

Benefits of PA Act 89 of 2013 on the PA Dirt, Gravel, and Low Volume Road Maintenance Program

Note this fact sheet covers the SCC/Municipal Portion of the Program and does not include figures from DCNR

- 1997** Section 9106 of the PA Motor Vehicle code established the Dirt and Gravel Road Program (Program) with an annual allocation to the State Conservation Commission (SCC) of \$4 million.
- 2014** Act 89 of 2013 increases annual funding for the SCC Program to \$28 million, and earmarked \$8 million of that funding for paved low-volume roads averaging less than 500 vehicles per day.

What is the DGLVR Program?

Pennsylvania's Dirt, Gravel, and Low-Volume Road Maintenance Program provides education, technical assistance, and grant funding to local public-road-owning entities throughout the state. 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 PA State Conservation Commission (SCC) administers the program at the state level, and allocates funding to conservation districts in 65 counties throughout Pennsylvania. Owners of public roads apply for grants to their conservation district, and work with them to complete projects. The Penn State Center for Dirt and Gravel Road Studies provides education, outreach, and technical assistance for the program. More information is available at: www.dirtandgravelroads.org.

Impacts of Funding Increase

More Projects

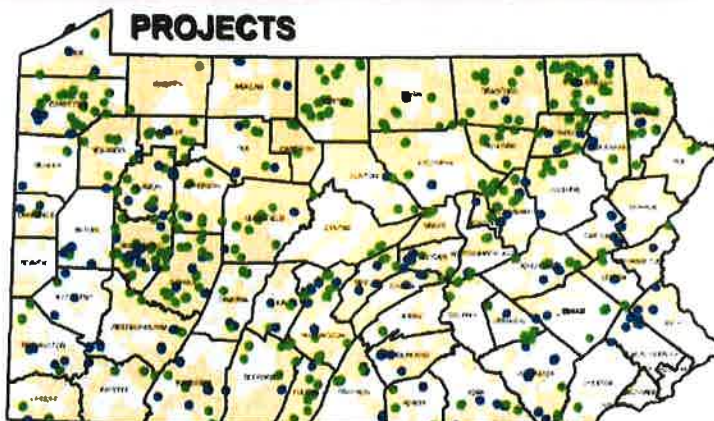
- **1997-2013:** The Program averaged completing 178 contracts per year. With a minimum allocation of \$20,000, many Counties with fewer unpaved roads could only afford to fund one small project every other year.
- **After Act 89:** The Program now averages about 500 completed contracts per year, 350 unpaved and 150 paved low-volume. The map on the right illustrates the spread of projects completed in 2017 alone.

More Comprehensive Projects

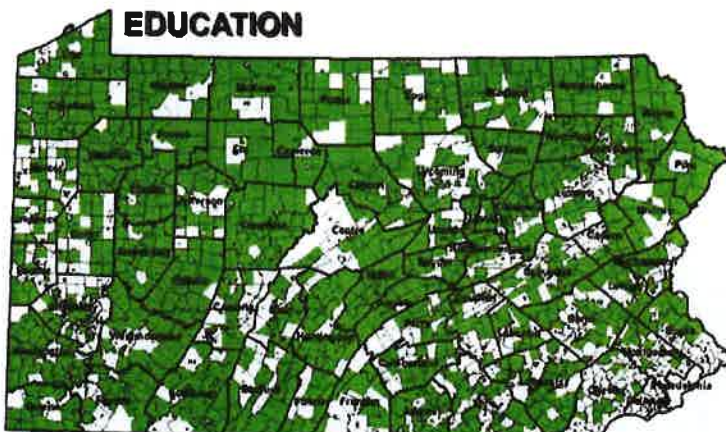
- **1997-2013:** With dwindling resources, many counties were funding very simple projects, or even partial projects over multiple years. More extensive solutions such as road fill, road surfacing, and stream crossing replacements were not options for many counties.
- **After Act 89:** The increase in funding not only allowed for the completion of more projects, but for larger and more comprehensive projects. The average funded contract increased from \$17,000 before the funding increase, to \$30,000 in 2015 and \$43,000 in 2017. Projects now address a much broader and more comprehensive range of issues and practices such as road fill, road surfacing, and stream crossing replacements.

More Outreach and Education

- **1997-2013:** With dwindling funding comes dwindling interest from applicants. Annual attendance at trainings required to apply for funds was hovering around 400.
- **After Act 89:** Training attendance spiked to over 1,100 in 2014, and continues to average over 600 per year. Certifications last for five years, and there are currently over 1,200 municipalities certified to apply for funding as shown in the map to the right.



- 336 Dirt and Gravel Contracts completed in 2017
- 156 LVR Contracts completed in 2017
- 955 municipalities completed contract since 1997



- 1,200+ municipalities currently certified to receive funding

More Information: www.dirtandgravelroads.org
State Conservation Commission: Roy Richardson, Program Coordinator, 717-787-2103, rrichardso@pa.gov
PSU Dirt and Gravel Road Center: Steve Bloser, Center Director, 814-865-6967, smb201@psu.edu



McKEAN COUNTY CONSERVATION DISTRICT

McKean County DGLVR Projects

Conserving Natural Resources for Our Future



Before



After

Stream Crossing: Replaced a 48" culvert with a 12' squashed culvert. By replacing this crossing with a bankfull AOP structure we opened up 3 miles of Class A Wild Trout waters that were previously inaccessible waters. We also installed approximately 1,300 feet of Limestone Driving Surface Aggregate (DSA).

Low Volume Road: Shift the road and abandon south lane. Excavate and place existing asphalt and road base material from south lane over geo-fabric compacting in 8 inch lifts. Replace 1 of the cross pipes, install elbows, and risers on all 3 cross pipes. Install french drain and connect with 3 cross pipes and resurface new lane.



Before



After



Before



After

Road Fill: Project consisted of raising the road profile with 12" of pit stone. Three grade breaks and three cross pipes were added. Driving Surface Aggregate will also be added in 2019.