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## 55.2 HAULING

### 55.2.1 GENERAL

The Work consists of loading subgrade soil, granular materials or asphalt mixtures to trucks and the transporting of these materials from the point of loading to a designated delivery location.

Where the application of conversion factors is necessary, the following standard values shall be used unless other factors are determined on site by the Engineer from actual weight and dimension measurements and volume calculations.

- 1.63 t/m<sup>3</sup> truck-box or stockpile conversion factor for pit-run crushed granular and asphalt pavement patching materials.
- 1.36 t/m<sup>3</sup> truck-box or stockpile conversion factor for sand.

### 55.2.2 MATERIALS

The Contractor shall supply all materials required for initial conditioning, dust control, maintaining, and restoring the approved haul routes, as described herein.

### 55.2.3 PROCEDURE

#### 55.2.3.1 Haul Restrictions

The Engineer may restrict or disallow hauling altogether when excessive damage occurs to highways or public roads; and when hauling operations create a hazard or are too difficult to contend with for other users of the roadway.

The conditions under which this may apply include but shall not be limited to the following:

- during spring thaw,
- during after a heavy rainfall, **or**
- during periods of exceptionally high traffic flows.

The Contactor shall abide by all load restrictions established by the local road or bridge authority having jurisdiction.

#### 55.2.3.2 Haul Route Inspection and Approval

A haul road is a route over which materials are hauled for the performance of the Contract.

Prior to commencement of haul, haul roads shall be inspected by authorized representatives of the road authority, the Contractor, and the Engineer to establish and record the general existing conditions. Upon completion of haul, the Contractor shall restore the road to a condition equivalent to or better than that which existed at the time haul commenced.

Another inspection shall then be carried out by authorized representatives of the local road authority, the Contractor, and the Engineer. The Engineer shall be the final authority in assuring the restoration required.

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The Contractor shall inform the Engineer of the location of his prospective aggregate and asphalt pavement patching material sources and individual haul routes prior to commencement of the Work. The Contractor shall be responsible for obtaining authority to haul over the proposed haul routes from the agency having jurisdiction. The use of provincial highways as haul routes is subject to the approval of the Engineer.

The Contractor shall initially condition, maintain and restore haul routes to the agreed condition of the agency having jurisdiction, and in the case of provincially owned or controlled roads to the satisfaction of the Engineer.

The Contractor shall be responsible for the new construction, initial conditioning, maintenance, dust control and restoration of public and private roads required for his haul

### **55.2.3.3 Calculation and Approval of Haul Distance**

The haul distance shall be the measured distance in kilometres and tenths of a kilometre along the designated route between the point of loading and the designated delivery point. The designated delivery point shall be considered as the centre of the project kilometre, except:

- if a section is shorter than one kilometre, the designated delivery point shall be the centre of that section.
- if a dead haul road splits a project kilometre into two sections, the designated delivery point shall be the centre of each section.

If in the opinion of the Engineer, a material haul distance is excessive when compared to the known distances of other sources of the same material, then the Engineer will set a maximum allowable haul distance for which payment will be made.

## **55.2.4 MEASUREMENT AND PAYMENT**

### **55.2.4.1 Haul**

When payment for haul in tonne-kilometres or cubic metre-kilometres is specified, the haul distance will be measured in kilometres and tenths of a kilometre along the designated route between the point of loading and the designated delivery point.

Payment for haul will include the cost of loading the material into the trucks.

No payment will be made for hauling to stockpiles where the source and the stockpiles are located within the boundary of the site where the aggregate is being processed.

The quantity of haul will be calculated to the nearest one-tenth of a unit by multiplying the weight or volume of the material by the haul distance for each kilometre or section of a kilometre. The weight or volume will be measured as specified under the specification for the material hauled and payment will be made at the applicable unit price bid per tonne-kilometre or cubic metre-kilometre for "Haul - tonne kilometre" or "Haul - cubic metre kilometre".

### **55.2.4.2 Haul Roads**

In cases where the Engineer designates both the aggregate (or asphalt mix) source and the haul road to be used, all costs associated with new construction, initial conditioning, control of dust, maintenance, and the final restoration of haul roads will be paid for as "Extra Work" in accordance with Specification 51.2, General for Maintenance Work. In all other cases, these costs shall be considered incidental to the Work and will not be paid for separately.

**55.2.5            WARRANTY**

There is no warranty period for this Work.