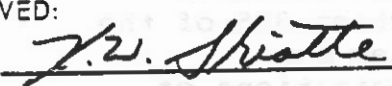


TC:  <b>SUPERSEDED BY EB 96-027 EFFECTIVE 6/18/96</b>	<h1 style="text-align: center;">ENGINEERING BULLETIN</h1> <p style="text-align: center;">NEW YORK STATE DEPARTMENT OF TRANSPORTATION</p> SUBJECT:     CONTROL OF WORK: CONSTRUCTION EQUIPMENT  Subject Code
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APPROVED:  K. W. SHIATTE, DEPUTY CHIEF ENGINEER FOR CONSTRUCTION	Supersedes:

This Engineering Bulletin Expires \_\_\_\_\_

Attached is a modification to Section 105-12, Control of Work, which expresses the Department's policy with respect to Truck Weight Enforcement on capital projects.

This modification is effective upon receipt for all on-going projects.

**Final Plan Review Bureau**

JUN 11 1987

REC'D. \_\_\_\_\_  
 ADMIN. \_\_\_\_\_  
 REVIEW \_\_\_\_\_  
 SPECS. \_\_\_\_\_  
 FILED \_\_\_\_\_

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105-12 CONSTRUCTION EQUIPMENT

Section 107-01 of the specifications requires the contractor to observe all State laws. Therefore, for all licensed vehicles, the contractor must comply with Section 385 of the Vehicle and Traffic Law. Section 385 provides for limitations on the weight of vehicles or combinations of vehicles. In addition, it authorizes the Commissioner to grant permits for the operation of vehicles with weights in excess of the general limitations provided.

It is the policy of the Construction Division that licensed vehicles, under the control of the contractor or carrying materials for incorporation in the work, should not be allowed to operate within the contract limits if they are in violation of Section 385.

For non-licensed vehicles, the Engineer may allow loads in excess of those allowed by the Vehicle and Traffic Law. However, it is intended that such authorization, if given, be limited to short sections for a very restricted period of time and only when feasible alternatives are not available. In such instances, adequate measures for the protection of the pavement or structure, including but not limited to earth blankets of sufficient depth, heavy wood planking, or other means as appropriate, must be prescribed and enforced. Pavement is defined as the pavement structure within the roadbed limits as shown in Figure 100-1 - Typical Road Section Nomenclature in the Standard Specifications.

These restrictions do not apply to on-site operations, such as earthwork, which are confined exclusively to the project site and which do not affect pavement courses or structures which form part of the completed work.

Licensed construction vehicles will be in nominal compliance with the Law if they observe the payload limits shown in Figures 1 and 2. Different limits are appropriate for each type of permit and in some cases vary with the length of wheel base. Slight adjustments may be made if the tare weight of the vehicle is known to be significantly different from the assumed tare weights.

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105-12 CONSTRUCTION EQUIPMENT (continued)

The following guidelines should be enforced to ensure a uniform statewide policy in the protection of the State's investment and to allow contractors and truckers the opportunity to bid competitively on hauling operations.

A. Regional Office

1. During the preconstruction conference the contractor should be reminded of the provisions of this section. He should also be reminded of any special weight limitations on existing structures within the project limits.
2. Bring to the attention of the Deputy Chief Engineer, Construction, any non-compliance problems that cannot be resolved at the Regional level.
3. Prior to authorizing isolated construction equipment overloads, the Region should prescribe conditions which will adequately protect the work. Main office concurrence should be sought when structures or other than pavement crossings are involved.

B. Project Engineer

1. Review Section 385 of the Vehicle and Traffic Law.
2. Review Figures 1 and 2 along with their appended notes.
3. Where trucking is to be over pavements or structures to be preserved within the project limits, determine the payload limits that can be hauled in accordance with Section 385 using Figures 1 and 2 as guidance.
4. Make periodic checks of hauling equipment, permits and loads to determine compliance with this section. This can be done readily for deliveries of bituminous and portland cement concrete by checking permits and truck tickets. Volumetric/density computations of load can be used with other materials.

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105-12 CONSTRUCTION EQUIPMENT (continued)

5. Where it is found that a hauling unit is overloaded or equipment is overweight, the contractor should be directed to promptly make any necessary correction in loading or provide haul roads or adequate protection, as appropriate.
6. Should unauthorized loadings continue to exceed the legal limits, or a pattern of overweight loadings continues, the contractor should be given a direct written order to cease operating construction equipment or accepting overweight deliveries in violation of this Section and Section 107-01. Subsequent overweight deliveries should not be accepted at the project site for incorporation in the work.
7. Should any overweight problems continue, the Regional Office should be contacted for assistance.
8. All contractor requests to exceed the legal loading as provided for under this section should be forwarded to the Regional Office for review.

Weight limitations are a contract requirement and are to be enforced on the project by the E.I.C. for the protection of the pavement and structures. Weight limitations are also a legal requirement as described in the Vehicle and Traffic Law for the protection of public streets and highways. Enforcement of the Vehicle and Traffic Law is the responsibility of State and local police.

THE FOREGOING IS NOT INTENDED TO ASSUME RESPONSIBILITIES OF ENFORCING AGENCIES BUT, RATHER, TO PREVENT DAMAGE TO WORK TO BE ACCEPTED UNDER THE CONSTRUCTION CONTRACT.

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105-12 CONSTRUCTION EQUIPMENT (continued)

FIGURE 1  
ALLOWABLE PAYLOADS  
10 and 14 Wheel Vehicles

Type of Permit	Payload Limits			Practical Gross Wt. (lbs.)	Assumed Tare Wt. (lbs.)
	Concrete (C.Y.)	Asphalt (Tons)	Aggregate (C.Y.)		
None	8	17	11	52,000	18,000
1	9	21	14	62,000	20,000
7	11	25	17	77,000	27,000
3	10	24	16	73,000	25,000
2	12	27	18	84,000	30,000

FIGURE 2  
ALLOWABLE PAYLOADS  
18 and 22 Wheel Vehicles

Type of Permit	Nominal Wheel Base (Ft.)	Payload Limits		Practical Gross Wt. (lbs.)	Assumed Tare Wt. (lbs.)
		Asphalt (Tons)	Aggregate (C.Y.)		
None	30	17	11	64,000	31,000
None	38	18	12	72,000	35,000
1A	30	24	16	80,000	31,000
1A	38	27	18	90,000	35,000
4,4A,7A	30	31	21	93,000	31,000
5,5A,7A	38	35	24	105,000	35,000
6	38	40	27	120,000	40,000

Notes: The limits for other payload commodities (reinforcing bars, concrete median barrier, pipe, etc.) are equal to the tonnage shown for asphalt.

Practical Gross Weight is that which will not result in an axle violation. It may be less than or equal to either the Maximum Gross Weight shown on the permit or the legal limit of 80,000 lbs. without a permit.

Concrete Truck Tare weights are assumed to be 6,000 lbs. greater than that shown in Figure 1.

Payload limits for cement concrete are based on a unit weight of 3930 lbs/cy

Aggregates were assumed to weigh 2970 lbs/cy

Type 2,3,4,5 and 6 permits are available only in the 12 county MTA Region (NYC and counties of Westchester, Rockland, Nassau, Suffolk, Putnam, Orange, and Dutchess)