



# Memorandum

March 27, 2015

To Daniel Pass, PE, District 3 Preconstruction Engineer  
Kevin VanHouten, Project Manager

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Copies to Scott Zehngraff, PE, Assistant State Traffic Engineer  
Jason Mobley, PE, District 3 Preconstruction  
Tommy Crochet, PE – McGee Partners

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From David Low, PE, PTOE Tel 678-280-2105  
Mark Lenters, PE  
Peter Lynch, SFS  
Andy Duerr, PE – QA/QC

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Subject PI#: 0009975 Job no. 8618323  
I-85 at SR 18, Troup County  
**Oversize Overweight (OSOW) Analysis**

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## Overview

The purpose of this task order is to provide Georgia DOT with defined requirements for accommodating oversize overweight (OSOW) vehicles through proposed roundabouts at the I-85/SR 18 interchange currently under development for a roundabout feasibility study. The project involves the construction of roundabouts at the ramp terminals on each side of the underpass. The findings of this study will be incorporated into the concepts for the feasibility study as directed by GDOT.

There is a difference between the terms 'design vehicle' versus 'check vehicle'. A 'design vehicle' may be accommodated within the roadway and possibly within its own lane or adjacent lanes. A 'check vehicle' is a predominant OSOW vehicle that has been checked to see that it can get through the intersection (which may involve off-tracking and features required to accommodate off-tracking).

Every truck route has to be designed for a WB-67 vehicle. On the OSOW portions of the freight network "check" vehicles must be accommodated or "checked", i.e. creating vehicle swept paths to see how they need to be mitigated.

Check vehicle definition: A vehicle that is accommodated either in the roadway or outside the travel lane, such as when truck trailers track over the curb. In these cases the roundabout designer should accommodate them by providing paved truck aprons

and off-tracking pads, sometimes called 'truck blisters', in which wheels stay on pavement.

It would be excessive to add travel way pavement for OSOW to be used as a design vehicle, as in most cases their need to be accommodated is infrequent. However, a roundabout designer should know the size, turning characteristics, and frequency of OSOW allowed on the route. This could be routine if all states had an OSOW freight network and check vehicles.

### **Review of Permit Records**

GHD and Specialized Freight Solutions (SFS), with assistance from the GDOT Permits Office, reviewed the OSOW permit history to determine the size and weight of the OSOW vehicles that have historically used or moved through the interchange. Permits prior to the opening of the Kia plant in April 2009 were disregarded as requested by GDOT. It was also decided to disregard permits associated with the tornado in April 2011 as some of the moves may have been emergency shipments for relief efforts.

Loads associated with the tornado are noted in the permit data, and vehicles can be inferred: track hoes, back hoes, mobile lifts, excavators, grinders, tank, scrapers, and dump trucks most of which would be transported on a DST Lowboy. The key findings from looking at records during the tornado period are that no new vehicles emerged during this time. This is to be expected since clean-up is not expected to require a custom vehicle. There is nothing custom or unusual in configuration regarding damaged property that is mostly waste or recyclable.

There were two different permitting systems in place at GDOT during the review period between April 2009 and the present. From April 2009 through June 2014, GDOT utilized a Bentley system. From July 2014 forward, they are using a ProMiles system. GHD and SFS requested data from both systems from GDOT Permit staff. This was done to determine which permits may have used the interchange and the direction, frequency, size and weight of the permitted loads. The key was to investigate and determine if there were unique vehicles that could not be represented by at least one of the vehicle configurations in the existing truck library.

The truck library referred to are the most commonly manufactured trucks that carry oversize loads nationally. Peter Lynch of Specialized Freight Solutions is involved with FHWA and OSOW on a national scene and sources this information from databases and interviews with freight carriers and other DOTs.

Ninety-three (93) permits were issued using Bentley's software. This permit data is provided in Appendix A.

GHD received information recently indicating that there were permits issued since July 2014 for this interchange in the ProMiles database. These records were not readily apparent until mid-February 2015, but were consistent with permit records summarized from the previous Bentley database.

GHD obtained permit data for vehicles using this interchange from ProMiles from July 1, 2014 through February 17, 2015. Eighty-seven (87) permits were obtained using ProMiles' software. This permit data is provided in Appendix B. GHD will do further checking on this data between now and Preliminary Design.

### **Multi-Trip Permits Routing**

GDOT issues a multi-trip permit, which means there may be permit holders that are not required to report actual routing by standard semi tractor-trailers. These loads may range from 13'6" high, 8'6" wide, 65 to 70' long, and 80,000 pounds up to 14' high, and/or up to 12' wide, and/or up to 75' long, and/or up to 100,000 pounds and the loads may access the interchange from every direction. The WB-92 design vehicle, with a 1'9" buffer on both sides, was used to model the likely multi-trip permit movements not identified from the single trip permit data.

### **Check Vehicles**

In reviewing the permit data, information on vehicle classes and types is limited from the data set. Although oversize vehicles vary in size and width around the state and the country the study team is making the assumption that there are several common types that can be assumed for the purpose of conceptual design. The assumptions regarding vehicle lengths and widths were validated by the Traffic Operations staff at the TMC. The OSOW vehicle types that were used for the swept path modeling include: the DST Lowboy, WB-92 and Mobile Home. Including the buffers, the overall widths are: 14-ft. for the DST Lowboy; 12-ft. for the WB-92, and 16-ft. for the Mobile Home, respectively.

#### DST Lowboy Defined

DST Lowboy is an often used oversize overweight truck that has very low ground clearance. The vehicle dimensions of length, width, and height are shown in Exhibit 3 in the back of this report.

'DST' stands for Dawes Specialized Transport, a division of Dawes Crane and Rigging Inc., a company that is well known for hauling oversize overweight loads. DST utilizes a fleet of heavy specialized equipment, including their 100- and 200-ton capacity lowboy trailer combinations. Hence a DST Lowboy is a truck that is the equivalent of a lowboy owned and utilized by DST.

As to the DST Lowboy, we can define it for the purposes of a tool we used. OSOW trucks are like legos in that, one can have several different combinations, hence the word specialized. Then based on commodity we are confident that longer loads would have a similar set up to the DST Lowboy. We could just drop the DST because Lowboy by itself can be equivalent in size to a standard 53' foot Van or flatbed trailer. We need to say specialized or articulated lowboy to cover the jeep (essentially the extra 5th wheel and extra articulation) and stingers or 5 axle groupings in the back.

The DST Lowboy vehicle we have assumed is the jeep, the mule and the trailer. This is the three-part vehicle we modeled. They might not need all three parts to carry a specific load.

## Vehicle Checks of Horizontal Layout

OSOW check vehicles from GHD's vehicle library were utilized to identify necessary modifications. The WB-92 and DST Lowboy were generally the controlling vehicles for determining the necessary horizontal geometric modifications at both roundabouts. The predominate movements from the majority of the single vehicle permits are eastbound and westbound SR 18 traffic to northbound I-85.

The following table shows which vehicles and directions should be mitigated to accommodate movements based solely on known permit history. These are depicted in blue on the attached swept path diagrams.

Direction	DST Lowboy	Mobile Home	WB-92
E 18 to S 85	No	No	Yes
W 18 to N 85	Yes	No	Yes
E 18 to N 85	Yes	Yes	Yes
W 18 to S 85	Yes	Yes	Yes
N 85 to E or W 18	Yes*		
S 85 to E 18	Yes*		
S 85 to W 18	To be determined		
From E 18 to W 18	Yes	No	No
From W 18 to E 18	No	No	No

\* Check vehicles to be determined prior to Preliminary Design

Trucks are likely delivering loads in one direction and either on a linked trip to another destination or may be returning empty to the same destination. The Lowboy can be shortened once it delivers the load.

In addition to the vehicles and directions checked based on the permit data, GHD also checked the eastbound and westbound through movements on SR 18 through the interchange. These are shown in orange on the attached swept path diagrams.

The following movements were analyzed:

1. eastbound (SR 18) to southbound (I-85) right turn
2. eastbound (SR 18) to northbound (I-85) left turn
3. westbound (SR 18) to southbound (I-85) left turn
4. westbound (SR 18) to northbound (I-85) right turn
5. eastbound (SR 18) through movement
6. westbound (SR 18) through movement

### Eastbound to Southbound Right Turn (SR 18 to I-85)

Horizontal modifications are necessary to accommodate the eastbound to southbound right turn. Because of the WB-92 movement, a concrete pad, or truck blister, behind the mountable curb will be required. See Exhibits 1-4 for analysis results.

### Eastbound to Northbound Left Turn (SR 18 to I-85)

Horizontal modifications are necessary to accommodate the eastbound to northbound left turn through the interchange. A truck pad should be added to the right side of the entry at both roundabouts due to all three design vehicles off-tracking behind the curb. The southeast side of the eastern roundabout requires horizontal adjustment due to the DST Lowboy. See Exhibits 1-4 for analysis results.

### Westbound to Southbound Left Turn (SR 18 to I-85)

Horizontal modifications are necessary to accommodate the westbound to southbound left turn through the interchange. A truck pad should be added to the right side of the entry at the western roundabout due to the WB-92. The northwest side of the western roundabout requires horizontal adjustment in the form of a widened truck apron due to the DST Lowboy and WB-92. See Exhibits 1-3 for analysis results.

### Westbound to Northbound Right Turn (SR 18 to I-85)

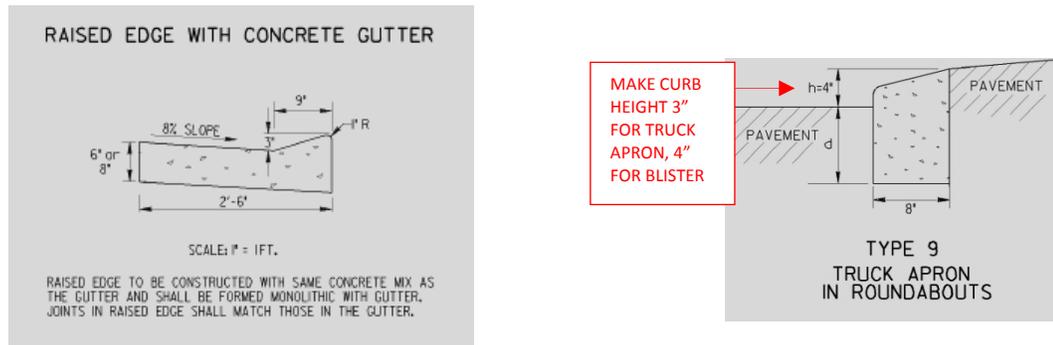
Horizontal modifications are necessary to accommodate the westbound to northbound right turn for the DST Lowboy and WB-92 design vehicles. A truck pad behind the mountable curb should be provided during design. See Exhibits 1-3 for analysis results.

### Eastbound Through (SR 18)

Horizontal modifications on the eastern departure from the east roundabout are necessary to accommodate the eastbound through movement for the DST Lowboy and WB-92. A truck pad behind the inside edge of the mountable splitter island curb should be provided during design. See Exhibits 1-3 for analysis results.

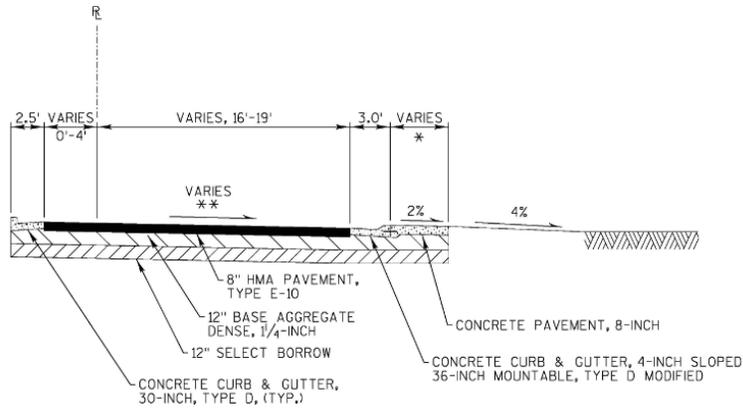
## **Curb Type for Alternative Truck Apron or Outside Truck Blister**

The study team recommends that either a 3-inch raised edge with concrete gutter or a Type 9 curb with a 3-inch curb height be used for the truck apron and outside truck blisters. Details of the 3-inch curb alternatives are shown below.

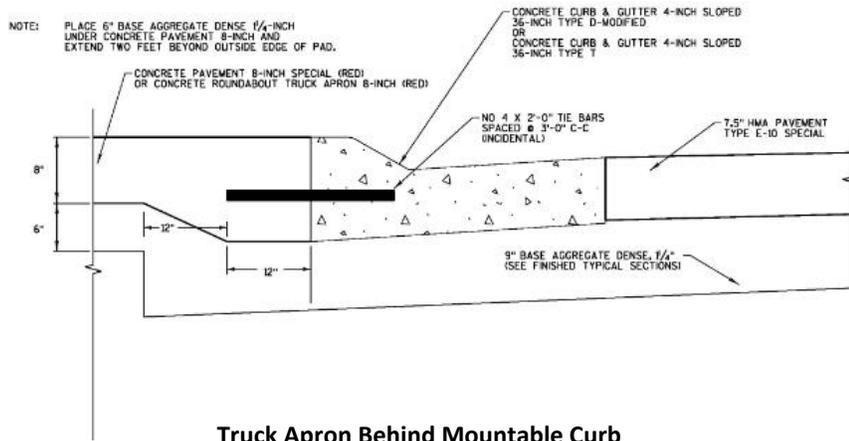


## **Truck Blisters**

Additional concrete pavement, 8 inches thick, should be installed behind the mountable curb as a truck over-tracking area or 'truck blister' in the areas identified in Exhibits 1-4. The truck blister pavement shall be attached to the mountable curb with tie bars. See illustrations below.



**Truck Blister Behind Mountable Curb**



**Truck Apron Behind Mountable Curb**

**Future Vertical Analysis**

The DST Lowboy design vehicle is recommended as the controlling check vehicle for analyzing ground clearance in AutoTurn Pro. During Preliminary Design, vertical analyses should be performed using a minimum ground clearance of 5 inches; while the actual ground clearance of the DST Lowboy is 6 inches. Several swept paths in each direction analyzed should be developed to document various scenarios.

**Limitations**

GHD will do further investigation of the ProMiles permit data prior to Preliminary Design.

To ensure that multi trip permit holders are not impeded at this interchange it is recommended that the WB 92 with the recommended buffers be checked in all directions and necessary mitigations preformed accordingly.

**Conclusion**

This analysis shows that it is feasible for OSOW trucks to use the I-85/SR 18 interchange if several accommodations are made to the proposed roundabouts. Exhibit

1 illustrates the additional over-tracking areas that are necessary to accommodate typical OSOW vehicles. A vertical analysis should be conducted during Preliminary Design, and a final check should be performed when completing Final Design details.

### **Lessons Learned**

From a review of the permit data received it was determined that no new OSOW vehicles need to be created or added to GHD's existing OSOW vehicle library. Instead existing vehicles could be used with a buffer added for width. Specifically the DST Lowboy, WB 92 and Mobile Home from GHD library can be used and the buffer should be 16' wide for the Mobile Home, 14' wide for the DST Lowboy, and 12' wide for the WB 92 respectively. With these buffers, modeling these known OSOW vehicles through the proposed design is the only reasonable alternative to verifying the vehicles with industry. These buffers would be in addition to any shy distance that may be added around the vehicle's existing dimensions within the GHD OSOW library of vehicles. Further the presence of any Lowboy configuration will give some indication of the vertical clearance issues that may be presented at these intersections once the project gets into Preliminary Design. The key is to avoid creating features that will cause low clearance vehicles to get hung up or bottom out as the vehicles move through the interchange.

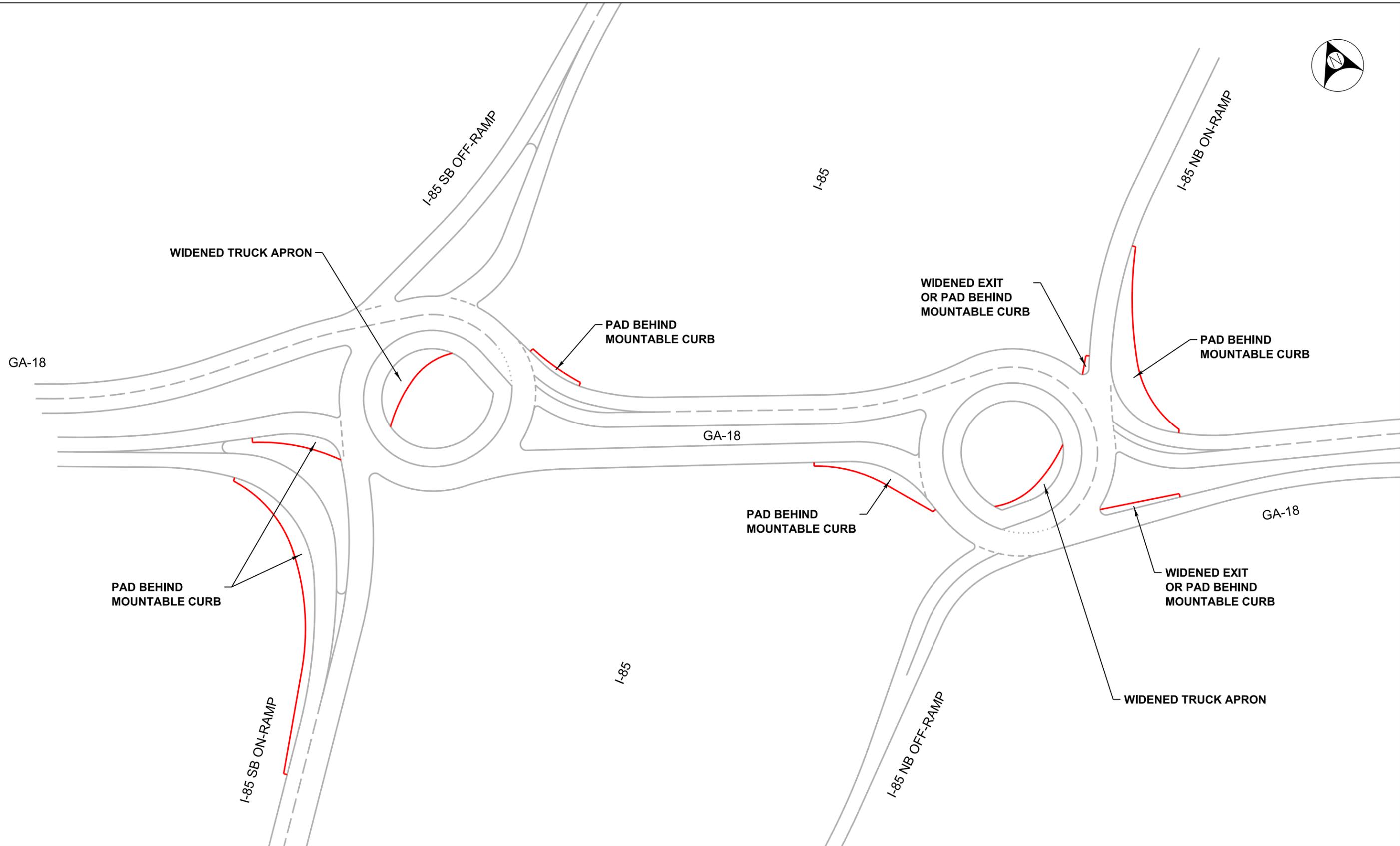
### **Statewide OSOW Network Needed**

The study team recommends that GDOT develop a statewide OSOW roadway freight network to accommodate OSOW vehicles and facilitate the flow of freight. An OSOW network offers several benefits. First, trucks can be channeled to the best, most accommodating routes. Second, a set of check vehicles can be developed proactively and applied during design for projects across the state as needed. GDOT should avoid simultaneous construction on two parallel OSOW routes.

A statewide study to determine OSOW check vehicles for intersection designs is more economical than performing individual project investigations. Some OSOW vehicle types may be limited to certain regions of the state, while others should be checked statewide. The statewide study should develop a recommended process and procedure for when and where to use the various check vehicles.

Vertical clearance analysis is also a crucial element in the proposed statewide OSOW network development and evaluation process. Sometimes roadway construction modifications are made to accommodate drainage that later become an impediment for freight. We are presently working with Glen Williams and his colleagues to enable GDOT designers to manipulate In-Roads software and AutoTurn to model OSOW vehicles.

Overall, the development of a statewide OSOW network will save the state a significant amount of time and money in program delivery, help to ensure that the state is creating a uniform system, and avoid creating impediments to trucks and OSOW vehicles. In the long run, the network will boost Georgia's economy by effectively providing for the efficient movement of goods and creating a competitive advantage for Georgia compared to states without a similar network.



GHD, Inc.  
 5325 Wall Street, Suite 2305  
 T 608 249 4545 F 608 249 4402  
 E madison@ghd.com W www.ghd.com

I-85 at GA-18  
 West Point, Georgia

**OSOW HORIZONTAL GEOMETRY MODIFICATIONS**

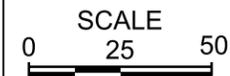
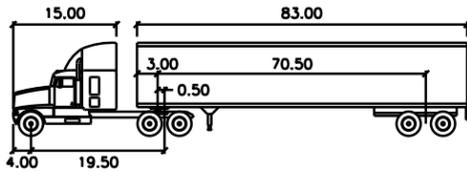
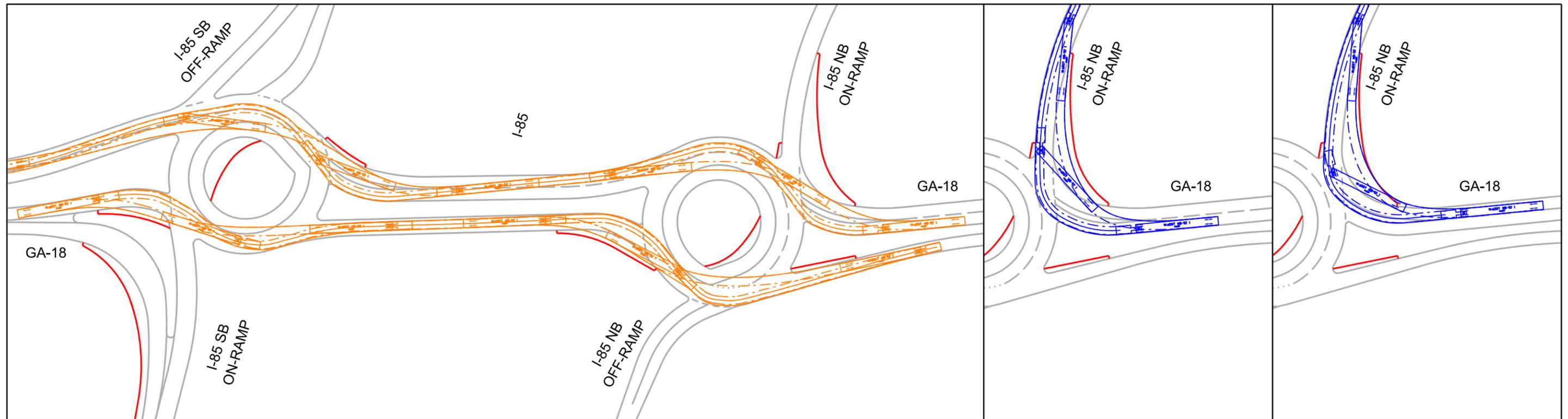
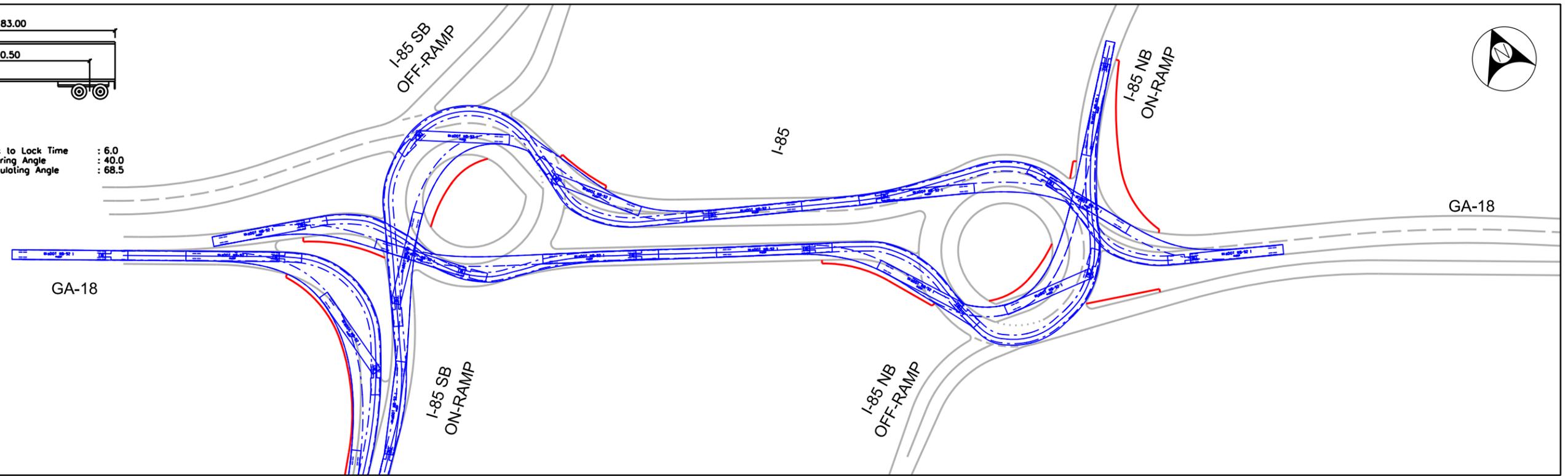


EXHIBIT: 1



WisDOT WB-92 1 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 40.0
Tractor Track	: 8.00	Articulating Angle	: 68.5
Trailer Track	: 8.50		



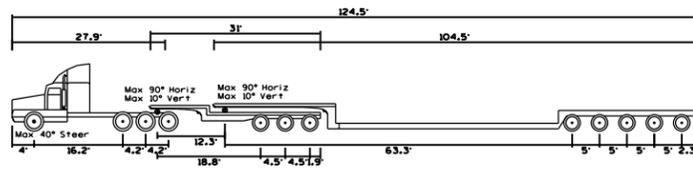
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E madison@ghd.com W www.ghd.com

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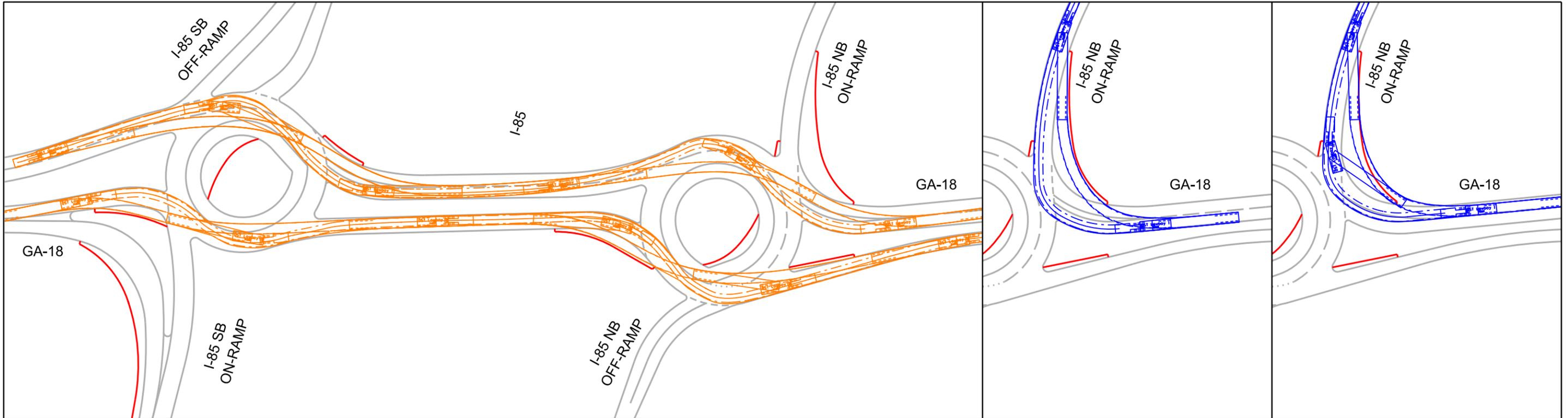
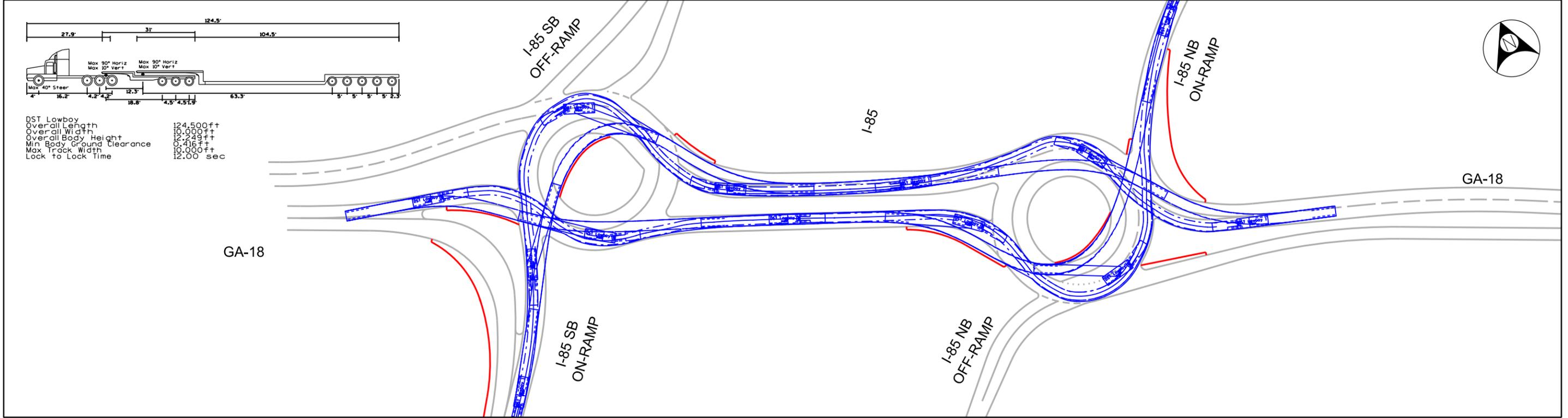
DESIGN VEHICLE - WB 92



EXHIBIT: 2



DST Lowboy  
 Overall Length 124.500ft  
 Overall Width 10.000ft  
 Overall Body Height 12.249ft  
 Min Body Ground Clearance 0.416ft  
 Max Track Width 10.000ft  
 Lock to Lock Time 12.00 sec



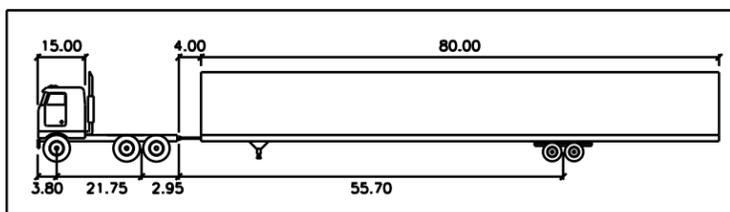
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I-85 at GA-18  
 West Point, Georgia

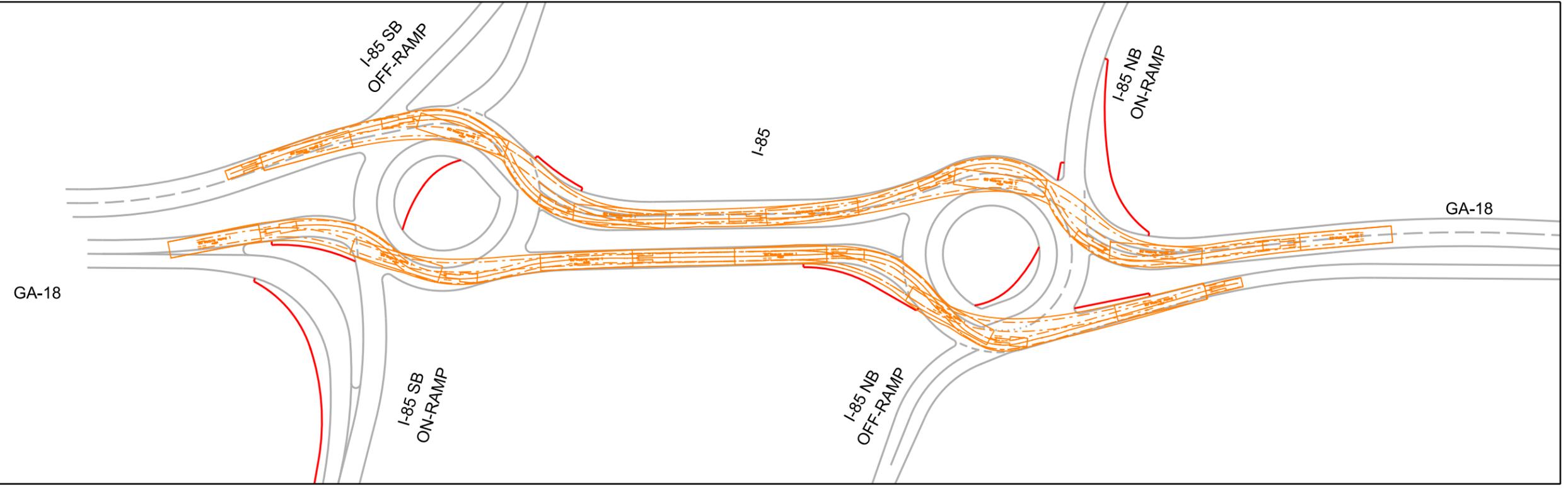
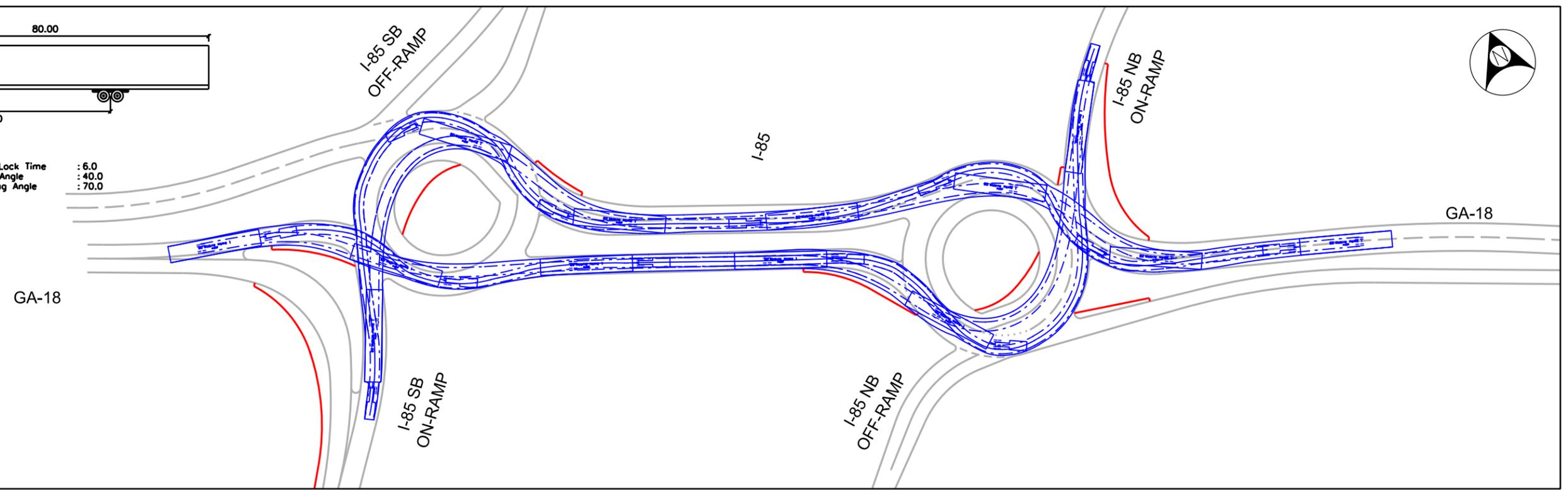
DESIGN VEHICLE - DST LOWBOY



EXHIBIT: 3



80' Mobile Home 1  
 feet  
 Tractor Width : 8.00  
 Trailer Width : 14.16  
 Tractor Track : 8.00  
 Trailer Track : 8.00  
 Lock to Lock Time : 6.0  
 Steering Angle : 40.0  
 Articulating Angle : 70.0



I-85 at GA-18  
 West Point, Georgia

DESIGN VEHICLE - MOBILE HOME

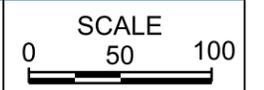


EXHIBIT: 4

**APPENDIX A**  
**WEST POINT, GEORGIA**  
**I-85 at SR 18 (10<sup>th</sup> Street)**

*BENTLEY PERMIT DATA*  
*APRIL 2009 THROUGH JUNE 2014*

**ARPS Route Information**

Route Start: WEST POINT

Parameters: Route From, Route To, Height, Path,  
App No, Permit No, US DOT #

Directions: %GA-18, I-85%



Processed Date: 5/27/14

App No	Permit No	Route Start	Route End	Width	Length	Height	GVW (lbs)	Start Date	End Date	Path
1	690886	10379701	WEST POINT	12ft 0in	70ft 0in	15ft 0in	148000	04/15/2009	04/25/2009	GA-18, I-85 BEG: GA-18 & US-29 BHB GA-103, GA-18, I-85, US-27 ALT, GA-16, OLD GA-16, GA-154, GA-34, GA-54, GA-74 EXIT #61 I-85, I-285, I-75, FRONTAGE RD. BEG: GA-103 @ HARRIS COUNTY BUSINESS Trackhoe END: FRONTAGE RD @ TRACTOR & EQUIPMENT BLM GA-18, I-85 Excavator ①⑤
2	691621	10387371	WEST POINT	12ft 0in	100ft 0in	14ft 0in	125000	04/15/2009	04/25/2009	FOREST PARK Excavator ①⑤
3	691688	10387691	WEST POINT	11ft 6in	80ft 0in	14ft 0in	135000	04/15/2009	04/25/2009	BEG: GA-18 AND US-29 BHB GEORGIAN TERRACE, BRIARCLIFF RD, SUMMERFIELD RD, OLD WELLS RD, AVENUE E, 10TH ST, GA-18, GA-18, I-85, GA-154, GA147US-29, BISHOP RD. Crane ①①
4	700560	10474351	WEST POINT	9ft 10in	100ft 0in	13ft 6in	149000	05/08/2009	05/19/2009	BEG: 1 GEORGIAN TERRACE END: 7735 BISHOP RD BLM GA-103, GA-18, I-85, I-285, I-20, SIGMAN RD, OLD COVINGTON HWY, PLUNKETT RD Excavator ①⑤
5	701213	10480391	WEST POINT	12ft 0in	75ft 0in	14ft 0in	130000	05/12/2009	05/22/2009	BEG: GA-103 & GA-18 SP END; YARD ⑧①①
6	701271	10480392	WEST POINT	11ft 0in	75ft 0in	14ft 0in	130000	05/12/2009	05/22/2009	GA-103, GA-18, I-85, I-285, I-20, SIGMAN RD, OLD COVINGTON HWY, PLUNKETT RD Backhoe ⑧①① END; YARD

**ARPS Route Information**

Route Start: WEST POINT

Parameters: Route From, Route To, Height, Path,  
App No, Permit No, US DOT #

Processed Date: 5/27/14

Directions: %GA-18, I-85%



*Deanna Johnson's solution?*

App No	Permit No	Route Start	Route End	Width	Length	Height	GVW (lbs)	Start Date	End Date	Path
711414	10580771	WEST POINT	FLOWERY BRANCH	12ft 0in	100ft 0in	14ft 6in	125000	06/09/2009	06/19/2009	PROGRESS PKWY, GA-103, GA-18, I-85, US-27 ALT, GA-16, GA-54, GA-74, I-85, I-285, I-85, I-885, FRIENDSHIP RD BEG: 791 PROGRESS PKWY END: THOMPSON MILL RD & NEW FRIENDSHIP RD GA-103, GA-18, I-85, GA-74, MILAM RD, RIVERS RD, GA-92, GA-85, GA-54 Excavator ⑧ ⑪
712340	10589351	WEST POINT	FAYETTEVILLE	11ft 0in	75ft 0in	14ft 0in	125000	06/11/2009	06/22/2009	BEG: GA-103 & GA-18 END: GA-54 & CALLOWAY RD BLM ANN MURPHY RD, US-29, GA-18, I-85, US-27 ALT, GA-16, OLD GA-16, GA-154, GA-34, GA-54, GA-74, I-85, I-285, I-75, GLADE RD, TANYARD CREEK RD Mobile Home ① ⑪
713232	10598161	WEST POINT	ACWORTH	16ft 0in	100ft 0in	14ft 6in	0	06/16/2009	06/26/2009	BEG: 173 ANN MURPHY RD END: LOT 115E TANYARD CREEK RD BLM ANN MURPHY RD, US-29, GA-18, I-85, US-27 ALT, GA-16, OLD GA-16, GA-154, GA-34, GA-54, GA-74, I-85, I-285, I-75, GLADE RD, TANYARD CREEK RD Mobile Home ① ⑪
713233	10598171	WEST POINT	ACWORTH	16ft 0in	100ft 0in	14ft 6in	0	06/16/2009	06/26/2009	BEG: 173 ANN MURPHY RD END: LOT 115E TANYARD CREEK RD BLM ANN MURPHY RD, US-29, GA-18, I-85, US-27 ALT, GA-16, OLD GA-16, GA-154, GA-34, GA-54, GA-74, I-85, I-285, I-75, GLADE RD, TANYARD CREEK RD Mobile Home ① ⑪
718421	10649551	WEST POINT	DOULGASVILLE	12ft 0in	70ft 0in	15ft 0in	148000	06/29/2009	07/09/2009	BEG: GA-18 & US-29 END: JARITA WAY & GA-92 CMM GA-18, I-85, GA-219, US-27, GA-166BP, GA-166, GA-61, I-20, GA-92, JARITA WAY Excavator ① ⑪

File Location: Public Folders/Operational Documents/ Overdimensional Permitting

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**ARPS Route Information**

Route Start: WEST POINT

Directions: %GA-18, I-85%



Parameters: Route From, Route To, Height, Path,  
App No, Permit No, US DOT #

Processed Date: 5/27/14

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718422	10649621	WEST POINT	DOULGASVILLE	12ft 0in	70ft 0in	15ft 0in	148000	06/29/2009	07/09/2009	GA-18, I-85, GA-219, US-27, GA-166BP, GA-166, GA-61, I-20, GA-92, JARITA WAY Excavator ① ②
										BEG: GA-18 & US-29 END: JARITA WAY & GA-92 CMM
718423	10649511	WEST POINT	DOULGASVILLE	12ft 0in	70ft 0in	15ft 0in	148000	06/29/2009	07/09/2009	GA-18, I-85, GA-219, US-27, GA-166BP, GA-166, GA-61, I-20, GA-92, JARITA WAY Excavator ① ②
										BEG: GA-18 & US-29 END: JARITA WAY & GA-92 CMM
718935	10653791	WEST POINT	FAIRBURN	12ft 0in	80ft 0in	14ft 8in	142000	06/29/2009	07/09/2009	GA-18, I-85, US-27 ALT, GA-16, OLD GA-16, GA-154, GA-34, GA-54, GA-74, HOWELL AVENUE Crane ① ②
										BEG: GA-18 @ JCT OF AVE E END: 107 HOWELL AVE BLM
722232	10686311	WEST POINT	FAIRBURN	12ft 0in	70ft 0in	15ft 0in	148000	07/08/2009	07/18/2009	GA-18, I-85, US-27 ALT, GA-16 E, OLD GA-16, GA-154, GA-34, GA-54, GA-74, LASER IND CT Excavator ① ②
										BEG: US-29 & GA-18 END: GA-74 & LASER IND CT REP
722242	10686431	WEST POINT	DOUGLASVILLE	12ft 0in	70ft 0in	15ft 0in	148000	07/09/2009	07/20/2009	GA-18, I-85, GA-219, US-27, GA-166 BP, GA-166, GA-61, I-20, GA-92 Excavator ① ②
										BEG: GA-18 & US-29 END: JARITA WAY & GA-92 REP

12  
13  
14  
15  
16





**ARPS Route Information**

Route Start: WEST POINT

Parameters: Route From, Route To, Height, Path,  
App No, Permit No, US DOT #

Directions: %GA-18, I-85%



Processed Date: 5/27/14

App No	Permit No	Route Start	Route End	Width	Length	Height	GVW (lbs)	Start Date	End Date	Path
824419	J0390702	WEST POINT	MABLETON	12ft 0in	100ft 0in	14ft 0in	135000	04/19/2010	04/29/2010	GA-18, I-85, GA 109 (EX # 18), US-27 ALT, GA-16 E, OLD GA-16, GA-154, GA-34, GA-54, GA-74, I-85, I-285, HOLLOWELL PKWY, RIVERVIEW RD
31										BEG: HWY-18, I-85 END: 6079 RIVERVIEW RD - 11 ?
830397	J0452591	WEST POINT	AL LINE	16ft 0in	100ft 0in	13ft 6in	-1	05/04/2010	05/14/2010	Excavator 10 5 Mobile Home
32										
830398	J0452611	WEST POINT	AL LINE	16ft 0in	100ft 0in	13ft 6in	-1	05/04/2010	05/14/2010	JARRELL HOGG RD, ADAMS RD, GA-18, I-85 BEG ADDRESS: 549 JARRELL HOGG RD BHB 10 5 Mobile Home
33										
851736	J0658721	WEST POINT	TN LINE	10ft 0in	70ft 0in	13ft 6in	84000	06/28/2010	07/09/2010	FORTE DR, GA-18, I-85, I-285, I-75, I-24 Kia Plant 3 11 Shuttle Wagon STATE LINE RD, 3RD AVE, 10 TH AVE/US 29, GA-18, I-85, I-285, I-20, RIVERSIDE PKWY Crane 1 11
34										
858153	J0721951	WEST POINT	AUSTELL	11ft 0in	100ft 0in	13ft 6in	125000	07/16/2010	07/27/2010	GA-103, GA-18, I-85, I-285, I-675, ANVIL BLOCK RD, TANNERS CHURCH RD BHB 8 11 Dozer
35										
937303	K0160651	WEST POINT	ELLENWOOD	12ft 6in	72ft 0in	13ft 8in	148000	02/18/2011	03/01/2011	BEG ADDRESS: GA-103 & GA-18 END ADDRESS: ANVIL BLOCK RD & TANNERS CHURCH RD GA-103, GA-18, I-85, US-27 ALT/US-29, GA-16, HIGH FALLS RD, ENGLAND CHAPEL RD, US-23, HOLLY ST, MAIN ST/GA-42. BHB Off Road BEG ADDRESS: HWY-103, WHITEN RD END ADDRESS: GA-42, STONEY BROOK DR 8 11 Dump Truck
36										
937891	K0167621	WEST POINT	JENKINSBURG	14ft 0in	100ft 0in	14ft 6in	125000	02/21/2011	03/03/2011	
37										

**ARPS Route Information**

Route Start: WEST POINT

Parameters: Route From, Route To, Height, Path,  
App No, Permit No, US DOT #

Directions: %GA-18, I-85%



Processed Date: 5/27/14

App No	Permit No	Route Start	Route End	Width	Length	Height	GVW (lbs)	Start Date	End Date	Path
38	938560	K0173331	WEST POINT	12ft 0in	72ft 0in	13ft 8in	148000	02/23/2011	03/05/2011	GA-103, GA-18, I-85, I-285, I-675, ANVIL BLOCK RD, TANNERS CHURCH RD BEG: GA-103 AND GA-18 END: ANVIL BLOCK RD AND TANNERS CHURCH RD BLM Backhoe (8) (11)
39	940060	K0187581	WEST POINT	11ft 0in	85ft 0in	13ft 6in	148000	02/24/2011	03/07/2011	MANAGEMENT RD, US-29, GA-18, I-85, I-285, I-20, SIX FLAGS PKWY, RIVERSIDE PKWY BEG: WEST POINT DAM/MANAGEMENT RD. & US-29 END ADDRESS: 485 RIVERSIDE PKWY BLM Crane END: ANVIL BLOCK RD AND TANNERS CHURCH RD BLM Backhoe (1) (11)
40	941771	K0203751	WEST POINT	14ft 0in	100ft 0in	14ft 6in	125000	03/01/2011	03/11/2011	GA-103, GA-18, I-85, I-285, I-20, US-441 BEG: GA-103 & WHITTEN RD END ADDRESS: MILLEDGEVILLE HWY & DENNIS STATION RD BLM Trakhoe GA-103, GA-18, I-85, I-285, PEACHTREE IND BLVD, JOHNSON FERRY RD BLM Scaper BEG: GA-103 AND GA-18 END: JOHNSON FERRY RD AND DURDEN RD BLM Backhoe (8) (11)
41	942996	K0216121	WEST POINT	12ft 0in	72ft 0in	13ft 8in	125000	03/03/2011	03/14/2011	GA-103, GA-18, I-85, I-285, I-675, ANVIL BLOCK RD, TANNERS CHURCH RD BEG: GA-103 & GA-18 END: ANVIL BLOCK & TANNERS CHURCH RD REP Backhoe (8) (11)
42	944589	K0231071	WEST POINT	12ft 0in	72ft 0in	13ft 8in	148000	03/08/2011	03/15/2011	GA-103, GA-18, I-85, I-285, I-675, ANVIL BLOCK RD, TANNERS CHURCH RD BEG: GA-103 & GA-18 END: ANVIL BLOCK & TANNERS CHURCH RD REP Backhoe (8) (11)

**ARPS Route Information**

Route Start: **WEST POINT**



Directions: %GA-18, I-85%

Parameters: Route From, Route To, Height, Path,  
App No, Permit No, US DOT #

Processed Date: 5/27/14

App No	Permit No	Route Start	Route End	Width	Length	Height	GVW (lbs)	Start Date	End Date	Path
A3 962581	K0406611	WEST POINT	BOWDEN	14ft 0in	100ft 0in	14ft 6in	148000	04/20/2011	04/30/2011	GA-103, GA-18, I-85, US-27, GA-100, GA-166, KUGLAR ST, LIPHAM ST, SANDY FLAT RD BHB Trackhoe BEG: GA-103 AND WHITTEN RD END: SANDY FLAT RD AND LIPHAM ST. (8) (11)
A4 964010	K0419381	WEST POINT	ELLENWOOD	12ft 0in	72ft 0in	13ft 8in	148000	04/25/2011	05/05/2011	GA-103, GA-18, I-85, I-285, I-675, ANVIL BLOCK RD, TANNERS CHURCH RD, Backhoe BEG: GA-103 & GA-18 END ADDRESS: ANVIL BLOCK RD & TANNERS CHURCH RD (8) (11) GA-18, I-85 Kia Plant Mobil Lift (3) (5)
A5 964572	K0423411	WEST POINT	AL LN	8ft 6in	68ft 0in	13ft 6in	96000	04/26/2011	05/06/2011	BEG: GA-18 & KIA PKWY GA-18, I-85 Kia Plant (3) (5)
A6 973183	K0508251	WEST POINT	AL LINE	8ft 6in	68ft 0in	13ft 6in	96000	05/17/2011	05/27/2011	BEG: GA-18 & KIA PKWY Kia Plant (3) (5) THIRD AVE, E. 10TH ST, GA-14, GA-18, I-85, GA-109, GA-41 / US-27 ALT
A7 974432	K0522111	WEST POINT	LUTHERSVILLE	12ft 0in	70ft 0in	14ft 6in	148000	05/19/2011	05/30/2011	BEGIN ADDRESS: THIRD AVE & 15TH STREET END ADDRESS: CORNER OF COLEMAN CREEK CIRCLE & US-27 ALT. Excavator (1) (11) NOTE: WHEN CROSSING BRIDGE OVER GEORGIA RAILROAD ON GA-109 IN MERIWETHER CO. 1.) SPEED LESS THAN 5MPH. 2.) STRADDLE CENTERLINE OF BRIDGE. 3.) ONLY VEHICLE ON BRIDGE WHEN CROSSING. KIA PKWY, GA-18, I-85, I-285, I-75 Mobile Lift (3) (11)
A8 974611	K0522451	WEST POINT	TN LN	8ft 6in	68ft 0in	13ft 6in	96000	05/20/2011	05/31/2011	Kia Plant (3) (11) Mobile Lift (3) (11)

← →  
Toward

**ARPS Route Information**

**Route Start: WEST POINT**

Parameters: Route From, Route To, Height, Path,  
App No, Permit No, US DOT #

Processed Date: 5/27/14



**Directions: %GA-18, I-85%**

App No	Permit No	Route Start	Route End	Width	Length	Height	GVW (lbs)	Start Date	End Date	Path
49	978451	K0560811	WEST POINT	LUTHERSVILLE	12ft 0in	70ft 0in	148000	05/31/2011	06/10/2011	3RD AVE, E 10TH ST, US-29, GA-18, I-85, GA-109, TERRELL ST, GA-41/US-27 ALT. BHB Excavator ① ⑪ BEG: 3RD AVE AND 15TH ST END: US-27 ALT AND COLEMAN CREEK BRIDGE NOTE: DO NOT TRAVEL ACROSS CREEK BRIDGE WEBB RD, GA-14/US29 S, GA-18, I-85, GA-34, PKWY NORTH, BHB Kia Plant Grinder BEGIN ADDRESS: WEBB RD & GA-14/US29, ① ⑪ ND ADDRESS: PKWY NORTH AND GA-34 OLD WEST POINT RD, US-29, GA-18, I-85, US27, GA166, GA61, I-20, LIBERTY RD, EDGE RD Excavator ① ⑪ BEGIN ADDRESS: 2560 OLD WEST POINT RD END ADDRESS: 459 EDGE RD ① ⑪
50	978580	K0561881	WEST POINT	NEWMAN	12ft 0in	100ft 0in	148000	05/31/2011	06/10/2011	SP GA-18, I-85, GA-109, GA-14 SPUR Kia Plant Grinder ③ ⑪ BEG GA-18 & KIA PKWY END GA-14 SPUR, & US-29 CMM
51	981732	K0593511	WEST POINT	VILLA RICA	12ft 0in	66ft 0in	125000	06/08/2011	06/18/2011	DAVIDSON RD, GA-18, I-85, US-27 N, GA-166 W, BURWELL RD N, LAMBERT LN N, LOWVORN RD E. BEG: DAVIDSON RD & GA-18 END: 2550 LOWVORN RD. ⑧ ⑩ ⑪ Tank BHB
52	981922	K0594191	WEST POINT	LA GRANGE	14ft 0in	100ft 0in	148000	06/08/2011	06/18/2011	Backhoe ① ⑪
53	989010	K0663561	WEST POINT	CARROLLTON	10ft 0in	100ft 0in	160000	06/29/2011	07/09/2011	
54	989154	K0664961	WEST POINT	PALMETTO	14ft 0in	100ft 0in	135000	06/27/2011	07/07/2011	

Termino ← →

**ARPS Route Information**

Route Start: WEST POINT

Parameters: Route From, Route To, Height, Path,  
App No, Permit No, US DOT #

Directions: %GA-18, I-85%

Processed Date: 5/27/14



App No	Permit No	Route Start	Route End	Width	Length	Height	GVW (lbs)	Start Date	End Date	Path
59 100179 3	K07933351	WEST POINT	MILTON	12ft 0in	71ft 0in	13ft 8in	148000	07/29/2011	08/09/2011	GA-103, GA-18, I-85, I-285, GA-400, MCFARLAND RD, GA-9 BEG: GA-103 & GA-18 END: GA-9 & MCFARLAND RD  Scrapper Kia Plant Dump Truck ⑧ ⑪
60 100694 1	K0844371	WEST POINT	WOODSTOCK	12ft 0in	80ft 0in	14ft 6in	125000	08/10/2011	08/20/2011	WEBB RD, US-29, GA-18, I-85, I-285, I-75, I-575, GA-92, SOUTH CHEROKEE LN BEG: WEBB RD & US-29 END: SOUTH CHEROKEE LN & GA-92 CMM Kia Plant Dump Truck ① ⑪
61 100755 6	K0848691	WEST POINT	GRIFFIN	12ft 0in	80ft 0in	14ft 6in	125000	08/11/2011	08/22/2011	WEBB RD, US-29, GA-18, I-85, GA-27 ALT, GA-16, US-19/41, BIRDIE RD, BAPTIST CAMP RD, JORDAN HILL RD BEG: WEBB RD AND US-29 END: BAPTIST CAMP RD AND JORDAN HILL RD Kia Plant Dump Truck ① ⑪
62 100755 7	K0848731	WEST POINT	WOODSTOCK	12ft 0in	80ft 0in	14ft 6in	125000	08/11/2011	08/22/2011	WEBB RD, US-29, GA-18, I-85, I-285, I-75, I-575, SIXES RD, BELLS FERRY RD, STEEL BRIDGE RD BEG: WEBB RD & US-29 END: BELLS FERRY RD & STEEL BRIDGE RD Kia Plant Dump Truck ① ⑪
63 100755 8	K0848741	WEST POINT	WOODSTOCK	12ft 0in	80ft 0in	14ft 6in	125000	08/11/2011	08/22/2011	WEBB RD, US-29, GA-18, I-85, I-285, I-75, I-575, SIXES RD, BELLS FERRY RD, STEEL BRIDGE RD BEG: WEBB RD & US-29 END: BELLS FERRY RD & STEEL BRIDGE RD Kia Plant Dump Truck ① ⑪

← Toward →

**ARPS Route Information**

Route Start: **WEST POINT**

Parameters: Route From, Route To, Height, Path,  
App No, Permit No, US DOT #

Processed Date: 5/27/14



Directions: %GA-18, I-85%

App No	Permit No	Route Start	Route End	Width	Length	Height	GVW (lbs)	Start Date	End Date	Path
100756 0	K0848771	WEST POINT	WOODSTOCK	12ft 0in	80ft 0in	14ft 6in	125000	08/11/2011	08/22/2011	WEBB RD, US-29, GA-18, I-85, I-285, I-75, I-875, SIXES RD, BELLS FERRY RD, STEELS BRIDGE RD KIA PLANT BEG: WEBB RD & US-29 END: BELLS FERRY RD & STEELS BRIDGE RD ① ① Dump Truck
100836 8	K0860681	WEST POINT	PEACHTREE CITY	12ft 0in	83ft 0in	14ft 6in	160000	08/15/2011	08/25/2011	WEBB RD, US-29, GA-18, I-85 N, GA-154 S (EX #51), GA-34 E, GA-54 E, GA-74 S, TDK BLVD, DIVIDEND DR. KIA PLANT BEG: WEBB RD & US-29 END: 411 DIVIDEND DR. WEBB RD, US-29, GA-18, I-85, GA-34, GA-54, GA-74, TDK BLVD, DIVIDEND DR KIA PLANT ① ① Excavator
100877 4	K0859981	WEST POINT	PEACHTREE CITY	12ft 0in	80ft 0in	14ft 6in	135000	08/15/2011	08/25/2011	WEBB RD & US-29 END: 411 DIVIDEND DR ① ① Excavator
100963 7	K0870991	WEST POINT	DOUGLAS	12ft 0in	83ft 0in	14ft 6in	160000	08/17/2011	08/27/2011	WEBB RD, US-29, GA-18, I-85, I-185 S, US-80 E (EX #10), GA-96 E, I-75 S, US-82 E (EX #62), US-441 N, GA-32, BOWENS MILL RD, LANDFILL RD. KIA PLANT → landfill BEG: WEBB RD & US-29 END: 1219 LANDFILL RD. ① ① Excavator
101566 2	K0928261	WEST POINT	ELLENWOOD	12ft 0in	71ft 0in	13ft 8in	148000	08/31/2011	09/10/2011	GA-103, GA-18, I-85, I-285, I-675, ANVIL BLOCK RD, TANNER CHURCH RD. BEG: WEBB RD & US-29 END: 1219 LANDFILL RD. ① ① Excavator ⑧ ① Backhoe

← Tornado →



Route Start: WEST POINT

ARPS Route Information

Directions: %GA-18, I-85%

Parameters: Route From, Route To, Height, Path,  
App No, Permit No, US DOT #

Processed Date: 5/27/14

App No	Permit No	Route Start	Route End	Width	Length	Height	GWV (lbs)	Start Date	End Date	Path
75 110401 2	L0395951	WEST POINT	NEWMAN	12ft 0in	100ft 0in	14ft 6in	148000	04/09/2012	04/19/2012	GA-103, GA-18, I-85, GA-34, NEWMAN CROSSING BYPASS BEGIN ADDRESS: 2631 GA-103 END ADDRESS: NEWMAN CROSSING BYPASS & LOWER FAYETTEVILLE BHB ⑧ ⑪ Rock Crusher
76 110749 9	L0428341	WEST POINT	SMYRNA	12ft 0in	80ft 0in	13ft 0in	135000	04/17/2012	04/27/2012	DAVIDSON RD, GA-103, GA-18, I-85, I-285, S. COBB DR, GA-280, POWDER SPRINGS ST, WARD ST BEG: 791 NORTH PROGRESS PKWY ⑧ ⑩ ⑪ END: 2525 WARD ST BLM Off Road Dump Truck
77 110952 6	L0448611	WEST POINT	FOREST PARK	12ft 0in	75ft 0in	14ft 6in	125000	04/23/2012	05/03/2012	NORTH PROGRESS PKWY, GA-103, GA-18, I-85, I-285, I-75, GA-85 BEG: 791 NORTH PROGRESS PKWY ⑧ ⑩ ⑪ END ADDRESS: 5035 GA-85 BLM Excavator
78 111041 6	L0459041	WEST POINT	CHAMBLEE	12ft 0in	80ft 0in	13ft 0in	148000	04/25/2012	05/05/2012	DAVIDSON RD, GA-103, GA-18, I-85, I-285, GA-141, PIERCE DR BEG: 791 N PROGRESS PKWY ⑧ ⑩ ⑪ END: 3652 PIERCE DR SP Excavator
79 112042 0	L0555381	WEST POINT	TOCCOA	12ft 0in	95ft 0in	13ft 6in	132000	05/17/2012	05/28/2012	N. PROGRESS PKWY, DAVIDSON RD, GA-103, GA-18, I-85, I-285, I-85, GA-17, ARROWHEAD DRIVE BEG: 791 N. PROGRESS PKWY ⑧ ⑩ ⑪ END: 203 ARROWHEAD DRIVE BLM Crane House
80 112783 5	L0627051	WEST POINT	MCDONOUGH	8ft 6in	68ft 0in	13ft 6in	135000	06/06/2012	06/16/2012	NORTH PROGRESS PKWY, GA-103, GA-18, I-85, I-285, I-75, GA-155, MACON ST. BHB BEG: 791 NORTH PROGRESS PKWY. ⑧ ⑪ END: 535 MACON ST. Fork Lift



**ARPS Route Information** Route Start: WEST POINT

Parameters: Route From, Route To, Height, Path,  
App No, Permit No, US DOT #

Directions: %GA-18, I-85%

Processed Date: 5/27/14

App No	Permit No	Route Start	Route End	Width	Length	Height	GVW (lbs)	Start Date	End Date	Path
128520 2	M0721151	WEST POINT	AL LN	8ft 6in	84ft 0in	13ft 6in	106000	07/08/2013	07/18/2013	N PROGRESS PKWY, DAVIDSON RD, GA 103 N, GA-18, I-85 BEG: 291 N PROGRESS PKWY CMM ⑧ ⑤ Fork Lift
128520 7	M0721141	WEST POINT	AL LN	8ft 6in	84ft 0in	13ft 6in	106000	07/08/2013	07/18/2013	N PROGRESS PKWY, DAVIDSON RD, GA 103 N, GA-18, I-85 BEG: 291 N PROGRESS PKWY CMM ⑧ ⑤ Fork Lift
128672 7	M0735831	WEST POINT	AL LN	13ft 0in	92ft 0in	13ft 6in	150000	07/09/2013	07/19/2013	N PROGRESS PKWY, GA-103, GA-18, I-85 BEG: 291 NORTH PROGRESS PKWY SP ⑧ ⑤ Crame House
136106 1	N0057441	WEST POINT	MORELAND	14ft 0in	100ft 0in	14ft 6in	135000	01/17/2014	01/28/2014	GA-103, GA-18, I-85, US-29, BEXTON RD, HAYNIE RD BEG: GA-103 & GA-18 END: HAYNIE RD & BEXTON RD BLM ⑧ ⑪
137075 3	N0152801	WEST POINT	WILLIAMSON	12ft 0in	75ft 0in	13ft 6in	127000	02/17/2014	02/27/2014	GA-18, I-85, GA-109, US-27, GA-18, BOTTOMS RD, WRD, WRIGHT RD BEGIN ADDRESS: GA-103 & GA-18 END ADDRESS: 336 WRIGHT RD ⑧ ⑪
138725 0	N0307831	WEST POINT	GROVETOWN	10ft 1in	70ft 0in	13ft 6in	80000	03/26/2014	04/05/2014	STATE LINE RD, US-29, GA-18, I-85, I-285, GA-47, GA-223, WRIGHTSBORO RD ① ⑪ Pump Hall

**APPENDIX B**  
**WEST POINT, GEORGIA**  
**I-85 at SR 18 (10<sup>th</sup> Street)**

*PROMILES PERMIT DATA*  
*JULY 1, 2014 THROUGH FEBRUARY 17, 2015*



The road segment numbers in this image correspond to the list of permits in the Excel file attached. For example, there were permits traveling over road segment 1208242. This would correspond to the permits that started from the west on SR 18 and headed south on I-85. Road segment 1208243 would correspond to permits starting from the east on SR 15 and turning south on I-85. Note: there were no permits for a couple of the turns. The last list in the spreadsheet is for permits traveling on SR 18 through the intersection either way.

The spreadsheet includes permit number, height, length, width, GVW, company name, permit contact name, and permit contact email. Many of these permits were ordered by permit services and would not be the actual company contact. All dimensions are in inches. If you need more information please let us know.

**Michael A. Webb**  
ProMiles Software Development Corp.  
Vice President Government Sales  
Phone: (615) 838-8137  
[mike@promiles.com](mailto:mike@promiles.com)  
[www.promiles.com](http://www.promiles.com)

Permit Nbr	Height (inches)	Length (inches)	Width (inches)	GVW (lbs)	Company	Contact Name	Contact Email	Load Description	Origin	Destination
<b>1123328 - I-85 SB Exit Ramp</b>										
N1054531	162	900	129	80,000	RTS & SON INC	Jeanne Hahn	permits@axyspermits.com	EMPTY STEEL STORAGE BOX	I-85;SC;Lavonia	3735 KIA PARKWAY WEST POINT 31833
N1163941	168	888	144	132,600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Constructicon Equipment D8N Caterpillar Dozier	100 Rehoboth Rd Griffin 30223	100 Pear Street West Point 31833
N1164081	168	888	144	122,600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Constructicon Equipment CAT 330 Excavator	100 Rehoboth Rd Griffin 30223	100 Pear Street West Point 31833
N1168541	168	888	144	124,800	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Constructicon Equipment 621 JD Pan	100 Rehoboth Rd Griffin 30223	100 Pear Street West Point 31833
N1183021	168	900	132	97,500	RENOLDS TRANSPORT LTD	Kayla Ackerson	jdschall@aol.com	TRACKMOBILE	Intersection of I85 and GA219	I-24W;TN;Wildwood
N1192461	168	864	131	84,000	RENOLDS TRANSPORT LTD	Kayla Ackerson	jdschall@aol.com	CN RAIL TRACKMOBILE	I-85, 3.7mi S of La Grange, GA	I-24W;TN;Wildwood
N1227341	162	900	108	80,000	AMERICAN OUTDOOR TRANSPORTATIO	David Patterson	permits@fleetone.com	PORTABLE BUILDING	I-24W;TN;Wildwood	3735 KIA PKWY WEST POINT 0
N1232411	167	888	111	80,000	ADMIRAL MERCHANTS MOTOR FREIGHT	Laura Selvog	permits@ammf.com	Guard Shack	I-24W;TN;Wildwood	3735 Kia Parkway west point 0
N1251201	162	900	102	110,000	CHANCEYS WRECKER SERVICE INC	Carl	cser@bellsouth.net	forklift	4695 Aviation Parkway Atlanta 0	6500 Kia Parkway West Point 0
N1277651	156	852	144	135,000	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment PC-400	336 Wright Rd Williamson 30292	PEARL ST, 1.1mi E of West Point, GA
N1366321	168	864	132	88,000	RENOLDS TRANSPORT LTD	Kayla Ackerson	KAYLA@transportpermit.com	TRACKMOBILE	I-85, 3.5mi S of La Grange, GA	I-24W;TN;Wildwood
N1475291	168	888	144	124,800	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment Cat 330 Excavator	Intersection of OLD ATLANTA and BERTHA	100 Pear Street West Point 0
N1501981	168	888	144	124,800	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Constructicon Equipment 621 JD Pan	Intersection of BOTTOMS and WEST	100 Pear Street West Point 0
N1562721	168	888	144	132,600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Constructicon Equipment D8N Caterpillar Dozier	Intersection of OAK and OAK	100 Pear St West Point 0
N1647221	168	888	144	130,800	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment JD 621 Pan	Intersection of OLD ATLANTA and BERTHA	100 Pear Street West Point 0
N1682281	162	840	140	80,000	STRONG TRUCKING LLC	Vicky Strong	strongtrucking2010@hotmail.com	Make-Tri State, Model-Conveyer, Serial-140061549	I-75;TN;Ringgold	Intersection of US-29 and GA-18
N1683331	162	840	138	80,000	LANDSTAR INWAY INC	elizabeth phillips	comdatapmts@comdata.com	CONVEYOR	I-75;TN;Ringgold	GA-103 in HARRIS
N1769191	162	900	139	125,000	DEEP WOODS TRANSPORT LLC	PATTY DOLLAR	dwt.trucks@gmail.com	329 Cat Excavator	300 LEE INDUSTRIAL BLVD AUSTELL 30168	GA-14;AL;West Point
P1041521	156	852	144	124,000	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment Terex 300 Off Road Truck	5710 Riverview Rd Mableton 0	100 Pear Street West Point 0
P1094711	168	900	168	148,000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavation.com	excavator	LEE INDUSTRIAL BLVD in MABLETON	KIA PKWY in WEST POINT
P1106471	168	900	168	148,000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavation.com	excavator	GA-124 in JACKSON	GA-103 in WEST POINT
P1106461	168	900	168	148,000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavation.com	off road truck	MCGINNIS FERRY RD, 2.9mi W of MCGINNIS FERRY & US	GA-103 in WEST POINT
P1117521	168	900	168	148,000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavation.com	scraper	WHITLEY RD, 0.1mi NE of WHITLEY & US41 N	GA-103 in WEST POINT
P1123361	168	900	168	148,000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavation.com	dozer	WHITLEY RD, 0.1mi NE of WHITLEY & US41 N	GA-103 in WEST POINT
P1133311	168	900	168	148,000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavation.com	dozer	LEE INDUSTRIAL BLVD in MABLETON	GA-103 in WEST POINT
<b>1208242 - From the West on SR 18 headed South on I-85</b>										
N1164531	174	1200	144	145,000	CRAWFORD GRADING & PIPELINE INC	SCOTT BOWDEN	cgp@crawfordgrading.com	EXCAVATOR	Intersection of 10TH and KIA	I-85;AL;West Point
N1190641	162	900	144	132,000	D H GRIFFIN WRECKING COM INC	Danny Smith		EXCAVATOR	GA-109, 4.6mi W of La Grange, GA	I-85;AL;West Point
N1426631	167	1032	131	149,000	CONSOLIDATED LUMBER TRANSPORT IN	Matthew Bick	ginnyb@jrctransportation.com	rock crusher	Intersection of GA34 and US27	I-85;AL;West Point
N1720171	162	840	144	132,000	D H GRIFFIN WRECKING COM INC	DANNY		EXCAVATOR	4864 West Point Lagrange 0	I-85;AL;West Point
<b>1207243 - From the East on SR 18 headed South on I-85</b>										
NONE										
<b>1117402 - From the West on SR 18 headed North on I-85</b>										
N1072221	162	900	120	150,000	PHOENIX CRANE RENTAL CO INC	LARRY O'DONALD	lodonald@phoenixcrane.com	Self Propelled Crane	3735 kia Parkway West Point 31833	1855 Dickerson Dr Mableton 30126
N1183021	168	900	132	97,500	RENOLDS TRANSPORT LTD	Kayla Ackerson	jdschall@aol.com	TRACKMOBILE	Intersection of I85 and GA219	I-24W;TN;Wildwood
N1192461	168	864	131	84,000	RENOLDS TRANSPORT LTD	Kayla Ackerson	jdschall@aol.com	CN RAIL TRACKMOBILE	I-85, 3.7mi S of La Grange, GA	I-24W;TN;Wildwood
N1366321	168	864	132	88,000	RENOLDS TRANSPORT LTD	Kayla Ackerson	KAYLA@transportpermit.com	TRACKMOBILE	I-85, 3.5mi S of La Grange, GA	I-24W;TN;Wildwood
N1372971	168	888	144	124,800	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment Cat 330 Excavator	100 Pear St West Point 0	Intersection of BERTHA and OLD ATLANTA
N1513041	168	888	144	132,600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Constructicon Equipment D8N Caterpillar Dozier	100 Pear Street West Point 0	Intersection of OAK RIDGE and OAK RIDGE
N1647231	168	888	144	130,800	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment JD 621 Pan	100 Pear West Point 0	Intersection of BERTHA and OLD ATLANTA
N1653591	168	888	144	134,600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment D8R Caterpillar Dozier	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA
N1654351	168	888	151	134,600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment D8R Caterpillar Dozier	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA
N1678051	168	888	151	130,600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment JD 621 Pan	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA
N1704121	168	888	151	132,600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment JD 621 Pan	100 Pear Street West Point 0	6977 Nashville St Ringgold 0
N1707321	168	888	151	132,600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment JD 621 Pan	100 Pear Street West Point 0	6977 Nashville St Ringgold 0
N1761061	168	888	151	125,000	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment CAT 330 Excavator	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA
P1119241	168	888	151	110,000	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment TEREX TA 300 Off Rd Truck	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA
P1119211	168	888	151	11,000	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment TEREX TA 300 Off Rd Truck	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA
P1166781	168	900	135	125,000	INLAND TRANSPORTATION LLC	Samuel Matherson	sam@holmanfreight.com	Cat 330C L	US-29;AL;West Point	I-75;FL;Lake Park
<b>1117415 - From the East on SR 18 headed North on I-85</b>										
NONE										
<b>1122598 - I-85 NB Exit Ramp</b>										
N1055751	162	912	136	130,000	KEEN TRANSPORT INC	Kathy Sharp	kathy.sharp@keentransport.com	Excavator	I-85;AL;West Point	GA-234, 2.8mi W of Four Points
N1056241	168	1020	137	132,000	BENGAL TRANSPORTATION SERVICES IN	Dusty Barbay		CAT EXCAVATOR	I-85;AL;West Point	WOOLDRIDGE RD, 0.8mi SW of Fortson
N1058931	162	840	102	92,000	CRST MALONE INC	Eric Walters	comdatapmts@comdata.com	crated machinery	I-85;AL;West Point	7777 Kia Pkwy WEST POINT 0

Permit Nbr	Height (inches)	Length (inches)	Width (inches)	GVW (lbs)	Company	Contact Name	Contact Email	Load Description	Origin	Destination
N1075331	162	936	140	130,000	KEEN TRANSPORT INC	Kathy Sharp	kathy.sharp@keentransport.com	EXCAVATOR	I-85;AL;West Point	LOWE RD, 2.7mi W of Four Points
N1181171	162	912	138	136,000	KEEN TRANSPORT INC	Tammy Failor	tammy.failor@keentransport.com	EXCAVATOR	I-85;AL;West Point	SMITH RD, 1.1mi W of Fortson, GA
N1526171	168	876	114	150,000	THE MILLER GROUP INC	Kevin Gamble	kevin.gamble@millergroup.ca	milling machine	I-85;AL;West Point	WHITTLESEY BLVD, 0.9mi NE of WHITTLESEY & US27 N
N1549281	162	840	144	132,000	D H GRIFFIN WRECKING COM INC	DANNY		EXCAVATOR	I-85;AL;West Point	4864 West Point Lagrange 0
N1591411	162	924	140	80,000	AMERICAN TRANSPORT INC	kay shimitz	kay@wcspermits.com	MACHINE SECTION	I-85;AL;West Point	GA-103 in WEST POINT
N1629031	162	888	156	80,000	JBF INC	BENTLEY FARR	JBFINC@HIWAAY.NET	stacked wood trusses	I-85;AL;West Point	708 Pear St West Point 31833
N1698931	162	876	129	142,200	CONN EQUIPMENT RENTAL CO, INC	JEFF		SELF PROPELLED CRANE	I-85;AL;West Point	5875 CHIPLEY WARM SPRINGS 0
P1116091	162	816	120	80,000	BACH & DEVOS FORESTRY & WILDLIFE S	CAM	CAMSTREETMAN@GMAIL.COM	MULCHER	I-85;AL;West Point	Intersection of PINE LAKE and GA103
<b>1208244 - SR 18 EB; 1117396 - SR 18 WB</b>										
N1058931	162	840	102	92,000	CRST MALONE INC	Eric Walters	comdatapmts@comdata.com	crated machinery	I-85;AL;West Point	7777 Kia Pkwy WEST POINT 0
N1064951	162	840	132	142,000	ALEXANDER CONTRACTING CO INC	Tammy Britton	tbritton@alexandercontractionco.com	Excavator	GA-18, 2.4mi NE of Lanett	Intersection of TECHNOLOGY and US-80
N1072221	162	900	120	150,000	PHOENIX CRANE RENTAL CO INC	LARRY O'DONALD	lodonald@phoenixcrane.com	Self Propelled Crane	3735 kia Parkway West Point 31833	1855 Dickerson Dr Mableton 30126
N1180411	162	720	120	75,000	BACH & DEVOS FORESTRY & WILDLIFE S	CAM STREETMAN	camstreetman@gmail.com	MULCHER	Intersection of GA-208 and US-27	I-85;AL;West Point
N1183021	168	900	132	97,500	RENOLDS TRANSPORT LTD	Kayla Ackerson	jdschall@aol.com	TRACKMOBILE	Intersection of I85 and GA219	I-24W;TN;Wildwood
N1192461	168	864	131	84,000	RENOLDS TRANSPORT LTD	Kayla Ackerson	jdschall@aol.com	CN RAIL TRACKMOBILE	I-85, 3.7mi S of La Grange, GA	I-24W;TN;Wildwood
N1276901	162	960	131	103,000	DIAMOND EXPRESS LLC	ALTHA	DISPATCHER104@ATLANTICBB.NET	MILITARY TANK	MARINE CORPS LOGISTICS BASE – MAIN GATE (FLEMING	I-85;AL;West Point
N1277881	168	852	144	124,800	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment Cat 330 Excavator	700 Custer Road Fort Benning 0	100 Hatchett St West Point 0
N1366321	168	864	132	88,000	RENOLDS TRANSPORT LTD	Kayla Ackerson	KAYLA@transportpermit.com	TRACKMOBILE	I-85, 3.5mi S of La Grange, GA	I-24W;TN;Wildwood
N1372971	168	888	144	124,800	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment Cat 330 Excavator	100 Pear St West Point 0	Intersection of BERTHA and OLD ATLANTA
N1513041	168	888	144	132,600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Constructon Equipment D8N Caterpillar Dozier	100 Pear Street West Point 0	Intersection of OAK RIDGE and OAK RIDGE
N1549281	162	840	144	132,000	D H GRIFFIN WRECKING COM INC	DANNY		EXCAVATOR	I-85;AL;West Point	4864 West Point Lagrange 0
N1629031	162	888	156	80,000	JBF INC	BENTLEY FARR	JBFINC@HIWAAY.NET	stacked wood trusses	I-85;AL;West Point	708 Pear St West Point 31833
N1647231	168	888	144	130,800	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment JD 621 Pan	100 Pear West Point 0	Intersection of BERTHA and OLD ATLANTA
N1653591	168	888	144	134,600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment D8R Caterpillar Dozier	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA
N1654351	168	888	151	134,600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment D8R Caterpillar Dozier	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA
N1678051	168	888	151	130,600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment JD 621 Pan	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA
N1683331	162	840	138	80,000	LANDSTAR INWAY INC	elizabeth phillips	comdatapmts@comdata.com	CONVEYOR	I-75;TN;Ringgold	GA-103 in HARRIS
N1698961	162	876	129	142,200	CONN EQUIPMENT RENTAL CO, INC	JEFF		SELF PROPELLED CRANE	5875 CHIPLEY WARM SPRINGS 0	I-85;AL;West Point
N1704121	168	888	151	132,600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment JD 621 Pan	100 Pear Street West Point 0	6977 Nashville St Ringgold 0
N1707321	168	888	151	132,600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment JD 621 Pan	100 Pear Street West Point 0	6977 Nashville St Ringgold 0
N1761061	168	888	151	125,000	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment CAT 330 Excavator	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA
P1106461	168	900	168	148,000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavation.com	off road truck	MCGINNIS FERRY RD, 2.9mi W of MCGINNIS FERRY & US	GA-103 in WEST POINT
P1106471	168	900	168	148,000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavation.com	excavator	GA-124 in JACKSON	GA-103 in WEST POINT
P1117521	168	900	168	148,000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavation.com	scraper	WHITLEY RD, 0.1mi NE of WHITLEY & US41 N	GA-103 in WEST POINT
P1119241	168	888	151	110,000	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment TEREX TA 300 Off Rd Truck	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA
P1119211	168	888	151	11,000	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADING.COM	Construction Equipment TEREX TA 300 Off Rd Truck	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA
P1123361	168	900	168	148,000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavation.com	dozer	WHITLEY RD, 0.1mi NE of WHITLEY & US41 N	GA-103 in WEST POINT
P1128341	162	780	120	75,000	BACH & DEVOS FORESTRY & WILDLIFE S	CAM		MULCHER	PINE LAKE RD in HARRIS	I-85;AL;West Point
P1133311	168	900	168	148,000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavation.com	dozer	LEE INDUSTRIAL BLVD in MABLETON	GA-103 in WEST POINT
P1166781	168	900	135	125,000	INLAND TRANSPORTATION LLC	Samuel Matherson	sam@holmanfreight.com	Cat 330C L	US-29;AL;West Point	I-75;FL;Lake Park



Permit Nbr	Height (inches)	Length (inches)	Width (inches)	GVW (lbs)	Company	Contact Name	Contact Email	Load Description	Origin	Destination	
1122598		I-85 NB Exit	Pompa								
46 N1055751	162	912	136	130000	KEEN TRANSPORT INC	Kathy Sharp	kathy.sharp@keentranspo	Excavator	I-85;AL;West Point	GA-234, 2.8mi W of Four Points	?
47 N1056241	168	1020	137	132000	BENGAL TRANSPORTATION SERVICES IN	Dusty Barbay		CAT EXCAVATOR	I-85;AL;West Point	WOOLDRIDGE RD, 0.8mi SW of Fortson	?
48 N1058931	162	840	102	92000	CRST MALONE INC	Eric Walters	comdatapmts@comdata.c	crated machinery	I-85;AL;West Point	7777 Kia Pkwy WEST POINT 0	6 to 4
49 N1075331	162	936	140	130000	KEEN TRANSPORT INC	Kathy Sharp	kathy.sharp@keentranspo	EXCAVATOR	I-85;AL;West Point	LOWE RD, 2.7mi W of Four Points	?
50 N1181171	162	912	138	136000	KEEN TRANSPORT INC	Tammy Failor	tammy.failor@keentranspo	EXCAVATOR	I-85;AL;West Point	SMITH RD, 1.1mi W of Fortson, GA	6 to 7
51 N1526171	168	876	114	150000	THE MILLER GROUP INC	Kevin Gamble	kevin.gamble@millergrou	milling machine	I-85;AL;West Point	WHITTLESEY BLVD, 0.9mi NE of WHITTLESEY & US27 N	6 to 7
52 N1549281	162	840	144	132000	D H GRIFFIN WRECKING COM INC	DANNY		EXCAVATOR	I-85;AL;West Point	4864 West Point Lagrange 0	6 to 2
53 N1591411	162	924	140	80000	AMERICAN TRANSPORT INC	kay shimitz	kay@wcspermits.com	MACHINE SECTION	I-85;AL;West Point	GA-103 in WEST POINT	6 to 7
54 N1629031	162	888	156	80000	JBF INC	BENTLEY FARR	JBFINC@HIWAAY.NET	stacked wood trusses	I-85;AL;West Point	708 Pear St West Point 31833	6 to 1
55 N1698931	162	876	129	142200	CONN EQUIPMENT RENTAL CO, INC	JEFF		SELF PROPELLED CRANE	I-85;AL;West Point	5875 CHIPLEY WARM SPRINGS 0	6 to 10
56 P1116091	162	816	120	80000	BACH & DEVOS FORESTRY & WILDLIFE S	CAM	CAMSTREETMAN@GMAIL	MULCHER	I-85;AL;West Point	Intersection of PINE LAKE and GA103	6 to 7
SR18EB SR18WB		going under I-85									
1208244, 1117396											
57 N1058931	162	840	102	92000	CRST MALONE INC	Eric Walters	comdatapmts@comdata.c	crated machinery	I-85;AL;West Point	7777 Kia Pkwy WEST POINT 0	10 to 4
58 N1064951	162	840	132	142000	ALEXANDER CONTRACTING CO INC	Tammy Britton	tbritton@alexandercontra	Excavator	GA-18, 2.4mi NE of Lanett	Intersection of TECHNOLOGY and US-80	1 to 1 without SR 18
59 N1072221	162	900	120	150000	PHOENIX CRANE RENTAL CO INC	LARRY O'DONALD	lodonald@phoenixcrane.c	Self Propelled Crane	3735 kia Parkway West Point 31833	1855 Dickerson Dr Mableton 30126	3 to 11 cashback
60 N1180411	162	720	120	75000	BACH & DEVOS FORESTRY & WILDLIFE S	CAM STREETMAN	camstreetman@gmail.com	MULCHER	Intersection of GA-208 and US-27	I-85;AL;West Point	1 to 7
61 N1183021	168	900	132	97500	RENOLDS TRANSPORT LTD	Kayla Ackerson	jdschall@aol.com	TRACKMOBILE	Intersection of I85 and GA219	I-24W;TN;Wildwood	?
62 N1192461	168	864	131	84000	RENOLDS TRANSPORT LTD	Kayla Ackerson	jdschall@aol.com	CN RAIL TRACKMOBILE	I-85, 3.7mi S of La Grange, GA	I-24W;TN;Wildwood	1 to 11
63 N1276901	162	960	131	103000	DIAMOND EXPRESS LLC	ALPHA	DISPATCHER104@ATLANT	MILITARY TANK	MARINE CORPS LOGISTICS BASE - MAIN GATE	I-85;AL;West Point	8 to 2
64 N1277881	168	852	144	124800	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADINC	Construction Equipment Cat 330 Excavator	700 Custer Road Fort Benning 0	100 Hatchett St West Point 0	8 to 2
65 N1366321	168	864	132	88000	RENOLDS TRANSPORT LTD	Kayla Ackerson	KAYLA@transportpermit.c	TRACKMOBILE	I-85, 3.5mi S of La Grange, GA	I-24W;TN;Wildwood	1 to 11
66 N1372971	168	888	144	124800	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADINC	Construction Equipment Cat 330 Excavator	100 Pear St West Point 0	Intersection of BERTHA and OLD ATLANTA	?
67 N1513041	168	888	144	132600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADINC	Constructon Equipment D8N Caterpillar Dozier	100 Pear Street West Point 0	Intersection of OAK RIDGE and OAK RIDGE	?
68 N1549281	162	840	144	132000	D H GRIFFIN WRECKING COM INC	DANNY		EXCAVATOR	I-85;AL;West Point	4864 West Point Lagrange 0	1 to 11
69 N1629031	162	888	156	80000	JBF INC	BENTLEY FARR	JBFINC@HIWAAY.NET	stacked wood trusses	I-85;AL;West Point	708 Pear St West Point 31833	10 to 2
70 N1647231	168	888	144	130800	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADINC	Construction Equipment JD 621 Pan	100 Pear West Point 0	Intersection of BERTHA and OLD ATLANTA	?
71 N1653591	168	888	144	134600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADINC	Construction Equipment D8R Caterpillar Dozier	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA	?
72 N1654351	168	888	151	134600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADINC	Construction Equipment D8R Caterpillar Dozier	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA	?
73 N1678051	168	888	151	130600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADINC	Construction Equipment JD 621 Pan	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA	?
74 N1683331	162	840	138	80000	LANDSTAR INWAY INC	elizabeth phillips	comdatapmts@comdata.c	CONVEYOR	I-75;TN;Ringgold	GA-103 in HARRIS	12 to 7
75 N1698961	162	876	129	142200	CONN EQUIPMENT RENTAL CO, INC	JEFF		SELF PROPELLED CRANE	5875 CHIPLEY WARM SPRINGS 0	I-85;AL;West Point	8 to 2
76 N1704121	168	888	151	132600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADINC	Construction Equipment JD 621 Pan	100 Pear Street West Point 0	6977 Nashville St Ringgold 0	1 to 11
77 N1707321	168	888	151	132600	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADINC	Construction Equipment JD 621 Pan	100 Pear Street West Point 0	6977 Nashville St Ringgold 0	1 to 11
78 N1761061	168	888	151	125000	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADINC	Construction Equipment CAT 330 Excavator	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA	?
79 P1106461	168	900	168	148000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavatio	off road truck	MCGINNIS FERRY RD, 2.9mi W of MCGINNIS FER	GA-103 in WEST POINT	12 to 7
80 P1106471	168	900	168	148000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavatio	excavator	GA-124 in JACKSON	GA-103 in WEST POINT	12 to 7
81 P1117521	168	900	168	148000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavatio	scraper	WHITLEY RD, 0.1mi NE of WHITLEY & US41 N	GA-103 in WEST POINT	12 to 7
82 P1119241	168	888	151	110000	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADINC	Construction Equipment TEREX TA 300 Off Rd Truck	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA	?
83 P1119211	168	888	151	11000	UNITED CONSOLIDATED GROUP INC	Leigh Ann Green	LGREEN@UNITEDGRADINC	Construction Equipment TEREX TA 300 Off Rd Truck	100 Pear Street West Point 0	Intersection of BERTHA and OLD ATLANTA	?
84 P1123361	168	900	168	148000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavatio	dozer	WHITLEY RD, 0.1mi NE of WHITLEY & US41 N	GA-103 in WEST POINT	12 to 7
85 P1128341	162	780	120	75000	BACH & DEVOS FORESTRY & WILDLIFE S	CAM		MULCHER	PINE LAKE RD in HARRIS County	I-85;AL;West Point	8 to 2
86 P1133311	168	900	168	148000	PLATEAU EXCAVATION INC	Robert Milam	rmilam@plateauexcavatio	dozer	LEE INDUSTRIAL BLVD in MABLETON	GA-103 in WEST POINT	12 to 7
87 P1166781	168	900	135	125000	INLAND TRANSPORTATION LLC	Samuel Matherson	sam@holmanfreight.com	Cat 330C L	US-29;AL;West Point	I-75;FL;Lake Park	1 to 11

**APPENDIX C**  
**WEST POINT, GEORGIA**  
**I-85 at SR 18 (10<sup>th</sup> Street)**

*ROUTING DIAGRAM AND SUMMARY  
OF BENTLEY DATA AND PROMILES DATA*



Bentley Data 4/09 - 4/14

Pro Miles Data 7/1/2014 - 2/17/2015

① to ⑤

2



⑧ to ⑪

35



① to ⑪

33



⑧ to ⑤

9



⑩ to ⑤

2



③ to ⑪

3



③ to ⑤

2



unknown

7

93 records

⑫ to ④



⑫ to ②



⑫ to ⑦



⑥ to ④



⑥ to ⑦



⑥ to ②



~~⑥ to ①~~



⑥ to ⑩ ⑨



⑩ to ④



① to ⑦



⑧ to ②



⑩ to ②



~~⑫ to ⑦~~



50 records

II III III 9

II 2

III 5

III II 7

III III II 12

I 1

III 4

II + 2

+ +

I 1

I 1

I 1

III 4

I 1

II 50 records

**APPENDIX D**  
**GDOT COMMENTS ON OSOW REPORT**

## GDOT Comments to I-85/SR 18 OSOW Analysis – Final - 2/12/2015 and GHD Response

GHD issued a “Draft” version of the OSOW Report on 1/29/2015 and “Final” version on 2/12/2015. Below are comments from Dan Pass and Ken Werho to the “Final” version.

### Dan Pass’s Comments:

This was no easy effort, as a first study of this type in Georgia. I expect this will form a useful reference for others, but the goal here is to meet the project need and no more.

Many questions are posed below, don’t be alarmed or think that I am asking a great deal more than I actually am. GDOT does not have much history with this type of study. Clarity should be the emphasis of revisions, rather than any significant additions. As Mark mentioned in an e-mail, we do want to move forward to complete the feasibility study.

You may want to prepare brief responses, before making any corrections. There have been many involved in this effort and some of my questions may have already been answered.

1. **Overview:** The WB-67 is the standard “design vehicle” for roundabouts on state routes and is allowed to partially encroach on an adjacent circulatory lane, and to use the truck apron. Thus, this design vehicle *does* not stay in lane. A bus and single unit truck should maintain lane discipline, though I am unsure whether they should be classified as “design” or “check” vehicles.

### GHD Response:

Every truck route has to be designed for a WB-67 vehicle. On the OSOW portions of the freight network “check” vehicles must be accommodated or “checked”, i.e. creating vehicle swept paths to see how they need to be mitigated.

Check vehicle definition: (Check vehicles may need some overtracking areas.) A vehicle that is accommodated either in the roadway or outside the travel lane, such as when truck trailers track over the curb. In these cases the roundabout designer should accommodate them by providing paved truck aprons and truck blisters in which wheels stay on pavement.

Design vehicle definition: A vehicle that is accommodated within the roadway and possibly within its own lane or adjacent lanes.

It would be excessive to add travel way pavement for OSOW to be used as a design vehicle, as in most cases their need to be accommodated is infrequent. However, a roundabout designer should know the size, turning characteristics, and frequency of OSOW allowed on the route. This could be routine if all states had an OSOW freight network and check vehicles.

2. **Review of Permit Records:** I would have included vehicles prior to the opening of the KIA plant that were going to other destinations – but I suggest not going back for this. I would have also at least described the vehicles associated with the tornado, as tornados are not uncommon to

Georgia. We would like to know that we were not (or how much we are) restricting access during such emergencies. That being said, the KIA interchange is nearby so access for such rare event is provided. [Scott/Ken - what were the design vehicles for the KIA interchange? This may provide a useful comparison to vehicles for selected for this study.]

GHD Response:

Loads associated with the tornado are noted in the permit data and vehicles can be inferred: track hoes, back hoes, mobile lifts, excavators, grinders, tank, scrapers, and dump trucks most of which would be transported on a DST Lowboy. The key findings from looking at records during the tornado period are that no new vehicles emerged during this time. This is to be expected since clean-up is not expected to require a custom vehicle. There's nothing custom or unusual in configuration regarding damaged property that is mostly waste or recyclable.

3. At the end of the second paragraph, what "existing truck library" is being referred to?

GHD Response:

The truck library referred to are the most commonly manufactured trucks that carry oversize loads nationally. Peter Lynch is involved with FHWA and OSOW on a national scene and sources this information from databases and interviews with freight carriers and other DOTs.

4. Agreed, it is odd that no permits have been issued since July 2014 for this interchange. Is this also the case for the KIA interchange? If this were the case, it may suggest the problem is with querying the database – others will know better than I.

With the above limitations, a regional or vicinity map (or schematic) show sources of oversize vehicles and access to the interchange would be very appropriate. This type of information might also be useful in deciding the likelihood of OSOWs moving along SR 18 but not accessing I-85. [The limitation of not contacting local industry/locals is unfortunate, though I will not second guess the reasoning in this case. Normal design practice is to do this very thing, where non-standard vehicles must be accommodated - refer to Section 3.2.2 of the GDOT DPM.]

GHD Response:

GHD received information recently indicating that there were permits issued since July 2014 for this interchange in the ProMiles database. These records were not readily apparent until mid-February 2015, but were consistent with permit records summarized from the previous Bentley database.

5. Permit information collected should be provided in attachments. It can be largely as received, but should be as complete as possible. Even, what has not been included in decision-making is worth documenting.

GHD Response:

This data will be provided in an appendix.

6. **Multi-Trip Permits Routing:** Not sure what is being meant by “actual routing between standard semi-tractor trailers”. Are there significant movements which might apply to multi-trip permits routing which would not be captured by the single trip permit data? In other words, are the numbers likely to be larger and sources more diverse?

GHD Response:

**Multi-Trip Permits Routing**

GDOT issues a multi-trip permit, which means there may be permit holders that are not required to report actual routing “by” standard semi tractor-trailers. These loads may range from 13’6” high, 8’6” wide, 65 to 70’ long, and 80,000 pounds up to 14’ high, and/or up to 12’ wide, and/or up to 75’ long, and/or up to 100,000 pounds and the loads may access the interchange from every direction. The WB-92 design vehicle, with a 1’9” buffer on both sides, was used to model the likely multi-trip permit movements not identified from the single trip permit data.

7. **Check Vehicles:** I recognize that without making local contacts and by using permit data alone, assumptions are necessary. Nevertheless, this report should include essential information and decisions sufficient for “detailed design” tasks.

AutoTurn templates need to be included in the report. Diagrams of the vehicles would be helpful. In general, this report seems incomplete as far as attachments.

GHD Response:

AutoTurn swept paths for check vehicles are included in the report. Permit data will be included in an Appendix.

8. **Vehicle Checks of Horizontal Alignment** (“layout” may be a better term):

GHD Response:

We will change the heading to “Vehicle Checks of Horizontal Layout”.

9. What is a “DST Lowboy”? Be sure to define acronyms.

GHD Response:

DST Lowboy is an often used oversize overweight truck that has very low ground clearance. The vehicle dimensions of length, width, and height are shown on a diagram in the report.

DST stands for Dawes Specialized Transport, a division of Dawes Crane and Rigging Inc., well known for hauling oversize overweight loads. DST utilizes a fleet of heavy specialized equipment, including their 100- and 200-ton capacity lowboy trailer combinations. Hence a DST Lowboy is a truck that is the equivalent of a lowboy owned and utilized by DST.

As to the DST Lowboy, we can define it for the purposes of a tool we used. OSOW trucks are like legos in that, one can have several different combinations, hence the word specialized. Then based on commodity we are confident that longer loads would have a similar set up to the DST Lowboy. We should just drop the DST because Lowboy by itself can be equivalent in size to a standard 53’ foot Van or flatbed trailer. We need to say specialized or articulated lowboy to cover the jeep (essentially the extra 5th wheel and extra articulation) and stingers or 5 axle groupings in the back.

The DST Lowboy vehicle we have assumed is the jeep, the mule and the trailer. This is the three-part vehicle we modeled. They might not need all three parts to carry a specific load.

10. It is odd that there are SR 18 movements to I-85 NB & SB, but no corresponding movements in the other direction. Are they likely taking other routes on return trips? In a Dec 23, 2014 e-mail from David Low, he writes, "At any time we have no data or zero trips for SB I-85 and NB I-85 that exit to SR 18 and travel either way suggests that the query may be off." I suggest that any further efforts needed along these lines be largely handled by District coordination with our Permits unit.

Considering the above, and with the known limitation on the data, it seems unreasonable to confine combinations of turning movements and OSOW to "known permit history". Appropriate extrapolations, based on knowledge of the area and freight, should be made where necessary to support a robust design.

GHD Response:

Trucks are likely delivering loads in one direction and either on a linked trip to another destination or may be returning empty to the same destination. At the time we wrote the report we made extrapolations regarding east-west trips on SR 18 that had not been identified in the records. Thus we added checks for SR 18 east and west. In February we received additional records that covered the ProMiles permits from July 1, 2014 through February 17, 2015.

The Lowboy can be shortened once it delivers the load.

11. Some description of proposed treatments, or reference to descriptions, would be helpful.

**Future Vertical Analysis:** OK, this was included in the scope and can be documented separately.

GHD Response:

Proposed treatments are illustrated and described in the report as "truck blisters". We have typical cross-sections showing what a truck blister should look like.

12. **Conclusions:**

Please add a bulleted list to summarize findings and limitations – perhaps 5 or 6 items. Is further investigation/data required for detailed design?

GHD Response:

Findings and Limitations:

During Preliminary Design, vertical analyses should be performed using a minimum ground clearance of 5 inches. Several swept paths in each direction analyzed should be developed to document various scenarios.

GHD will do further investigation of the ProMiles permit data prior to Preliminary Design.

13. Suggest another set of bullets could be provided to document lessons learned. What improvements can be made to the process of preparing future studies – for other projects? What steps can GDOT take to streamline the process?

GHD Response:

Lessons Learned:

From a review of the permit data received it was determined that no new OSOW vehicles need to be created or added to GHD's existing OSOW vehicle library. Instead existing vehicles could be used with a buffer added for width. Specifically the DST Lowboy, WB 92 and Mobile Home from GHD library can be used and the buffer should be 16' wide for the Mobile Home, 14' wide for the DST Lowboy, and 12' wide for the WB 92 respectively. With these buffers, modeling these known OSOW vehicles through the proposed design is the only reasonable alternative to verifying the vehicles with industry. These buffers would be in addition to any shy distance that may be added around the vehicle's existing dimensions within the GHD OSOW library of vehicles. Further the presence of any Lowboy configuration will give some indication of the vertical clearance issues that may be presented at these intersections once the project gets into Preliminary Design. The key is to avoid creating features that will cause low clearance vehicles to get hung up or bottom out as the vehicles move through the interchange.

To ensure that multi trip permit holders are not impeded at this interchange it is recommended that the WB 92 with the recommended buffers be checked in all directions and necessary mitigations performed accordingly.

**Statewide OSOW Network Needed**

The study team recommends that GDOT develop a statewide OSOW roadway freight network to accommodate OSOW vehicles and facilitate the flow of freight. An OSOW network offers several benefits. First, trucks can be channeled to the best, most accommodating routes. Second, a set of check vehicles can be developed proactively and applied during design for projects across the state as needed. GDOT should avoid simultaneous construction on two parallel OSOW routes.

A statewide study to determine OSOW check vehicles for intersection designs is more economical than performing individual project investigations. Some OSOW vehicle types may be limited to certain regions of the state, while others should be checked statewide. The statewide study should develop a recommended process and procedure for when and where to use the various check vehicles.

Vertical clearance analysis is also a crucial element in the proposed statewide OSOW network development and evaluation process. Sometimes roadway construction modifications are made to accommodate drainage that later become an impediment for freight. We are presently working with Glen Williams and his colleagues to enable GDOT designers to manipulate In-Roads software and AutoTurn to model OSOW vehicles.

Overall, the development of a statewide OSOW network will save the state a significant amount of time and money in program delivery, help to ensure that the state is creating a uniform system, and avoid creating impediments to trucks and OSOW vehicles. In the long run, the network will boost Georgia's economy by effectively providing for the efficient movement of goods and creating a competitive advantage for Georgia compared to states without a similar network.

**Ken Werho's Comments:**

14. Are we trying to get OSOW from I-85 to KIA Parkway, 0.18 mile from ramp? If so, KIA interchange would be the best option since it has been constructed for these loads.

GHD Response:

We are trying to accommodate OSOW vehicles passing through the I-85/SR 18 intersections since the opening of the Kia Plant. Most (two thirds) of these vehicles are in two different patterns: (1) from the west in West Point headed east on SR 18 turning left onto I-85 north, and (2) from the southeast near Columbus on SR 103 northwest bound, turning left onto SR 18 west and right onto I-85 north.

The I-85/Kia Blvd. interchange is the best option for Kia plant related loads.

15. Are we trying to get OSOW from I-85 to SR 14/US 29 (2-lane roadway), 1.39 miles west from ramp? With the use of Gabbettville Road (a County Road that was rehabbed after completion of interchange), all of the heavy equipment was brought in on this route for both the interchange & KIA.

GHD Response:

Several of the OSOW permits come from West Point and part of their route includes US 29. We expect any trips involving Gabbettville Road to access I-85 via the Kia Blvd./I-85 interchange.

16. Are we trying to get OSOW from I-85 to downtown West Point, 1.83 miles west from ramp, in which they would have to negotiate two 90 degree turns and a R/R crossing with cantilevers lights and gates.

GHD Response:

Several of the OSOW permits come through downtown West Point.

17. On the SB/west side roundabout, additional width shoulders will be required to ensure placement of guardrail does not affect tail sweep of loads or negotiating space.

GHD Response:

Additional shoulder width would be desirable, but, per discussion at the March 4, 2015 project meeting, this was considered out of scope. Scott Zehngraff said that we should not include this in the Concept, but that if necessary we can adjust the design between Concept and PFPR.

We will revise the report to blend this content into the text and add this Q&A as an appendix too.