WELCOME

Industry Webex:
Letters of Local Determination

May 2012

www.papostedroads.pa.gov
INTRODUCTIONS

Mark Gaines, P.E., Marcellus Shale Mgr.

David Mallin, Maintenance Program Section Chief

www.papostedroads.pa.gov
Training Purpose:

- Acquaint the hauling industry with policy effective Saturday, May 12, 2012 regarding Letters of Local Determination (LoLD)
- Present qualifications and limitations associated with LoLDs
- Present the application and approval process LoLDs
• **Presentation Outline:**
  - Review Key Terms
  - Provide historical background
  - Summarize Department Policy
  - Provide guidance on how to apply for and update Letters of Local Determination
  - Provide contact information for your area
  - Questions & Answers

• *This presentation can be found online at [www.papostedroads.pa.gov](http://www.papostedroads.pa.gov)*
Key Elements/Terms to Know

• **Unconventional Oil & Gas (UOG) development company**
  – Includes horizontal drilling for Marcellus & Utica Shale
  – Includes pipeline construction (only for gathering)

• **Self Certification as Local Traffic**

• **At-Risk Industry Sectors**
  – NAICS Codes

• **De minimis Operations**

• **Letter of Local Determination (LoLD)**

• **LoLD Application**
• From 2008 – 2012, over 4,600 miles posted
  – 68% increase
  – Most new postings due to unconventional oil and gas development.
  – Maze of posted roads confuses PSP and local traffic.
  – Major burden to businesses.
Local Traffic (Chapter 189) & Self Certification

- Local traffic - § 189.3 (relating to local traffic):
  - Emergency vehicles.
  - School buses.
  - Vehicles and combinations of governmental agencies and utilities or their contractors engaged in construction or maintenance on a posted highway or in a location which can be reached only via a posted highway.
  - Vehicles and combinations going to or coming from a residence, commercial establishment, or farm located on a posted highway or which can be reached via a posted highway.
Background

Local Traffic (Chapter 189)

• Proof of local traffic status
  – A bill of lading, shipping order or similar document (includes destination), or
  – Certification by the permittee or an official of a permitee company on the company letterhead describing the local traffic nature of the activity which the vehicle is engaged in.
Background

Tioga County – Pre 2008
Background

The Problem

• Existing haulers must bond roads with unconventional oil and gas (UOG) companies
  - Road damages that took years now take weeks
  - Routine maintenance costs are now much more expensive
  - Excessive maintenance costs > pre-unconventional gas development
  - Additional cost risk ➔ affect on business models
### Notice of Determination of Local Traffic Status

<table>
<thead>
<tr>
<th>From:</th>
<th>PennDOT District Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>What:</td>
<td>Notice to be carried in the vehicle</td>
</tr>
<tr>
<td>When:</td>
<td>Conservative use prior to 2010; More prevalent use in last 3 years; Majority issued in few Districts</td>
</tr>
<tr>
<td>To:</td>
<td>Primarily haulers who were not likely to cause damage and could (or could not) self certify; some uncertainty as to how to self certify</td>
</tr>
<tr>
<td>Purpose:</td>
<td>Provide an objective opinion of “Local Traffic” status</td>
</tr>
<tr>
<td>Criteria:</td>
<td>Requested number of Loads per day and week</td>
</tr>
<tr>
<td>Problem:</td>
<td>Not defined in regulation; only regulation can define local traffic</td>
</tr>
</tbody>
</table>
Section 7:

“Within 90 days of the effective date of this section, the Department of Transportation shall issue a statement of policy, effective upon publication in the Pennsylvania Bulletin, adopting an appropriate methodology to provide letters of local determination that identify particular vehicles, routes or uses as local in nature. The Department of Transportation may determine that hauling related to unconventional oil and gas development is excluded from local traffic status based on its disproportionate and qualitatively different impact upon highways and bridges. The methodology shall allow for exemptions from 67 Pa. Code Ch. 189 (relating to hauling in excess of posted weight limit) related to at-risk industry sectors in this Commonwealth that have experienced a 20% or more decline in Statewide employment since 2002 or that demonstrate other evidence of economic decline as determined by the department in consultation with the Department of Labor and Industry. The exemptions and related requirements shall remain in existence until December 31, 2023.”
Act 13 –
Letter of Local Determination

What is a “LoLD”?
Determines hauling activity is “Local” for two categories

1. **Required** for At-Risk Industry Sectors when hauling on roads where unconventional oil and gas development has existing permit
   - List Provided by Labor and Industry as required by Act 13 of 2012

2. **De minimis haulers** (not required in Act 13)
   - Low risk haulers who are unlikely to cause damage

**NOTE:** LoLDs apply to legal loads only *(NOT available for APRAS Loads)*

**LoLD Does Not Require:**
- Excess Maintenance Agreement
  - Security
  - Proof of Insurance
  - Administrative (Permit) Fee
A Letter of Local Determination (LoLD) is not:

- Free Pass (only on authorized posted SRs)
- Does not make recipients “Local Traffic” by the definition of 67 Pa. Code §189

“At-risk” companies are exempt from 67 Pa. Code §189 when hauling on roads where unconventional oil and gas development has existing permit.
At-Risk industry hauling on unconventional oil and gas bonded roadway:

- **At-Risk** defined as – “industry sectors in this Commonwealth that have experienced a 20% or more decline in Statewide employment since 2002 or that demonstrate other evidence of economic decline as determined by the Department in consultation with the Department of Labor and Industry.”

- At-Risk industries are identified by North American Industrial Classification System (NAICS) Code.

- Website to identify all work classifications under NAICS Codes
  
  http://www.census.gov/eos/www/naics/
Identified At-Risk Industry Sectors

Industry sectors in Pennsylvania which have experienced a 20% or more decline in statewide employment since 2002. (NAICS = North American Industrial Classification System)

Table1: Industries with over 20% Employment Decline (2002 to 2011)

<table>
<thead>
<tr>
<th>Industry Description</th>
<th>Percent_loss</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miscellaneous Store Retailers</td>
<td>-20%</td>
</tr>
<tr>
<td>Construction of Buildings</td>
<td>-21%</td>
</tr>
<tr>
<td>Paper Manufacturing</td>
<td>-21%</td>
</tr>
<tr>
<td>Utilities</td>
<td>-22%</td>
</tr>
<tr>
<td>Plastics and Rubber Products Manufacturing</td>
<td>-22%</td>
</tr>
<tr>
<td>Primary Metal Manufacturing</td>
<td>-23%</td>
</tr>
<tr>
<td>Miscellaneous Manufacturing</td>
<td>-23%</td>
</tr>
<tr>
<td>Forestry and Logging</td>
<td>-24%</td>
</tr>
<tr>
<td>Machinery Manufacturing</td>
<td>-25%</td>
</tr>
<tr>
<td>Rental and Leasing Services</td>
<td>-26%</td>
</tr>
<tr>
<td>Postal Service</td>
<td>-27%</td>
</tr>
<tr>
<td>Monetary Authorities-Central Bank</td>
<td>-27%</td>
</tr>
<tr>
<td>Chemical Manufacturing</td>
<td>-31%</td>
</tr>
<tr>
<td>Printing and Related Support Activities</td>
<td>-34%</td>
</tr>
<tr>
<td>Broadcasting (except Internet)</td>
<td>-34%</td>
</tr>
<tr>
<td>Telecommunications</td>
<td>-34%</td>
</tr>
<tr>
<td>Wood Product Manufacturing</td>
<td>-35%</td>
</tr>
<tr>
<td>Nonmetallic Mineral Product Manufacturing</td>
<td>-39%</td>
</tr>
<tr>
<td>Computer and Electronic Product Manufacturing</td>
<td>-41%</td>
</tr>
<tr>
<td>Beverage and Tobacco Product Manufacturing</td>
<td>-42%</td>
</tr>
<tr>
<td>Furniture and Related Product Manufacturing</td>
<td>-43%</td>
</tr>
<tr>
<td>Air Transportation</td>
<td>-47%</td>
</tr>
<tr>
<td>Data Processing, Hosting and Related Services</td>
<td>-54%</td>
</tr>
<tr>
<td>Textile Product Mills</td>
<td>-55%</td>
</tr>
<tr>
<td>Private Households</td>
<td>-55%</td>
</tr>
<tr>
<td>Textile Mills</td>
<td>-61%</td>
</tr>
<tr>
<td>Apparel Manufacturing</td>
<td>-70%</td>
</tr>
<tr>
<td>Fishing, Hunting and Trapping</td>
<td>-71%</td>
</tr>
<tr>
<td>Leather and Allied Product Manufacturing</td>
<td>-71%</td>
</tr>
</tbody>
</table>
• **Short Term – Policy Amendment**
  – Methodology will be added to Department Publication 23, Chapter 15.

• **Long Term – Regulatory Amendment**
  – Consideration will be given to amending the regulation (Chapter 190) for a long term solution.
Annex A

TITLE 67 TRANSPORTATION

PART I. DEPARTMENT OF TRANSPORTATION

SUBPART A. VEHICLE CODE PROVISIONS

ARTICLE VII. VEHICLE CHARACTERISTICS

CHAPTER 190: LETTER OF LOCAL DETERMINATION

Statement of Policy

§ 190.1 Purpose.

(a) This Statement of Policy is adopted pursuant to the provisions of Section 7 of the Act of February 14, 2012, P.L. 87, No. 13. The purpose of this Statement of Policy is to provide guidance for the implementation of a program to provide Letters of Local Determination identifying particular vehicles, routes or uses as local in nature to provide exemption from the requirements of 67 Pa. Code, Chapter 189 (relating to hauling in excess of posted weight limit).

(b) This policy only applies to the regulations of 67 Pa. Code, Chapter 189 (relating to hauling in excess of posted weight limit) and does not apply to roads and bridges posted pursuant to 67 Pa. Code, Chapter 191 (relating to authorization to use bridges posted due to condition of bridge) and 67 Pa. Code, Chapter 193 (relating to authorization to use highways posted due to traffic conditions).

(c) The policies and procedures in this guidance are intended to supplement existing requirements. Nothing in the policy or procedures shall affect regulatory requirements. The policies and procedures herein are not an adjudication or a regulation. This Statement of Policy establishes the framework within which the Department will exercise its administrative
Statement of Policy

• § 190.1 Purpose
  - Provides guidance for the implementation of a program to provide Letters of Local Determination identifying particular vehicles, routes or uses as local in nature to provide exemption from the requirements of 67 Pa. Code, Chapter 189 (relating to hauling in excess of posted weight limit).

• § 190.2 Definitions
Statement of Policy

• § 190.3 Local Traffic and Letters of Local Det.
  (a) Self Certification as Local Traffic
  (b)(1) At-Risk Industry Sector Criteria
  (b)(2) De minimis Operations Criteria
    - Based on structural capacity of route
  (b)(3) Unconventional Oil & Gas (UOG) Industry Criteria
    - UOG development Does Not Qualify
    - UOG production may qualify as de minimis
Statement of Policy

• § 190.3 Local Traffic and Letters of Local Det.
  (c) Application for Letter of Local Determination
  (d)(1) Review of Application for LoLD
  (d)(2) Review of Application for LoLD
  (d)(3) Review of Application for LoLD
  (e) Issuance of Letter of Local Determination
      - less than 12 months duration
Statement of Policy

- **§ 190.4 – Use of LoLD**
  - Carry → LoLD, Bill of Lading, & Proof of authorized use

- **§ 190.5 – Revocation of LoLD**
  - Damaging the posted highway
  - UOG permit is closed out.
Letter of Local Determination – At-Risk

From: PennDOT District Office
What: Letter carried in the vehicle
When: Available Spring of 2012
To: At-risk haulers
Purpose: Determination of “Local” status
Criteria:
- Hauling related to at-risk industry sector
- Route bonded by unconventional oil and gas
Not Considered:
- Structural capacity of the route
- Number of trips/risk of damages
Effect:
- Risk/cost of damages transferred to unconventional oil and gas
Statement of Policy

Letter of Local Determination – De Minimis

From: PennDOT District Office
What: Letter carried in the vehicle
When: Available in Spring of 2012
To: De minimis haulers
Purpose: Determination of “Local” status
Criteria:
- Available structural capacity of the route
- Pavement condition evaluation (Department discretion)
- Low Risk (low volume and duration of requested hauling)
Not Considered:
- Industry Sector
Effect:
- Availability and method of issuance not consistent with past notices
**Application**

Application for LoLD is found at:
- [www.papostedroads.pa.gov](http://www.papostedroads.pa.gov)
Application

- Official receipt of application is based on **completeness**

- Critical Elements
  - USER Name and Address
  - Primary Business Activity or Industry Sector Code
  - Requested Routes by State Route Number
  - Requested number of loads by day, week or month
If any critical items are not satisfactorily completed, the application will be returned as incomplete and the applicant will have **15 calendar days to respond.**
Application Review

- **Determination of At-Risk or De minimis**
  1. Consistency between **Industry Sector Code & Primary Business Activity**
  2. Verification with the **At-Risk Sector List**
     - If Yes, then evaluation as an At-Risk route
     - If No, then evaluation as a De minimis route
• Review of Application

The Department may consider various factors:

• Protecting integrity of Commonwealth’s highways
• Existing pavement strength (condition, thickness, age)
• Existing average daily truck traffic
• Number and type of expected over-posted-weight vehicles
• Impact of the freeze-thaw cycle between Feb. 15 and April 15
• Historical roadway performance

The Department will not consider posted municipal routes
Application Review – At-Risk

AT RISK APPLICATION REVIEW PROCESS

1. **Posted and Bonded Coordinator** provide application/access to online application

2. **User** submits application for Letter of Local Determination

3. **Posted and Bonded Coordinator** reviews application

4. Incomplete application/ **User** to resubmit

   - **De minimis Evaluation**
     - **NO**
     - Is User from At-Risk Industry Sector?
       - **NO**
       - **Is Information complete?**
         - **NO**
         - ** Posted and Bonded Coordinator** issues letter of local determination
       - **YES**
       - **Yes**
       - Is SR requested bonded by unconventional gas? (Evaluate for every SR requested)
         - **NO**
         - **YES**
         - ** Posted and Bonded Coordinator** issues letter of local determination
         - **YES**
         - **YES**
         - **YES**
1. Determination of which routes are currently bonded by an Unconventional Oil and Gas (UOG) development company. (at-risk LoLD is only available on UOG bonded routes)

2. Existing permits MUST be closed out on the qualified routes per the EMA

3. Be sure to specify the number of loads on the application
4. Look for the at-risk watermark in the top border of your issued LoLD.

5. Duration of the LoLD shall not exceed 12 months.

6. If some routes are not bonded by a UOG company, then requested hauling routes must comply with De minimis criteria and a second LoLD must be issued.
Application Review – De Minimis

De MINIMUS APPLICATION REVIEW PROCESS

Posted and Bonded Coordinator provide application/access to online application

User submits application for Letter of Local Determination

Posted and Bonded Coordinator reviews application

Incomplete application/User to resubmit

Posted and Bonded Coordinator evaluates De Minimus criteria

Is User from At-Risk Industry Sector?

NO

Is Information complete?

NO

NO

Is hauling De Minimus? (based on criteria)

YES

Posted and Bonded Coordinator issues letter of local determination

User does not qualify for letter of local determination and must bond posted roadways

NO
1. De Minimis = Not likely to cause damage

2. Are suitable alternative routes available?

3. Structural sufficiency of requested route(s) will be considered.

4. Requested number of loads per day may not exceed 10 on any requested route(s).
5. Authorized loads will be based on the following considerations:

- Available # of loads remaining (annual ESAL life)
- Letters will be managed to best accommodate all anticipated requests
- Pavement consistency throughout the requested route
- Pavement condition
### TABLE 7.1 Average Initial Truck Factors (ESALs/Truck) by Vehicle Class

<table>
<thead>
<tr>
<th>VEHICLE CLASSIFICATION</th>
<th>ESAL’s</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rigid (Concrete)</td>
</tr>
<tr>
<td><strong>Line # in DARWin® 3.01</strong></td>
<td><strong>FIHWA Class</strong></td>
</tr>
<tr>
<td>1</td>
<td>1</td>
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<tr>
<td>2</td>
<td>2</td>
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<td>12</td>
<td>12</td>
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<tr>
<td>13</td>
<td>13</td>
</tr>
</tbody>
</table>

*Note: Because motorcycles, passenger cars, and SUV/Pick-up trucks do not significantly contribute to the 18-kip ESALs, they are considered negligible and an ESAL/truck factor of 0 is assigned. However, the percent of the ADT in this class must be input into DARWin because the Total Percentage must equal 100.00%. If there are any vehicles that are not large enough to be classified in any of the above classes, they should be grouped with the motorcycle percentage.
COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
LETTER OF LOCAL DETERMINATION  

Posting Authority Letter #: 03 - 099999  
USER Name: ROSEBUD MINING COMPANY  
USER Address: 301 MARKET STREET, KITTINGER, PA 16201  
County: ARMSTRONG  
USER Phone #: 724 545 2222  
FAX #:  
Email:  
Effective Date: 12 06 2010  
Expiration Date: 06 02 2012  

The Posting Authority reviewed the USER’s requested hauling activities and determined the USER: (1) belongs to an oil industry sector and is hauling on a road bordered by an unconventional oil and gas company, or (2) is not likely to cause damage to the weight restricted highway(s) identified starting on page 2 of this letter and that no reasonable alternative route exists to get to a destination on a posted route or which can be reached only via a posted route, the hauling activity on routes identified in this letter is therefore local, with the following conditions:

1. This determination may be terminated at any time by the Posting Authority in accordance with 67 Pa. Code 193.3(b) (pertaining to vehicles determined likely to damage highways). If it determines that damages are attributable to the USER’s activities or for fraud or abuse. If damage occurs as a result of the USER’s activities, the USER will be notified and will be subject to an Order to cease and desist into an Excess Maintenance Agreement to continue hauling activities on the weight restricted highway(s) identified in this determination. The Posting Authority will notify the USER of the reason for the determination and the remedies available for the USER to challenge this determination. The USER will be required to provide written notice to the USER and the Pennsylvania State Police indicating the nature and extent of the violation, and all hauling activity identified on the revoked routes must cease within 90 calendar days of the date of notice. A revised letter of local determination will be provided for the remaining authorized hauling activities. To continue hauling on the revoked routes, the necessary permit(s) will be required.

2. The USER may not exceed any maximum vehicle axle or gross vehicle weight limit that a permit under 67 Pa. Code, Chapter 179, any posted bridge weight restrictions that a permit under 67 Pa. Code, Chapter 191, any posted highway weight limit that a permit under 67 Pa. Code, Chapter 193, or any other posted restrictions, whatsoever beyond what is specifically identified in this letter.

3. The original or a copy of this letter shall be carried in the vehicle at all times while traveling on the weight restricted highway(s) identified in this letter, along with a valid registration, lease or rental agreement(s) demonstrating the vehicle owner’s or lessee’s, or lessor’s, authority to operate the vehicle. Additionally, evidence required by 67 Pa. Code 193.3(c) (pertaining to proof of local status) shall be carried in the vehicle at all times. The following types of document will constitute evidence that a vehicle is being operated in accordance with the terms of this letter:

   (1) A bill of lading, shipping order or similar document which shows a destination on the posted highway;

   (2) Certification by the permittee or an official of a permittee company on the company letterhead describing the local traffic nature of the activity which the vehicle is engaged in.

   USERS not carrying the required types of documents noted above may be subject to fines and penalties.

4. Hauling authorized by this letter shall be prohibited during the calendar period between February 19th and April 15th. Additional restrictions may be required by the District due to severe weather and other unforeseen circumstances.

POSTING AUTHORITY

Print Name
Title
District
Signature
Date

STATE ROUTE BEGINNING ENDING
ENDING

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
LETTER OF LOCAL DETERMINATION  

Posting Authority Letter #: 03 - 099999  
Department Initials:  
USER Name: ROSEBUD MINING COMPANY  
Effective Date: 12/06/2010  
Expiration Date: 06/02/2012  

Authorization to exceed the posted weight restrictions shall be in effect for the following state routes:

STATE ROUTE BEGINNING ENDING
ENDING

PAGE 01 OF 02
Add/Drop/Expiration

• **ADD: Requested LoLD Hauling Activity Changes**
  - Routes may only be added to an LoLD by review and authorization of a **new application**
  - A new LoLD will be issued with the existing LoLD number
  - The previous expiration date will be retained
Add/Drop/Expiration

• **DROP: If requested by the USER**
  - Dropping a route(s) may be done via phone call or e-mail between the USER and the Posting Authority with pen and ink on the User’s application

• **DROP: Close Out – UOG Permit and Bond**
  - A notification letter will be sent to the USER with an At-Risk LoLD 10 days before the scheduled closeout date
  - A revised LoLD will be provided to the USER with or without an application.
Add/Drop/Expiration

• **When an LoLD Expires**
  – A new application and review is required
  – A new LoLD will be issued if qualified
1. PSP must verify three types of documents in the vehicle:

- Most current and active Letter of Local Determination
- Proof of Authorized use (valid registration, lease or rental agreement)
- Proof of destination (bill of lading or documentation as per 67 Pa. Code § 189.3(c)
2. Verification

- PSP will have access to a general database of all past and revised LoLD. The database will be updated weekly.

- PSP will have access to GIS mapping of routes bonded by UOG to verify at-risk letters

- A list of PennDOT contact phone numbers will be provided to PSP to verify information they otherwise can’t obtain.
## Posted and Bonded Roads Program
### Contact Information

**As of May 23, 2012**

<table>
<thead>
<tr>
<th>District</th>
<th>Main Number</th>
<th>District Counties</th>
<th>Posted and Bonded Coordinator</th>
<th>E-Mail</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-0</td>
<td>814-678-7085</td>
<td>Crawford, Erie, Forest, Mercer, Warren and Venango counties</td>
<td>Kyle Riffle</td>
<td><a href="mailto:kriefle@pa.gov">kriefle@pa.gov</a></td>
<td>814-678-7090</td>
</tr>
<tr>
<td>2-0</td>
<td>814-765-0400</td>
<td>Cameron, Clearfield, Centre, Clinton, Elk, Juniata, McKeen, Mifflin and Potter counties</td>
<td>Peter Kempf</td>
<td><a href="mailto:pkempf@pa.gov">pkempf@pa.gov</a></td>
<td>814-765-0495</td>
</tr>
<tr>
<td>3-0</td>
<td>570-368-8686</td>
<td>Bradford, Columbia, Lycoming, Nontour, Northumberland, Snyder, Sullivan, Tioga and Union counties</td>
<td>Dave Neylon</td>
<td><a href="mailto:dreylon@pa.gov">dreylon@pa.gov</a></td>
<td>570-368-4213</td>
</tr>
<tr>
<td>4-0</td>
<td>570-963-4061</td>
<td>Lackawanna, Luzerne, Pike, Susquehanna, Wayne and Wyoming counties</td>
<td>Sal Donato</td>
<td><a href="mailto:sadonato@pa.gov">sadonato@pa.gov</a></td>
<td>570-963-4097</td>
</tr>
<tr>
<td>5-0</td>
<td>610-671-4100</td>
<td>Berks, Carbon, Lehigh, Monroe, Northampton and Schuylkill counties</td>
<td>Jack Hubbard</td>
<td><a href="mailto:jahubbard@pa.gov">jahubbard@pa.gov</a></td>
<td>610-671-4136</td>
</tr>
<tr>
<td>6-0</td>
<td>610-205-6700</td>
<td>Bucks, Chester, Delaware, Montgomery and Philadelphia counties</td>
<td>Colleen Gambone</td>
<td><a href="mailto:cegambone@pa.gov">cegambone@pa.gov</a></td>
<td>610-205-6739</td>
</tr>
<tr>
<td>8-0</td>
<td>717-787-6653</td>
<td>Adams, Cumberland, Dauphin, Franklin, Lancaster, Lebanon, Perry and York counties</td>
<td>William Davis</td>
<td><a href="mailto:wbmdavis@pa.gov">wbmdavis@pa.gov</a></td>
<td>717-787-4756</td>
</tr>
<tr>
<td>District</td>
<td>Main Number</td>
<td>District Counties</td>
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</tr>
<tr>
<td>9-0</td>
<td>814-696-7250</td>
<td>Bedford, Blair, Cambria, Fulton, Huntingdon and Somerset counties</td>
<td>Nichole Mertens</td>
<td><a href="mailto:nmertens@pa.gov">nmertens@pa.gov</a></td>
<td>814-696-7260</td>
</tr>
<tr>
<td>10-0</td>
<td>724-357-2800</td>
<td>Armstrong, Butler, Clarion, Indiana and Jefferson counties</td>
<td>Frank Mouser</td>
<td><a href="mailto:fmouser@pa.gov">fmouser@pa.gov</a></td>
<td>724-357-2898</td>
</tr>
<tr>
<td>11-0</td>
<td>412-429-5000</td>
<td>Allegheny, Beaver and Lawrence counties</td>
<td>Jonathon Gesinski</td>
<td><a href="mailto:jgesinski@pa.gov">jgesinski@pa.gov</a></td>
<td>412-429-4946</td>
</tr>
<tr>
<td>12-0</td>
<td>724-439-7315</td>
<td>Fayette, Greene, Washington and Westmoreland counties</td>
<td>Dave Gault</td>
<td><a href="mailto:dgault@pa.gov">dgault@pa.gov</a></td>
<td>724-439-7228</td>
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**CENTRAL OFFICE**

<table>
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<tr>
<th>Central Office</th>
<th>717-787-6899</th>
<th>Statewide</th>
<th>Mark Gaines Marcellus Shale Project Manager</th>
<th><a href="mailto:magaines@pa.gov">magaines@pa.gov</a></th>
<th>717-705-1716</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Office</td>
<td>717-787-6899</td>
<td>Statewide</td>
<td>David Mallin Maint. Program Chief</td>
<td><a href="mailto:damallin@pa.gov">damallin@pa.gov</a></td>
<td>717-787-3090</td>
</tr>
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QUESTIONS/ANSWERS

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www.papostedroads.pa.gov
THANK YOU

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