

# Pennsylvania Dirt, Gravel, and Low Volume Road Maintenance Program

## 2025 Annual Summary Report

-May 2026-



**After**

**Before**

### Creek Road, West Buffalo Township, Union County.

*The aptly named “creek road” was constantly being eroded and had started falling into adjacent trout-stocked Buffalo Creek. The District worked with partners to install a 200’ long “modified mudsill” to protect and stabilize both the road and the stream.*

More Program Info:



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Pennsylvania  
State Conservation Commission



PSU Center for Dirt and Gravel Road Studies

## What is the DGLVR Program?

Pennsylvania's Dirt, Gravel, and Low-Volume Road Maintenance (**DGLVR**) Program provides education, technical assistance, and **grant funding** to local public-road-owning entities throughout the state. The PA State Conservation Commission administers this (\$28M annual) Program statewide, while County Conservation Districts manage the program locally and provide grant funding to public municipalities. **The Program's goal is to implement Environmentally Sensitive Maintenance Practices aimed at reducing the environmental impacts of public roads while reducing long-term maintenance costs.** The Penn State Center for Dirt and Gravel Road Studies (Center) provides education, outreach, and technical assistance for the Program. More information: <https://dirtandgravel.psu.edu/>

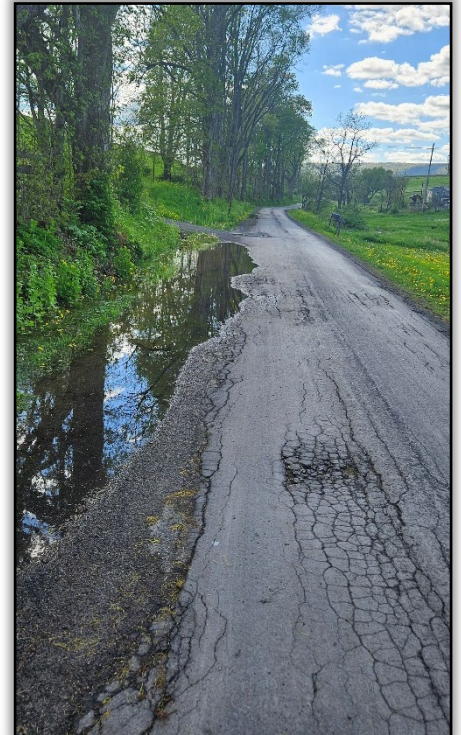
**Better  
Roads,  
Cleaner  
Streams**

## Who Benefits from the DGLVR Program?

- **PA Municipalities:** 99% of total DGLVR grant funding has gone to local municipalities for projects on public roads. This supplemental funding makes a big impact in small townships with tight budgets.
- **Conservation Districts:** Each of Pennsylvania's 66 Conservation Districts administers the DGLVR Program within their county. In addition to funding staffing and education efforts, the DGLVR Program has created valuable relationships with local municipalities that reach beyond the Program itself.
- **Local Businesses:** Nearly all DGLVR funding stays at the local level and is spent on local materials, equipment, and labor. Many local businesses benefit from these projects including quarries, local contractors, and suppliers of materials such as fabric, stone, and pipes.
- **General Public:** The Program also improves access for anyone who lives, works, farms, or recreates using Pennsylvania's extensive rural road network.
- **PA Streams:** Road improvement projects in the DGLVR program must have an environmental benefit, with a focus on reducing runoff and sediment pollution to waters of the commonwealth.

***“The DGLVR Program has helped our twp greatly by providing funds to address problem areas that we might otherwise be unable to fix properly. When we don't have to keep going back to fix these problem areas over and over, we can put our time and resources into other roadways.”***

**- Bradford Township, Clearfield County**



## Sample Projects

### Base / Drainage Improvements: Susquehanna County, Franklin Twp, Salt Springs Road

The road had been neglected and was barely passible for much of the year. The project installed over 18,000 tons of road fill to elevate the road and stabilize the base. 24 pipes were added or replaced to address drainage issues. Significant tree thinning was also done, and DSA is planned for 2026.



### Stream Crossing Replacement: McKean County, Wetmore Twp, Reigel Road

The existing 4' wide pipe was severely undersized, causing a host of road and environmental issues and creating a complete aquatic barrier. A 19' x 6' aluminum box culvert was installed and the streambed was reconstructed through the new structure including the installation of six grade controls.



### Urban Infiltration Bed: Cumberland County, Lemoyne Borough Twp, Apple Street

The road was constantly saturated due to lack of drainage options in this urban setting. The project installed three drop inlets that collected surface runoff. Instead of discharging the water to the nearby stream like a typical storm sewer, the water enters a buried infiltration bed under the road surface.



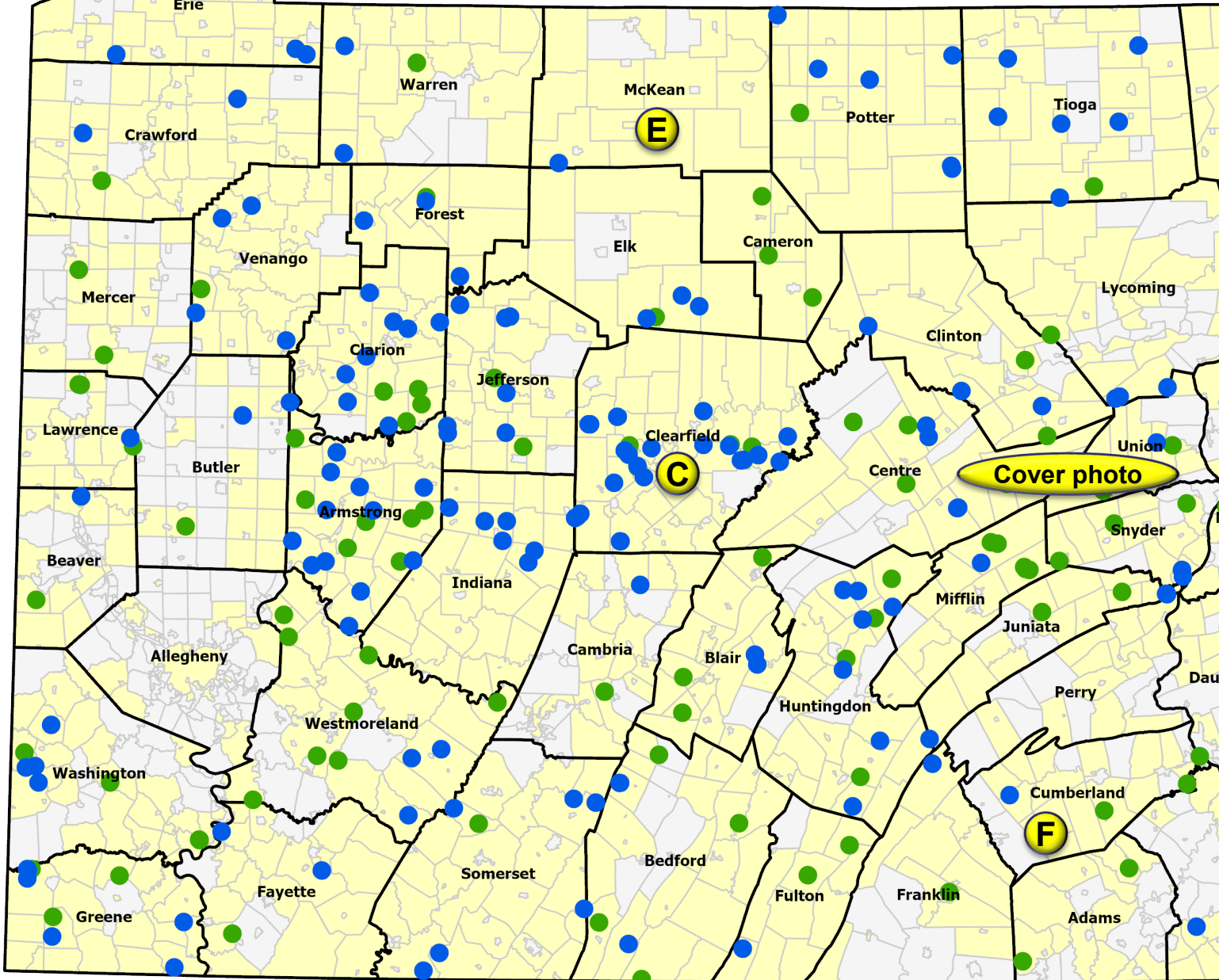
# DGLVR Practice Highlights

- **New drainage culverts:** 841 new drainage culverts were installed in 2025. New culverts are an essential tool in dispersing drainage and reducing runoff impacts.
- **Road Fill:** 390,000 tons of road fill have been placed in 2025. Road fill is essential to fix drainage issues on roads that have been eroded and “sunken” over time.
- **Driving Surface Aggregate (DSA):** 108,000 tons of new DSA have been placed in 2025. DSA has been proven to reduce maintenance needs and resist erosion.
- **Other Practices:** Many other practices including: 18 miles of underdrain, 3,000 feet of French mattress, 353 drainage pipes, and 15 stream crossing replacements in 2025.

## DGLVR Program 2025 Project Map

- 192 Dirt and Gravel contracts completed in 2025
- 121 LVR contracts completed in 2025
- ◻ 1,291 Municipalities completed a DGLVR contract since 1998
- Ⓐ Sample project locations pictured in this report

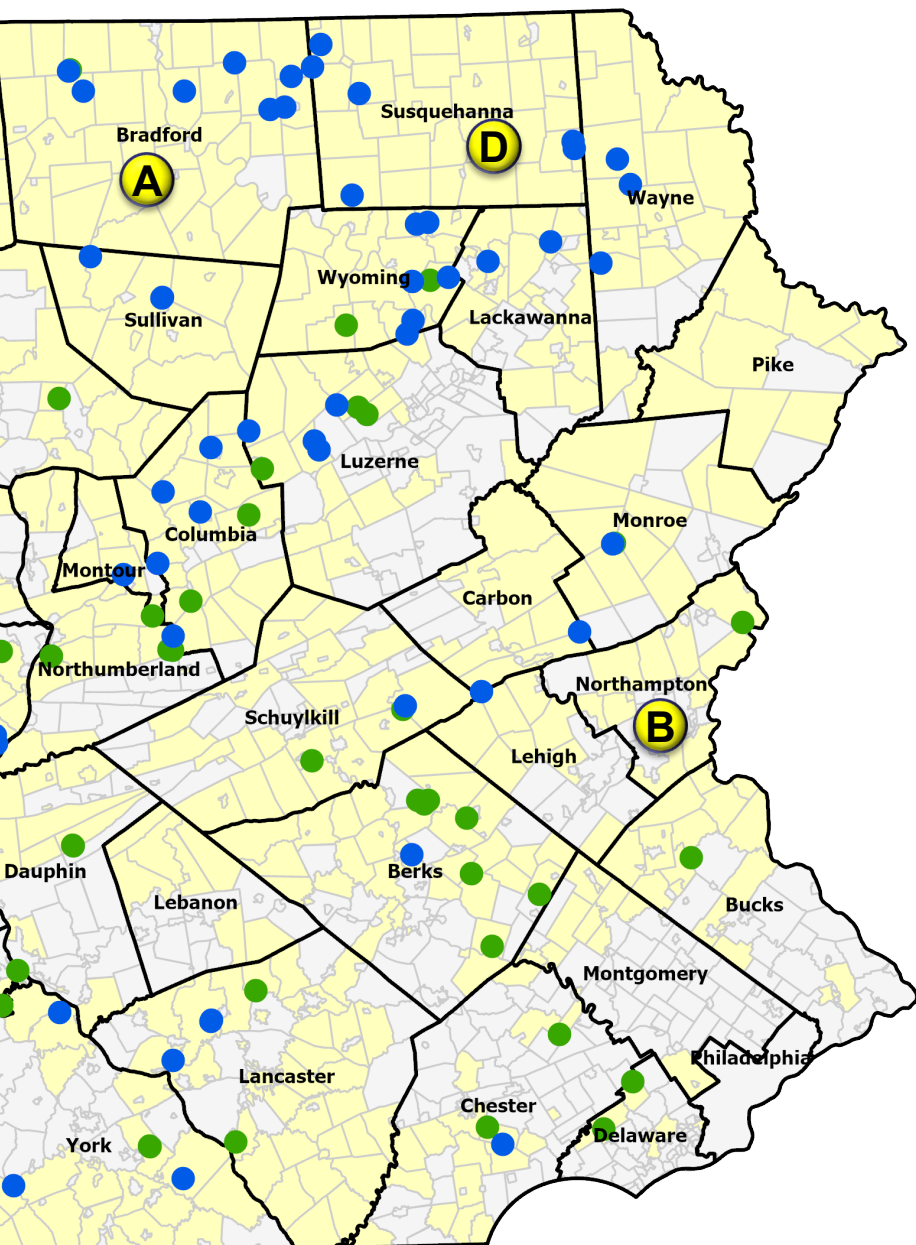
*Map formatted for 11x17 printing, continued on next page.*



## DGLVR Spending Highlights

- **Project Spending:** Conservation districts spent a total of \$23M on 313 DGR and LVR projects that were complete in 2025. An additional \$28M was encumbered to 303 active contracts as of March 2026.
- **CD Administration and Education:** Districts may spend up to 20% of their allocation for local administrative and education efforts. In 2025, districts only spent \$2.7M (10.5% of their allocation) on such efforts, with the remaining funds being spent on project grants.
- **Average Projects:** While project scope and size vary widely, the average DGLVR project completed in 2025 was 2,270 feet in length, with spending of \$74K in grant funds and \$24K of **in-kind contributions**.

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continued from previous page.*



## In-Kind Contributions

(\$/\$ match)

# 35%

2021-2025 five-year average

*Although not required, the DGLVR Program averages \$0.35 in-kind for every \$1 in grant funding. “In-kind” is a match of labor, equipment, or materials provided by grant recipients using other funding.*

## Spending Efficiency

The DGLVR Program is designed to direct the vast majority of funding directly to on-the-ground road projects in municipalities. Spending on administration is limited by law and policy at both the state and local levels. An online mapping system is used to track all DGLVR Program projects and spending in an efficient and paperless manner.

## Sample Projects

### Road Fill and Drainage: Bradford County, Orwell Twp, Bonin Road

This road was entrenched below the surrounding land, which made drainage improvements almost impossible. Over 20,000 tons of fill were used to elevate the road to eliminate ditches and achieve sheet flow. This also allowed installation of 10 new crosspipes and 8,000' of underdrain to improve road drainage.



### Stream Crossing Replacement: Northampton County, Lower Saucon Twp, Reading Drive

The existing bank of three 18" pipes created constant maintenance issues for the township. Sediment frequently accumulated upstream of the constriction, and the road overtopped multiple times each year. An 18' wide box culvert was installed with 4 grade controls structures in the reconstructed stream channel.



### Paved Road Drainage Improvements: Clearfield County, Graham Twp, Sington Road

The poor surface and subsurface drainage on this paved low-volume road frequently saturated the road base which causes the surface to crack and breakup under traffic. The project placed 1,000 feet of underdrain, several drop inlets, and stabilized the eroding road ditches before resurfacing the roadway.





Over 350 on-site technical assistance visits were conducted in 2025

## Training, Education, and Outreach

The Penn State Center for Dirt and Gravel Road Studies is contracted by the State Conservation Commission (SCC) to provide education, outreach, technical assistance, and other services to stakeholders in the DGLVR Program. Some highlights from 2025:

**DGLVR Eligibility Course:** 2-day course required for potential grant applicants to apply for funding.

- **12 training courses held in 2025 with 578 attendees**

**Stream Crossing Replacement Course:** Various types of courses have been developed in support of the DGLVR Stream Crossing Design and Installation Standard. Customized multi-day courses have been developed to meet the needs of Conservation District staff, design engineers, and DEP permit reviewers.

- **7 training courses held in 2025 with 104 attendees**

**Workshop:** Annual Conference for conservation districts and other stakeholders with concurrent class sessions, invited speakers, and field trips to multiple road projects.

- **Held September 2025 in Gettysburg, PA with 140 attendees**

**On-Site Technical Assistance:** The Center provides a wide range of technical assistance visits to help Conservation District staff administer the DGLVR Program in their county. Visits range from problem identification, to project planning, to implementation assistance, to project inspections.

- **Over 350 on-site technical assistance visits were conducted in 2025**

**Miscellaneous Conservation District and Program Support:**

- **Administrative Trainings:** Various courses for conservation district staff administering the program.
- **QAQC:** Process that reviews individual conservation district programs in detail every three years.
- **GIS:** All DGLVR Program data is tracked, managed, and reported using an online mapping tool.
- **Outreach:** A wide variety of in-person and remote outreach efforts with many state and local agencies were completed in 2025 in support of the DGLVR Program



Attendees at one of the Program's Stream Crossing Replacement Courses.



## Looking Forward:

**Completed to Date:** Since its inception in 1997, the DGLVR Program has completed over 7,600 contracts in 1,291 different municipalities. While this is a tremendous accomplishment that has provided significant benefits to the state's road and environment, much work remains:

**Road Improvement Projects Remaining:** With Pennsylvania's 20,000+ miles of public unpaved roads, and an estimated 60,000 miles of public paved low-volume roads, there is no danger of running out of work across most of the state. Even as its financial buying power continues to diminish with rising costs, the Program will continue to focus funding on road projects with the most environmental benefits.

### **Stream Crossing Replacements remaining:**

Along with Pennsylvania's high road mileages described above, the state is also home to about 86,000 miles of perennial streams. This leads to an estimated 100,000+ road stream crossings in the form of pipes and bridges. Unfortunately, a great deal of these crossings are severely undersized for the channels they are in. These undersized crossings cause a host of maintenance and environmental issues. The Program will continue to chip away at this widespread problem by installing new structures that focus on flood resiliency, stream function, and aquatic organism passage.

***“ The Program allowed us to replace an aging (stream) crossing. Projects like this would be difficult for small municipalities to complete without this partnership. The Program provides critical funding that helps Townships maintain infrastructure while protecting our local waterways. ”***

***- Lower Saucon Township, Northampton County***

**B** See pictures of their project on page 6.



Scour and erosion at one of the State's many undersized stream crossings; in this case a 7' recycled tanker car in a 20' wide stream channel.