



PA's Dirt, Gravel, and Low Volume Road Program DGLVR your path to better local roads and cleaner local streams

\$28 million available every year for local road maintenance!

Funding available to improve public unpaved roads and public low-volume paved roads

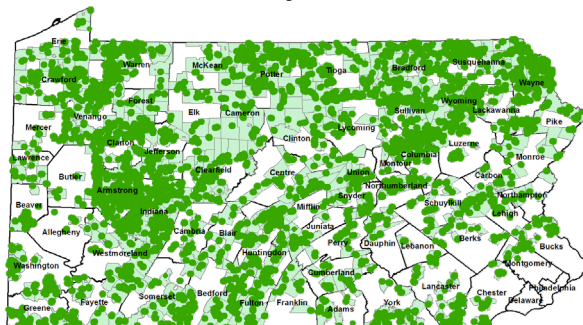
- Program improves roads and reduces maintenance costs while protecting local water resources
- Program promotes local control and decision making and common-sense maintenance practices
- Certification for Program eligibility is free and is valid for 5 years (see below)
- Your County Conservation District can provide county specific details and answer your questions

Road Maintenance Training for ESM Certification and Grant Eligibility:

- Prior to applying for a Dirt, Gravel, and Low Volume Road (DGLVR) Program grant, applicants must be certified by attending a two-day Environmentally Sensitive road Maintenance (ESM) training.
- The training is free to all DGLVR Program eligible entities in Pennsylvania. Eligible entities include any state or municipal institution that owns and maintains a road, or roads, open for public use. These include townships, boroughs, cities, counties, the PF&BC, the PGC, and PennDOT.
- Each attendee of the training receives ESM certification which is valid for 5 years and applies specifically to the trained individual. A public institution wishing to apply for a DGLVR road maintenance grant must have an ESM certified representative on staff and an ESM certified individual must be in charge of project oversight.
- A contracted Engineer or Consultant cannot serve as a certified representative of an entity unless he/she is on the payroll of or is an elected official of the entity.
- In order to accommodate all possible applicants, the Center for Dirt and Gravel Roads (CDGRS) certifies approximately 800 people a year through multiple ESM trainings held throughout PA. For more details, or to register online, visit the "edu/training" page at www.dirtandgravelroads.org.

Program Emphasizes Local Control:

The Dirt, Gravel, and Low Volume Road Program is administered at the county level. Each county establishes its own criteria for selecting projects to fund based on local priorities. As an applicant and participant, you work directly with local administrators to identify problem sites, diagnose solutions, develop a practical plan, and implement the plan through project completion. The PA State Conservation Commission establishes guidelines and provides guidance, but the effective implementation of the DGLVR Program occurs at the local level. As a result of this unique program structure, many of your questions regarding things like available funding, funding priorities, application deadlines, project ranking methods, etc. are best answered by your County Conservation District. Give them a call. They would like to hear from you.

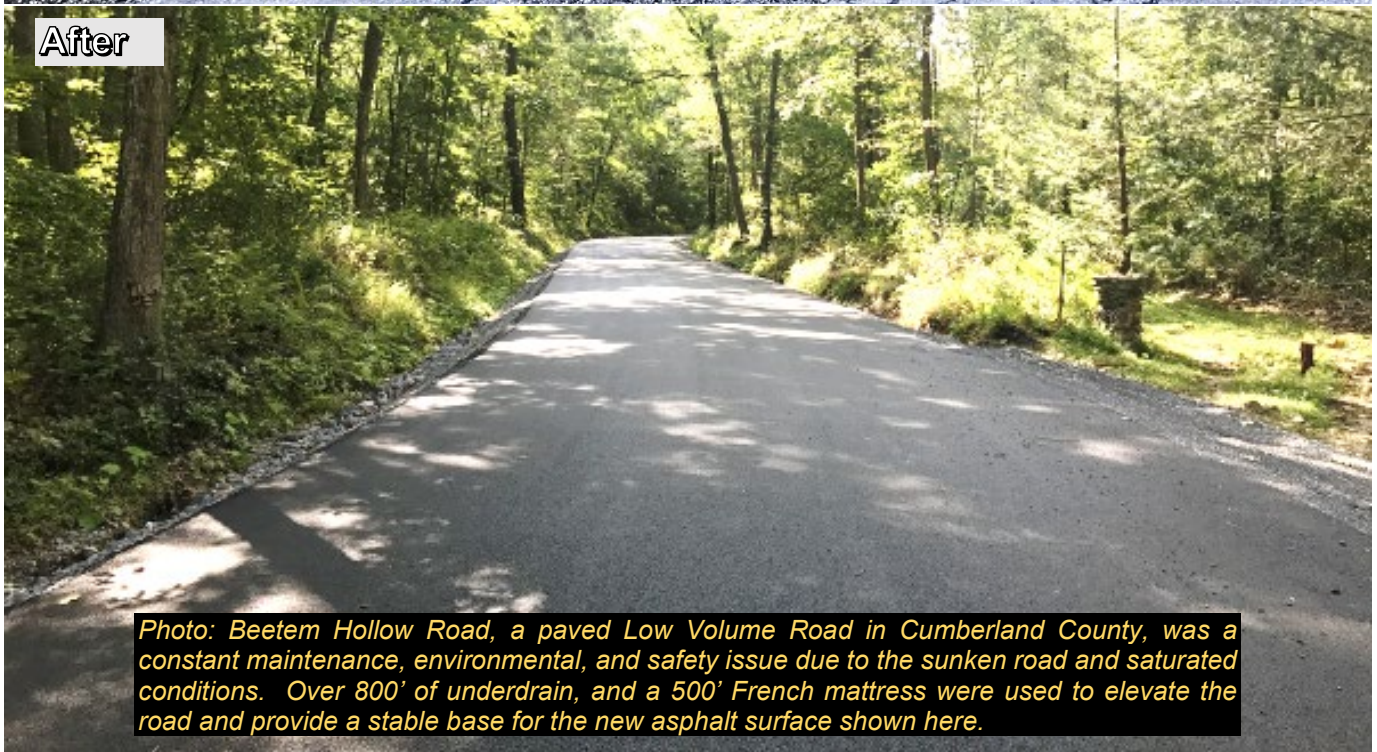


Thousands of DGLVR Projects have been completed since the start of the Program in 1997 and can be found in 65 of PA's 67 counties. In 2013, when State funding was increased to the current level, the Dirt and Gravel Road Program became the Dirt, Gravel, and Low Volume Road Program and began funding road improvement projects on paved and chip-sealed roads with traffic volumes of 500 vehicles per day or less. This change in the law, along with the corresponding funding increase, has opened up more opportunities for municipalities and other local road owning entities to address more problem sites with a DGLVR grant. The goal of the DGLVR Program is to fund safe, efficient, and environmentally sound maintenance on PA's local public roads through common-sense maintenance practices. These same practices result in road improvements that reduce long term maintenance needs and costs. Over two decades of success is proof of this winning approach to road maintenance. If you are interested in learning more, contact your County Conservation District or start by checking out the resources at www.dirtandgravelroads.org.

Pennsylvania Dirt, Gravel, and Low Volume Road Maintenance Program



Before



After

Photo: Beetem Hollow Road, a paved Low Volume Road in Cumberland County, was a constant maintenance, environmental, and safety issue due to the sunken road and saturated conditions. Over 800' of underdrain, and a 500' French mattress were used to elevate the road and provide a stable base for the new asphalt surface shown here.