

**Posted & Bonded Roads Training  
June 2016 Training Sessions Questions & Answers**

<b>Category</b>	<b>Question</b>	<b>Response/Comment</b>
<b>Add/Drop</b>		
	When should an initial inspection be scheduled if I want to add a route?	Once a User determines that an additional route is desired, the User should call the District Posted and Bonded Roads Coordinator to schedule an initial inspection so that permit can be issued. Additionally, a User should not schedule an initial inspection until they plan on hauling. Once the initial inspection is completed, the permit will be issued and the User is responsible for any excess maintenance that occurs.
	What is "original condition"?	It is the condition of the roadway determined by initial inspection, soon after the Excess Maintenance Agreement is approved and the permit is issued.
	Does all formwork need to be processed in the respective PennDOT District Office?	No. Only the Excess Maintenance Agreement requires an original signature in ink and therefore, must be processed at the District Office. However, supplemental formwork does not need an original signature and may be initialed and submitted electronically by email or fax.
	If a User doesn't plan to haul on a permitted route for a given day, can the permit be suspended for a day at a time?	No. However, for Users who plan to suspend hauling operations for an extended period, PennDOT recommends the User consider closing the permit so that the User is not liable for damages caused by others during that time frame.
	How are Users notified when new Users apply for permits to haul on roads where they currently have bonds?	All posted roadway Users with active bonds are invited to participate in initial inspections for new Users. This constitutes notification.
	Can User accept damages by another User who is dropping the route?	No. Whenever a User is dropping a route, the roadway should be restored to original existing condition that it was when the User that is leaving started hauling before a final inspection is conducted to drop the route.
	Are bond holders notified of haulers added to posted routes?	Yes. Holders of Type 1 & 2 permits only are notified when another Type 1 or 2 permittee is added.
	What are the road repair strategies for multiple Users when one wants close a permit for the road?	A roadway inspection must be performed to assess the total excess maintenance damage since the last inspection. Under Option A, all Users are then billed for their appropriate share of the total damage costs; at that point, all damages and hauling figures are effectively reset to zero. Under Option B, to properly finalize the documented damages, all Users(s) would be responsible for the excess damages prior to the departing User being released from its contractual obligations.

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<b>APRAS</b>		
	How are APRAS (oversize/overweight) permits different from the Posting & Bonding process?	APRAS Users will have bonds to cover damages (billed that day for road use). Language in proposed Chapter 189 will incorporate APRAS permits with no additional cost to customer.
<b>At-Risk</b>		
	Can permitted UOG bonded Users restrict the hauling of local Users if they cause damage to the bonded roadway?	No. However, local Users may be required to execute an Excess Maintenance Agreement, have bonds and secure permits if there are determined to be causing damage. Those instances should be reported to the respective District Posted and Bonded Roads Coordinator.
	What happens to At-Risk LoLD Haulers if a UOG User allows their bond to expire?	Once a UOG bond expires, then at-risk haulers must apply for an Excess Maintenance Agreement (EMA) and bond the roadway to secure a permit or apply for a deminimus Letter of Local Determination (LoLD).
	What does it mean to be an 'at-risk' hauler?	At-risk (economically distressed) haulers may haul on posted roads without a permit if the posted roads are bonded by UOG Industry. The at-risk hauler must have an at-risk Letter of Local Determination (LoLD) or self-certify as local.
	How do I know if I can qualify for an At Risk Letter of Local Determination?	To qualify as at-risk, non-UOG economically distressed Users must have a qualifying North American Industry Classification System (NAICS) code. The NAICS code is usually indicated on tax-related formwork. A list of NAICS industry classifications that qualify for At-Risk LoLDs can be found at <a href="http://www.census.gov/eos/www/naics/">www.census.gov/eos/www/naics/</a> .
<b>Bridge Postings</b>		
	Where can I find out if a bridge has a posted weight limit?	Currently, all posted bridges are captured in the weekly update of the web map.
<b>Documentation</b>		
	Can I have something other than a Bill of Lading onboard to complement my permit?	Sure. You may also have a note written on company letterhead that identifies what you are hauling, the point of origin, destination and date at minimum.
		Although hauler has permit, Bill of Lading (or similar documentation) a purpose or justification for the haul is still needed.
		Some haulers use "Haul Tickets" as on board justification (date, load, company name, destination, reason for haul)

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	How long are engineering traffic studies valid?	Engineering and traffic studies do not expire, but should be updated whenever road structural conditions change.
	What about individual loads of coal?	Typically a single bill of lading would suffice in these scenarios.
	Can electronic documents replace for onboard paper justification?	Law enforcement prefers that electronic documents not be used for on-board documentation because it can be easily manipulated.
<b>EMAs</b>		
	What is PennDOT doing to standardize its operations?	PennDOT has standardized Excess Maintenance Agreements by District. Processing times were reduced from 3-4 weeks to 3-4 days. Additionally, an internal yearly Quality Assurance Review program has been implemented that reviews each District's business dealings to improve communication consistency, and standardization.
	What should I do if I received a "Transition Letter" from PennDOT?	The Transition Letter was designed to facilitate the rollover of all previous Excess Maintenance Agreements that were developed by county and route to a single Districtwide Maintenance Agreement. The conversion to Districtwide EMAs is free of charge. Contact your District Posted and Bonded Roads Coordinator, as the transitions need to be completed by Dec. 31, 2016
	Who should decide between Option A or B?	District Posted & Bonded Coordinator will decide. This is not the responsibility of the User. "B" is more expeditious and won't interrupt hauling. Option A is dependent on the level of commitment of PennDOT's maintenance crews and resources.
	When is a bond required (or not) to haul?	A bond is required for routes on which Users do not qualify for a LoLD or cannot self-certify as "Local Traffic". Therefore that User must enter into an EMA and obtain a permit.
<b>Enforcement</b>		
	What to do if a hauler is using a bonded road without permit?	Non-permitted haulers should be reported to the District Posted & Bonded Coordinator, Weight Enforcement or <a href="#">PA State Police</a> .

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<b>Freeze/Thaw</b>		
	Is all hauling suspended on posted roads during periods of freeze-thaw?	No. Permitted Excess Maintenance Agreement UOG haulers and At-Risk LoLD haulers may haul during freeze-thaw periods because there are active bonds in place. However, De minimus LoLD haulers may not haul during freeze-thaw periods because they are not covered under UOG bonds.
	Explanation of the Freeze/Thaw period	Approximately February 15th through April 15th, when temperature results in changes (weakening) to the roadway structure. Additional restrictions may be required by the Posting Authority due to severe weather and other unforeseen circumstances
<b>General</b>		
	Are posted routes always on local, four-digit state roads?	Roadway postings are based on structural deficiencies and can occur on some traffic routes in addition to four-digit local state routes.
	Why can't I take shorter alternate routes when designated feasible hauling routes add more distance to the haul?	PennDOT does not allow usage of shortcutting routes due to potential damage concerns. Routes where structural capacity cannot support hauling are avoided to reduce the likelihood for severe damage.
	I recently received a copy of a PennDOT Strike-off Letter regarding that ability of Users to post wayfinding signs in the Department right-of-way. Is this activity now required of Users?	No. The posting of wayfinding signs in PennDOT right-of-way is optional. The Strike-off Letter explained under what conditions wayfinding signs may be posted. This opportunity may prove beneficial in assisting over posted-weight vehicles to reach their destinations without leaving designated routes. A copy of the Strike-off Letter is available at <a href="http://www.PAPostedRoadsTraining.com">www.PAPostedRoadsTraining.com</a>
	What are 'soft roads'?	Related to Freeze/Thaw; Not a formal term, indicates fragility of the roadway structural condition.
	What is the difference between LoLD and Bonding/EMA?	LoLD: Hauler must meet criteria for local traffic <ul style="list-style-type: none"> <li>• At-risk – Industries identified by NAICS codes</li> <li>• De minimus – Can't self-certify, not at-risk, Department determines hauling is not likely to cause damage</li> </ul> EMA: Required for a hauler who cannot self-certify or obtain an At-Risk or De minimus LoLD.

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	Is there a map that lists all the posted roads with street names?	The Posted Roads web viewer is available at <a href="http://www.papostedroads.pa.gov">www.papostedroads.pa.gov</a> . Select the displayed posted route to view posting and permitting information.
	Would PennDOT consider allowing the use of local road names instead of routes numbers and segments on applications and other forms to make it easier for Users?	There is a section for this on LoLDs applications, and the Department may review the permit application to see if it makes sense to use it there.
	Where is the Posted Roads web map available?	Users can access the web map by visiting <a href="http://www.papostedroads.pa.gov">www.papostedroads.pa.gov</a> or <a href="http://www.PAPostedRoadsTraining.com">www.PAPostedRoadsTraining.com</a>
	How can haulers simplify the process?	The key is for the hauler to have good communication with the District Posting and Bonding Coordinator and the Department will continue to evaluate and is open to suggestions on how to improve the program.
	How can Users certify their own flaggers?	Contact the District Posted & Bonded Coordinators for directions.
	Why is there a difference between Districts with respect to Option A or B on the EMA?	This is a District option and it comes down to preference once the District evaluates the User's hauling operations.
<b>Heavy User</b>		
	What is the difference between Heavy and Regular Users?	Heavy User: 30+ loads/day, 700+ loads/year, substantial risk for causing excess damage to the roadways Regular: fewer than 30 loads/day, 700 loads/year, moderate to low risk of causing damage to roadways
<b>Inspections</b>		
	When should I call the District Posted and Bonded Roads Coordinator to schedule a final inspection?	Do not schedule a final inspection for the purpose of have the PennDOT identify all necessary improvements that need to be made before a permit can be closed or a bonded roadway dropped. Be sure "final inspection" is final (make all necessary improvements), otherwise it will be considered "interim" and the User will be invoiced.

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<b>Liability</b>		
	Can/should there be communication or coordination between UOG bondees and LoLD holders regarding damages?	No. Damages are not shared with LoLD holders. However, if a heavy hauler believes that an LoLD holder is violating the terms of the LoLD they should notify the District Posting and Bonding Coordinator. Daily reports can be downloaded, and LoLDs are expected to be incorporated into the web viewer by September 2016.
	Can I call PennDOT to obtain a quote for estimated damages before an invoice is issued, in order to coordinate payment from other participating bondees on the same routes?	Yes, however, keep in mind that any amount discussed is only an "estimate." Do not issue any payments to PennDOT until the official invoice is received. The invoice will indicate the actual cost for recovery. Remember that PennDOT operations are revenue neutral; therefore the Department neither loses funding nor makes a profit.
	How is percent responsibility for damages determined among multiple Users?	Users determine the percentage of responsibility among themselves. If the Users cannot reach agreement, the Posting Authority will assess each User's responsibility.
<b>Local Roads/Municipalities</b>		
	Why are township posted roads treated differently than state posted roads? There also seems to be variation among local Posting Authorities regarding how the posting programs are enforced.	PennDOT's Posted and Bonded Roads Program was developed with the intent that any Posting Authority could use all or any part of it if they so choose. However, many have chosen to implement their own programs, which is acceptable also.
	Must townships report bridge postings to PennDOT?	An updated list is generated every 2 years but is not included on the web viewer.
	Inconsistency among local posting authorities (selective enforcement)	Municipalities must abide by state laws and regulations, but they are not required to adopt PennDOT's Posted and Bonded Roads program or any of its components.
<b>Letters of Local Determination/Local Traffic</b>		
	Can fragile roadway conditions prevent an LoLD hauler from using a posted route?	Roadway structural conditions can prevent a De minimus LoLD hauler from using a posted road. However, if the roadway in question is bonded by a UOG User, then At-Risk LoLD haulers may also use that same roadway section.

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	For how long are LoLD in effect?	LoLD are issued by county and specify which roads on which hauling is allowed. At-Risk LoLDs are effective for 12 months so long as the specified roads are bonded by UOG haulers. De minimus LoLDs are effective for 10 months, not including the freeze thaw period, and are irrespective of UOG bonding.
	Must I carry the LoLD on board?	Yes, and it must be accompanied by a Bill of Lading, Haul Ticket, or other form of verification to justify the haul.
	If I am extracting timber from an active farm, is the timbering operation considered local?	No, timber removal qualifies as natural resource extraction that is not related to the farm operation and therefore may not qualify for a LoLD.
	Can natural resource extractors like UOG qualify for a LoLD?	Yes. They may qualify for a De minimus LoLD once their operation transitions from development to production or distribution. It may be advantageous to the User to consider transitioning to a Type 3 permit for infrequent use. Consult with your District Posted and Bonded Coordinator.
	What is considered a "small load" that may qualify for a De minimus LoLD?	Small loads for local deliveries consisting of less than 700 loads per year.
	Do haulers of natural resource materials to processing plants qualify as "local"?	Typically, hauling associated with natural resource extractors require a permit due to truck volumes. Smaller operations associated with the processing of natural resource materials may qualify as de minimus if they are deemed unlikely to cause damages. Consult with your District Posted and Bonded Roads Coordinator for determination.
	How are quarry haulers qualified for a LoLD?	A permit is required from extraction site to a non-posted roadway. An LoLD and supporting documentation may be used if another posted roadway must be utilized there to the delivery point.
	How can haulers easily identify the route numbers and segments of posted roads for LoLD applications?	PennDOT's web viewer and video log are available online at <a href="http://www.papostedroads.gov">www.papostedroads.gov</a> .
	What is the difference between "Exemptions" and "Local Traffic"?	At Risk (economically distressed) Industry Sectors are not exempt from bonding requirements if it is determined that their hauling operations are causing damage. School buses, emergency services vehicles, delivery vehicles to permanent farm facilities and coal re-processing plants are exempt from bonding and permit requirements.

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	Is scrutiny of LoLD holders the same as it is for bondees?	Provisions for Excess Maintenance Agreements and associated permits and bonds are different from the local traffic provisions for Letters of Local Determination. However, if a local hauler is determined to cause structural damage to a posted roadway, then the LoLD may be revoked and an EMA may be required for the designated posted route.
	Are LoLDs valid in other states?	No. PennDOT's Posted and Bonded Roads Program is unique to Pennsylvania. There is no reciprocity among other states.
		LoLD scheduled to 'sunset' December 2018
	How can a User determine whether a permit or LoLD is needed?	Size/frequency of the haul determines whether a LoLD or permit is required. Consult your District Posted and Bonded Roads Coordinator for guidance.
<b>Maintenance Plans</b>		
	What is regular maintenance versus excess maintenance and who is responsible?	PennDOT assumes responsibility for regular maintenance, the level of which is determined upon initial inspection to identify the existing condition. Responsibility for maintenance above and beyond that level (excess maintenance) is the responsibility of the User. Further clarification of regular versus excess maintenance can be found in the appendix of Chapter 15
		Regular Users should keep roads maintained so that new heavy Users have an accurate pre-existing condition.
	Can PennDOT provide a list of approved contractors?	A list of approved contractors can be obtained by contacting the appropriate District Posted & Bonded Roads Coordinator. The contact information for all Posted and Bonded Coordinators can be found at <a href="http://www.papostedroads.pa.gov">www.papostedroads.pa.gov</a> and <a href="http://www.papostedroadstraining.com">www.papostedroadstraining.com</a>
	Who determines excess versus routine maintenance?	PennDOT, through its maintenance schedule. Life cycle maintenance is considered. An influx of heavy traffic may shorten the cycle. Upgrades may include guiderail if pavement elevation changes. (Initial inspection drives this.)

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<b>Partnerships</b>		
	What is the expected level of User participation in partnership arrangement?	A minimum 40% User match is anticipated.
	If a User presents a plan and funding participation, is a work share agreement guaranteed?	No. Work share agreements are subject to approval by the District Posted and Bonded Roads Coordinator, depending on the available PennDOT resources to satisfy a match.
	What is PennDOT's goal for Partnership agreements?	By combining resources, PennDOT's intent is to remove the posting if at all possible.
<b>Permitting</b>		
	Once UOG operations transition from development to production and distribution, can the User qualify for a LoLD?	Yes. Although the UOG User may qualify for a De minimus LoLD, they may want to also consider a Type 3 (infrequent) permit instead. The District Posted and Bonded Roads Coordinator can help you explore your options. Many work share agreements are conducted at the District level with county maintenance force activities.
	Does Class 7 (hazardous waste) have special consideration?	No. Permit issuance is based on weight.
	What are the timelines and requirements for permits?	Details can be found in Chapter 15, <a href="http://www.papostedroads.pa.gov">www.papostedroads.pa.gov</a> or by contacting the District Posting & Bonding Coordinator
	What is the permitting procedure when working on PennDOT or other agency projects?	If you are doing work for PennDOT, you are exempt; however, if you are working for other agencies please see the District Coordinator to determine if you will be exempt or not.
<b>Purpose of Posting &amp; Bonding</b>		
	Why are EMAs and associated permits and bonds required when PennDOT collects revenues through the Gas Tax?	Transportation revenues never keep pace with needs. An effective Posted and Bonded Roads Program helps to maintain safe traveling conditions even on Posted Roads.
	Why are roads bonded?	To ensure that no further deterioration is caused to posted roadways by over posted-weight trucks at the expense of regular motorists.
<b>Resources</b>		
	What information is contained on PennDOT Type 3 and Type 10 maps, and are the maps available for online viewing / download?	Type 3 maps display State Route numbers, while Type 10 Maps show State Route numbers with segment and offset. Both types of maps are available for download at <a href="http://www.PAPostedRoadsTraining.com">www.PAPostedRoadsTraining.com</a> .

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<b>Self-Certification</b>		
	May natural resource extractors, like timber haulers, self-certify as local traffic?	Natural resource extractors, including timber haulers, may not self-certify as local traffic (although saw mills are excluded as processing operations).
	Can contracted haulers for natural resource extractors ever be eligible to self-certify as local traffic?	It is possible. Please contact the District Posted and Bonded Roads Coordinator to discuss on a case by case basis.
<b>Roadway Upgrades</b>		
	Does PennDOT ever remove roadway postings?	Yes. Roadway upgrades have resulted in the removal of postings from 429 miles of roadways to date.
		PennDOT is willing to initiate upgrades based on sealed plans submitted by a User.
	How does PennDOT determine weight postings & when are those postings updated?	PennDOT uses a structure analysis and engineering judgement to determine when a posting is required and what the posting should be. The postings are updated or removed when structural conditions change. Posted weights vary by 5 Ton increments.