The ESM training policy change is official. Beginning June 1, 2006, all townships must meet a 5-year renewal of Environmentally Sensitive Maintenance (ESM) training completion. Also, employee(s) involved in the program and at least one (1) of two (2) Quality Assurance Board (QAB) members from the district must complete the “once every 5 years” ESM training requirement.

Don’t panic! This year, township representatives who have taken ESM training prior to 2000 and DGRP district staff or QAB members who haven’t completed ESM training are affected. If you don’t fall into either of those categories, you do not have to re-train in 2005. Even if you do fall into one of those categories, plenty of ESM trainings are already scheduled in 2005 and more are on the way. Please see the calendar on the back page for the current schedule of 2005 ESM trainings. You may check our website anytime (www.dirtandgravelroads.org) for the most current training schedule or contact us toll-free at 1-866-668-6683.

Inside this Issue:
2005 Maintenance Workshop 1
ESM Training Policy 1
ESM Spotlight: Alternative Road Fill 2
Website 2
QA/QC Update 3
Events Calendar 4

Also:
Worksite in Focus: Tioga County

The 2005 Maintenance Workshop: Restoring Natural Drainage
The 2005 Maintenance Workshop is scheduled for June 6 - June 8, 2005 at Wilson College in Chambersburg, Franklin County. The theme of this year’s workshop is Restoring Natural Drainage. While it seems far away today, we know from experience that the workshop will be upon us in no time. Registration forms, local accommodation information and the complete program agenda are now available on our website at www.dirtandgravelroads.org.

As in previous years, the workshop will include both classroom and field components and, once again, a field diagnostic session. We are also planning a Township Day on Monday, June 6 specifically for township officials and road maintenance folks.

The festivities on Tuesday, June 7 are shaping up to be the best ever. We’re celebrating at Mont Alto, a place near and dear to foresters all over Pennsylvania. Who knows what will happen on such hallowed ground? And don’t forget the photo contest! Get your “before” and “after” project photos in to Steve Bloser at smb201@psu.edu as soon as possible.

We are very excited about the 2005 Maintenance Workshop and hope to see you in Chambersburg!

2-day Environmentally Sensitive Maintenance Training Policy
The ESM training policy change is official. Beginning June 1, 2006, all townships must meet a 5-year renewal of Environmentally Sensitive Maintenance (ESM) training completion. Also, employee(s) involved in the program and at least one (1) of two (2) Quality Assurance Board (QAB) members from the district must complete the "once every 5 years" ESM training requirement.

Don’t panic! This year, township representatives who have taken ESM training prior to 2000 and DGRP district staff or QAB members who haven’t completed ESM training are affected. If you don't fall into either of those categories, you do not have to re-train in 2005. Even if you do fall into one of those categories, plenty of ESM trainings are already scheduled in 2005 and more are on the way. Please see the calendar on the back page for the current schedule of 2005 ESM trainings. You may check our website anytime (www.dirtandgravelroads.org) for the most current training schedule or contact us toll-free at 1-866-668-6683.
We’re re-designing the Center for Dirt & Gravel Road Studies website! Our address is the same: www.dirtandgravelroads.org

All the information and resources that were available on the previous site are still available including:

- blank forms
demonstration projects
- on-going research
technical documents
- project brochures
- project photos
- maps

Look for new information and expanded coverage on the following topics:

- maintenance (esm) practice spotlight:
- alternative road fill

We know that roads which are lower than the surrounding terrain, or entrenched, are very difficult to maintain. Where do you install cross-pipes? How do you outlet storm water? Where do you put plowed snow? Filling the road profile, or raising the elevation of the road, is an environmentally sensitive maintenance practice we talk about a lot. It makes good financial and environmental sense to fill the road profile when dealing with an entrenched road.

For example, a deeply entrenched road, like the one in Illustration A, is a persistent maintenance problem. Water draining on this road has nowhere to go but downhill, gaining speed and energy as it goes, eroding road material and potentially causing severe damage to the road surface. Installing cross-pipes is difficult because there’s nowhere to outlet water. While armoring the ditches may help prevent erosion in the short-term, it’s an expensive band-aid fix. Without addressing the underlying drainage problem (water that is trapped on the road surface with nowhere to go but downhill carrying away your expensive surface material), the maintenance problems will happen again and again, with or without rip-rap.

Raising the elevation of the road with low-cost fill material that’s nearby is a simple solution.

A bulldozer can be used to place and shape the material. Compact in crowned layers of no more than one foot thickness to make a solid road base. If possible raise the road to the elevation shown in Illustration B then place an appropriate road surfacing material. At this elevation, installing cross-pipes and plowing snow is easy. Additionally, one or both of the road ditches can be eliminated, further reducing maintenance requirements.

While shale is a commonly used fill material, alternative materials are out there. One of those is spent sandblasting sand. Approximately 3500 cubic yards of spent sandblasting sand are currently available free of charge (except for trucking costs) from the following location:

Meadville Sandblasting, Inc.
15921 S. Mosiertown Road
Meadville, PA 16335

Lab tests show no detectable contamination.

This material is ideal for filling the road. Make sure to compact the sand in layers as you would when using shale or any other fill material. Geotextile fabric between the road base and road surface will strengthen the road surface and ensure the sand provides a solid base.

For more details on filling the road profile, please see The Road Profile Informational Bulletin and the Raising the Road Profile Technical Bulletin, available on the Center’s website at www.dirtandgravelroads.org.

The CDGRS Website

qa/qc update

Quality Assurance/Quality Control (QA/QC): Assessment Update

As this newsletter goes to press, QA/QC visits for 2004 are over. During the last several months, the QA/QC assessment team has visited some of the largest county programs in the state. In fact, the April - November QA/QC visits involved counties that have received 30% $(8,465,444)$ of the total Dirt & Gravel Road Program allocation $(28.1M)$ since 1997.

As part of a year-end review, the Quality Assurance/Quality Control process continues to be evaluated. Follow-up surveys have gone out to all eleven (11) counties visited last year. A status report and assessment of Pennsylvania’s dirt and gravel road program was presented to the State Conservation Commission at its January 18, 2005 meeting. Fine tuning of the QA/QC process occurred during the winter months.

The complete schedule of 2005 QA/QC visits has been developed. 10 QA/QC visits are scheduled (see dates on this page).

2005 Schedule of QA/QC Visits

Montgomery County
March 17 & 18

Lancaster County
April 21 & 22

Huntingdon County
May 4 & 5

Sullivan County
June 28 & 29

Susquehanna County
July 12 & 13

Venango County
August 10 & 21

Lycoming County
September 6 & 7

Luzerne County
September 20 & 21

Erie County
October 12 & 13

Bedford County
November 3 & 4

Questions about QA/QC process, procedures, visits?

Contact:
Mike Klimkos
ph: (717) 787-2103
e-mail: mklimkos@state.pa.us

or
Kevin Abbey
ph: (514) 583-5956
e-mail: kca1@psu.edu

OA/QC Assessment Area

<table>
<thead>
<tr>
<th>Greatly Exceeded Expectations</th>
<th>Exceeded Expectations</th>
<th>Met Expectations</th>
<th>Did Not Meet Expectations</th>
<th>Unacceptable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Program Administration</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>Program Function</td>
<td>III</td>
<td>III</td>
<td>III</td>
<td>III</td>
</tr>
<tr>
<td>Project Work</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>OVERALL ASSESSMENT</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
</tbody>
</table>

Expectations  Expectations  Expectations  Expectations

Assessment Update

<table>
<thead>
<tr>
<th>Assessment Area</th>
<th>Greatly Exceeded Expectations</th>
<th>Exceeded Expectations</th>
<th>Met Expectations</th>
<th>Did Not Meet Expectations</th>
<th>Unacceptable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Program Administra</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>Program Function</td>
<td>III</td>
<td>III</td>
<td>III</td>
<td>III</td>
<td>III</td>
</tr>
<tr>
<td>Project Work</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>OVERALL ASSESSMENT</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
</tbody>
</table>

Counts currently scheduled for QA/QC in 2005

Counts where QA/QC has been completed