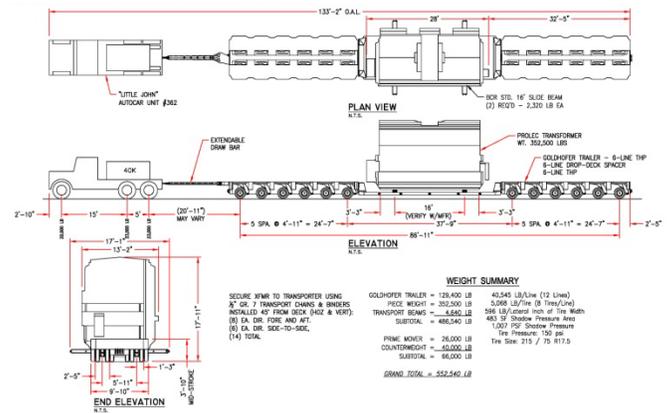




MA's Heavy Hauler Team has performed more than 30 Heavy Hauls in the past 3 years, working with a variety of transport firms and cargo.

Personnel are provided to monitor the move in accordance with GDOT requirements, confirming that the move is executed in strict adherence to the TCMP.



Our team performs route screenings to determine potential critical bridges. Following identification, they perform limited superload analysis to provide a final list of critical bridges and develop a crossing plan for each bridge.

Following the move, MA personnel complete post-move inspection of critical bridges during daylight and within 24-hours after the move and all findings are submitted in the post-move inspection report.

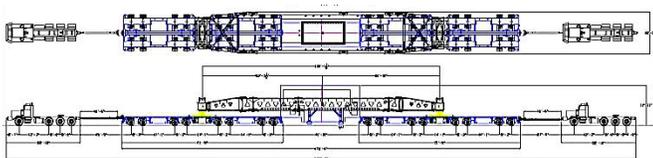
PRESIDENT'S MESSAGE

Part of our function is to obtain right of entry for bridge inspection on railroad right of way, and coordinating and securing flagmen from the railroad for inspection activities.

One of MA's most important assets is flexibility. This flexibility, shored up by a "can do" attitude uniquely enables our firm to tackle unusual projects. Whether it's engineering and constructing bridges, designing highway interchange modifications or, in this case, enabling an oversized transport to reach its destination with relative ease. MA's personnel bring professional confidence, excitement, and knowledge to the forefront of each project.

Traffic Control and Movement Plans (TCMPs) are developed and submitted to GDOT's bridge maintenance unit. In addition, there are hauls requiring pre-move and post-move surveys of the roadway profile and culvert inverts at critical culverts.

There's a certain pride I enjoy each time our project teams analyze the task at hand and show – "This is how it's done."



Buddy Gratton, PE – President
Moreland Altobelli Associates, Inc.

Comprehensive pre-move inspections are performed for critical bridges, as well as load ratings for the applied superload and submitted as part of the pre-move inspection report.