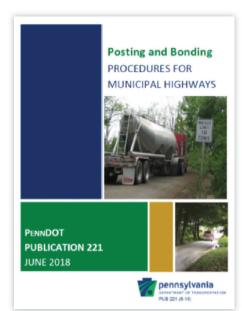
# **PUBLICATION 221**

**Posting and Bonding Procedures for Municipal Highways** 





Publication 221: Posting and Bonding Procedures for Municipal Highways (Pub. 221) is a guide for municipalities and heavy hauling Users that outlines the state-approved process for posting and bonding municipal roads. The purpose of this publication is to give municipalities a way to post and bond their roads and protect their investment in their roadways. For Users, these clear and simple instructions help provide a consistent procedure to follow statewide.

Pub. 221 was updated in June 2018 based on feedback from municipalities, Users, and PennDOT staff to better align the publication with the statewide posting and bonding procedures in the PennDOT Maintenance Manual: Weight Restrictions on Highways (Pub. 23, Ch. 15).

## The guidance in Pub. 221 covers:

- · How to Post a Road
- Determining Local Traffic Status and/ or Exemptions
- Hauling During Inclement Weather (Freeze/Thaw Period)
- Addressing Excess Maintenance Needs
- Permit Types and Security Amounts

- Maintenance Plans
- Inspections
- Cost Recovery and Damage Cost Estimating
- Documentation
- Enforcement
- Modification/Removal of Roadway Posting Restriction

TYPE 1 PERMIT	TYPE 2 PERMIT	TYPE 3 PERMIT	
One Truck, One Travel Route, Single Destination	Multiple Trucks, One Travel Route, Single Destination	One Truck, Multiple Travel Routes, Multiple Documented Destinations (Not a blanket permit)	
Example: A Large Aggregate Quarry that owns their own vehicles	Example: Unconventional Oil and Gas Development Sites that contracts companies to haul for them	Example: A Logging/ Coal/Uog maintenance/ Pipeliner that is hauling to multiple designated locations	
Documentation needed: Route specific permit issued to the Hauler and is carried in each vehicle	Documentation needed: Route specific permit that is posted at a site and each hauler carries a copy	Documentation needed: Copy of the municipal permit with specific roadways documented and is carried in each vechicle	
<ul> <li>\$6,000/mile for unpaved roads \$12,500/mile for paved roads</li> <li>\$50,000/mile for any roadway which the municipality allows to be maintained below a level consistent with the type of roadway (i.e., maintain paved roads as an unpaved road during heavy hauling, then return to paved road)</li> </ul>		• \$10,000 for each country or municipality covered by the permit	

# 1 Conduct a Traffic and Engineering Study 2 Consider a Seasonal Posting or Find Alternative Routes 3 Adopt a Local Ordinance 4 Advertise a Notice of Posting to Public 5 Contact Known Hauling Users 6 Provide Notifications to Law Enforcement 7 Erect Weight Limit Signs



# **KEY TERMS**

### **Users**

Users refer to any person or persons hauling on a road. This includes heavy or overweight haulers that may cause damage to the road.

### **Posted Road**

A posted road is any state or locally-owned roadway which has a weight restriction established under Section 4902(a) of the Vehicle Code. See Section 1 of Pub. 221 for additional information about how to post a road.

# **Posting Authority**

PennDOT is the posting authority for state roadways (i.e. any roadway with an SR designation), and Municipal Representatives are the posting authority for local roadways. They have the jurisdiction to determine if a road should be posted.

**Bonding** 

When a User bonds a roadway, the User agrees to be responsible for any damages arising from its hauling that are in excess of normal wear and tear. Bonding can be provided by a performance bond issued by an insurance company or irrevocable letter of credit. Other forms of security can be reviewed on a case-by-case basis at the municipality's discretion. Municipalities should consult with their township solicitor if any questions arise regarding a User's security/bond.

### **Excess Maintenance**

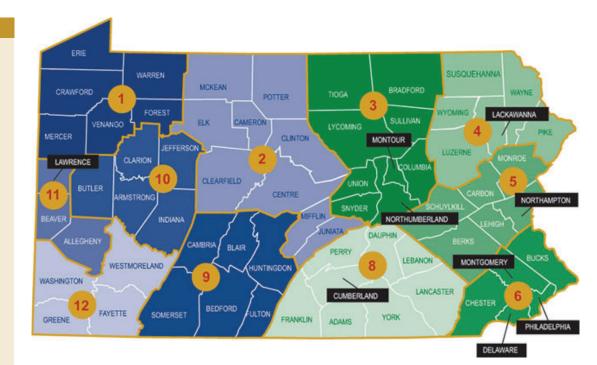
Excess maintenance is the maintenance required in excess of a municipality's normal routine maintenance due to over-posted-weight vehicles damaging the roadway. See Section 2 of Pub. 221 for additional information about excess maintenance.

# Excess Maintenance Agreement (EMA)

An EMA legally binds a User to be financially responsible for the excess maintenance and repair of roads directly damaged due to Users' activity on roads that exceed posted limits. See Section 2 of Pub. 221 for additional information about Excess Maintenance.

### **Permits**

Three types of permits are available for hauling on local roads. A Type 1 Permit allows one truck to haul on one travel route to a single destination. A Type 2 Permit allows multiple trucks to haul on one travel route to a single location. A Type 3 Permit allows one truck to travel on multiple travel routes to multiple destinations.



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