analyses performed on the bridge structures with an HS20 operating rating below 50 tons and all bridges with a rating less than 1.20 must be pre/post inspected. In the event that the consulting firm uses a program that is unfamiliar to the Department, copies of the analyses’ models must be submitted as well for concurrency.
  - Analyses are to be performed on all culvert bridge structures with a cover of less than 4 feet of fill and all culverts with NBI condition rating of 5 or less must be inspected.
  - A list of the selected structures (bridges and culverts) to be pre/post inspected. The Department reserves the right to request inspections on any bridge and culvert structures, regardless of the HS20 operating rating and of the NBI conditions rating.
  - A preliminary Traffic Control & Movement Plan with detailed route and structures crossing’s stipulations.

- A copy of the bond document, if applicable (Insurance bonding is required for all loads exceeding 500,000 lbs.)
- 5) The department has set up a public viewer station at *935 E Confederate Ave, SE Building 24, Room 404 Atlanta GA, 30316* that is accessible to consultant firm personnel's to research and to download bridge documents, such as plans and ratings, which may not be accessible online. The department requests that all appointment to use that station be set up at least two (2) business days in advance with the Bridge Maintenance Unit Office.
  - 6) The complete submittal package (as outlined in item # 4) must be delivered to the Department prior to the beginning of the review process.

# *MEGA LOAD SUBMITTAL'S CHECKLIST*

(Documents are to be sent to GDOT for review at least 6 weeks (30 business days) before the move)

- A route survey detailing all the structures to be crossed by the load and depicting the different rating for these structures (inventory and operating).
  
- An appendix of all the analysis which includes:
  - The procedure used to perform the analysis
  - The plan and elevation sheet for all the analyzed bridges
  - The bridge cross-sections with detailed restrictive travelling locations drawing, if applicable
  - Copy of the superstructure and substructures' analysis (such as Bar7, BRASS, or spreadsheet, if applicable)
  - Copy of the culvert's analysis file, if applicable
  
- Culvert's Survey, if applicable
  
- List of bridges to be pre/post inspected
  
- Preliminary Traffic Control Movement Report
  
- Bonding document, if applicable

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**PERFORMANCE BOND**

KNOW ALL MEN BY THESE PRESENTS:

That we, \_\_\_\_\_ (hereinafter called the Principal), as Principal and the \_\_\_\_\_, a \_\_\_\_\_ corporation having its principal office and place of business at \_\_\_\_\_ and duly authorized to do business in the State of Georgia, (hereinafter called the Surety), as Surety, are held firmly bound unto the Georgia Department of Transportation, as Oblige, (hereinafter called the Owner) in the sum of Five Hundred Thousand Dollars (\$500,000) for the payment whereof, Principal and Surety bind themselves, their heirs, executors, administrators, successors, and assigns, jointly and severally, firmly by these presents.

Whereas, the Principal has submitted applications to Owner for one Oversize/Overweight Permit which forms are hereby referred to and made a part hereof as fully and to the same extent as if copied at length herein. Said application forms are dated \_\_\_\_\_ approximately. The purpose of this Bond is to guarantee that the Principal (as listed above) will be held accountable for any damage done to the roadway, or structures, within right-of-way along the permitted route. Said permit, issued by the Georgia Department of Transportation, are approved and provided to \_\_\_\_\_ upon receipt of this bond. The above mention permit is to authorize the Principal to move along the permitted route, as designated in the issued permit.

NOW, THEREFORE, THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH, that if the Principal shall well and truly perform and fulfill all the undertakings, covenants, terms, conditions and agreements of said permits without damage to the roadway, or structures, within right-of-way and shall also well and truly perform and fulfill all the undertakings, covenants, terms, conditions and agreements of any and all duly authorized modifications of said permits that may hereafter be made, then this obligation shall be void; otherwise, it shall remain in full force.

Principal must obtain a Written Release from Owner before this bond may be voided or terminated or allowed to lapse.

If the Principal and/or Permit Applicant, if different, does any damage to the Highway right-of-way as a result of movement on the road or deviate from the stipulated routes and does damage to the Highway right-of-way, this bond is hereby extended to cover any removal or corrective action determined necessary by the owner. If the permit is never issued and the Principal and/or Permit Applicant, if different encroaches onto State right-of-way the Principal and Surety are also obliged to take whatever action is deemed necessary by the owner to correct such unauthorized encroachment.

The Surety's aggregate liability hereunder shall in no event exceed the amount set forth above.

No claim, suit or action shall be brought hereunder after the expiration of two (2) years following the date upon which the Principal is released from this bond. If this limitation is made void by any law, controlling the construction hereof, such limitation shall be deemed to be amended to equal the minimum period of limitation permitted by such law.

No right of action shall accrue on this bond to or for the use of any person or corporation other than the Owner named herein or the heirs, executors, administrators or successors of Owner.

Signed, sealed and dated this \_\_\_\_\_ day of \_\_\_\_\_

WITNESS:

PRINCIPAL:

\_\_\_\_\_

By \_\_\_\_\_

\_\_\_\_\_

SURETY:

\_\_\_\_\_

\_\_\_\_\_

By \_\_\_\_\_