

DGLVR Program Update Highlights

Effective 7/1/2026

THIS IS NOT AN ALL-INCLUSIVE LIST

Full details available in the [DGLVR Administrative Manual](#) and [Basic Administrative Training](#).

See [recorded webinars](#), [the CDGRS website](#), and [various technical trainings](#) for additional guidance.

[Contact SCC and CDGRS](#) with questions and for assistance.

- **Conservation districts receive one DGLVR allocation each fiscal year** (chapter 3)
 - A minimum amount of the allocation must be spent on low volume roads.
 - The remainder of the allocation can be spent on dirt and gravel roads (DGR) or low volume roads (LVR) at the district's discretion.
 - Simplified financial tracking and reporting: fewer categories.
 - Income: DGLVR advances, DGLVR replenishments, and DGLVR interest.
 - Expenses: DGLVR admin, DGLVR edu, DGR projects, and LVR projects.
 - Simplified payments: districts receive one DGLVR advance each fiscal year and up to one DGLVR replenishment each quarter.
- **GIS updates**
 - Quarterly Report: DGR and LVR financial tabs combined into one DGLVR financial tab.
 - Contracts: added "scope of work" and "stream crossing" tabs.
 - NEW completion report available starting in July 2026.
- **Paperwork updates - *Make sure you're using the most updated forms!***
 - *Contacts, contract amendments, and completion reports must still be generated in GIS.*
 - *All other forms and paperwork can be downloaded online: [Program-Specific Resources - Center for Dirt and Gravel Road Studies](#)*
 - Updated paperwork includes grant application, contract & attachments, contract amendment, completion report, stream crossing forms, and optional forms such as checklists.
 - Conservation districts no longer need to keep a copy of PA One-Call serial number and Prevailing Wage Certified Payroll and Certified Statement of Compliance.

- **New policy on retiring and relocating roads.** (3.7.2)
- **Stacked bags of cement mix and gabion baskets are not eligible to be used on DGLVR Projects,** unless otherwise approved by the SCC along with technical guidance from the CDGRS. (3.7.4)
- **Engineering expenses** (3.7.4)
 - Projects which do not competitively bid out engineering services are limited to a maximum of \$35,000 for engineering and design services, at the discretion of the conservation district.
 - Projects which competitively bid out engineering services can pay for up to 100% of the engineering and design costs, at the discretion of the conservation district.
- **Procedure for cancelling a DGLVR contract** is now outlined in the Admin Manual. (3.8.11)
- **Stream Crossings** (7.1)
 - NEW levels of stream crossing replacement:
 - Level 1: Build for Continuity Following the DGLVR Stream Crossing Standard
 - Level 2: Hybrid: Build for Stability, Flood Capacity, and a Level of Continuity
 - Provides maximum flexibility. Requires SCC approval and has a NEW form.
 - Level 3: Build for Stability and Flood Capacity on streams with bankfull width ≤ 5 ft and drainage area ≤ 65 acres
 - Minor updates to Stream Crossing Design and Installation Standard
 - Critical construction stages reduced from 5 to 3.
 - The Program's **Request for Proposals (RFP) is required if bidding engineering for stream crossing projects.** Districts are encouraged to work with the SCC and the CDGRS to tailor the RFP to meet specific project needs. (3.7.4)
- **Road Surfacing** – NEW admin manual section (7.2)
 - Includes DSA policies.
 - Revised policy on exceptions to using DSA as a final unpaved road surface on road fill projects.
 - NEW policy on when districts may pave or seal unpaved roads (based on traffic and slope).
 - NEW [technical bulletin](#) on chip sealing unpaved roads (not in Admin Manual – final version coming soon).
 - Paved/sealed aprons: DGLVR funds can be used to place up to a 100-foot paved or sealed apron where an unpaved portion of the work site intersects a paved or sealed road.
- **Full Depth Reclamation** is now an eligible expense on a road starting with a paved or unpaved surface as long as the final driving surfaced is paved/sealed. (7.3)
- **Traffic Count timing requirements** are loosened. (7.4)