

WEBINAR

4/9/26, 9am

DGLVR

Chipsealing Gravel Roads Technical Bulletin

Technical Bulletin Converting a Gravel Road to Chip Seal



3/2026

Chip Seal – Also known as “tar & chip,” chip seal is a surface treatment where the road surface is sprayed with an emulsified asphalt and immediately covered with small crushed aggregate and then rolled in place to create a sealed road surface.



Figure 1. Conversion of a high traffic gravel road to a chip sealed road using AASHTO #67 aggregate base followed by a double coat of AASHTO #8 aggregate.

This bulletin provides guidance, not policy. Sealing gravel roads with DGLVR funds is only eligible in certain circumstances. See Section 7 of the DGLVR Admin Manual for full policies on road surfacing with DGLVR funds.

PURPOSE: DGLVR Program Policy States that “Asphalt or chip-sealing must conform to PennDOT

CDGRS

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DGLVR Proposed Policy Updates

- **Purpose and Policy Reminder**
- Walkthrough of Technical Bulletin
- Comments, discussion, and suggestions



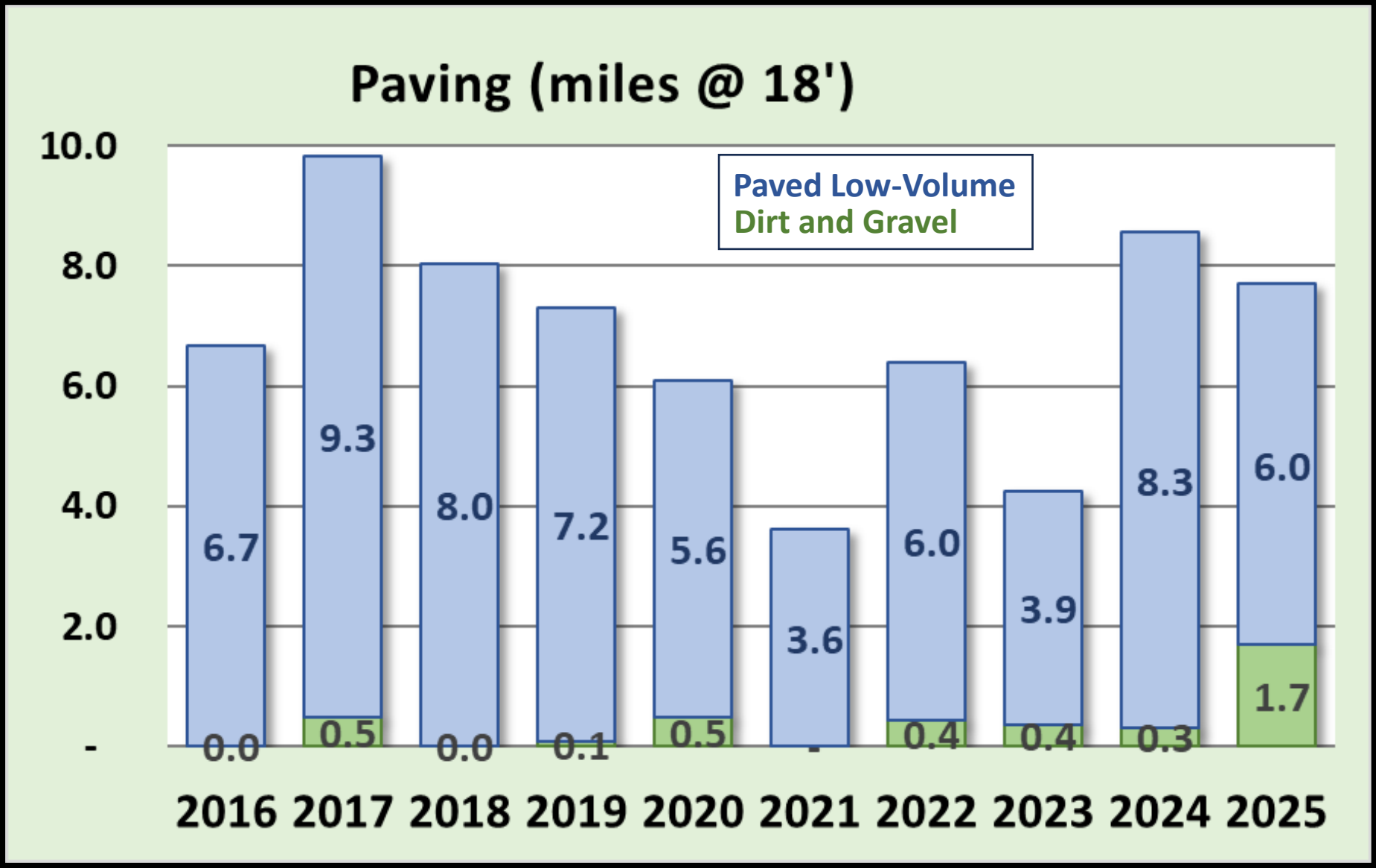
Asphalt
(Paving)



Chipseal
(Tar and Chip)



Note these totals include in-kind



ASR data as of 12/31/2025

7.2 Road Surfacing

Approved New Policy
Effective 7/1/26

Converting an Unpaved Road to a Paved or Sealed Surface

Generally, program funds should not be utilized for the specific purpose of converting unpaved roads to paved or chipseal. However, there are certain circumstances where an unpaved road may be sealed due to traffic or environmental considerations. Conservation Districts may fund the sealing of an unpaved road as part of a comprehensive drainage project without SCC approval under the following circumstances:

- **Aprons:** Areas where unpaved roads intersect paved or sealed roads are subject to additional wear and tear from vehicles starting, stopping, and turning. 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.
- **Extreme Slope:** Some portions of roads are too steep for any non-sealed surface to withstand unraveling. In these cases, the surface needs to be sealed to withstand erosion and vehicle damage. Projects, or segments of projects, with an average 10% or greater grade may be converted to a sealed surface.
- **Traffic count:** Over 250 cars per day as determined using a traffic count according to Program Policy.

7.2 Road Surfacing

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- These specifications intended for chipsealing roads that are already paved, as a pavement preservation technique.
- **Purpose of Technical Bulletin:** Provide better guidance for anyone using chipseal to surface a gravel road. There is no new policy, and little repeated policy, in the Technical Bulletin.

Moving Forward

- **Today: Overview of Technical Bulletin**
- **Comments, questions, suggestions wanted during and after webinar.**
- **Will make updates and edits and send final TB to everyone within a few weeks**

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