

FAQs

**Why chip seal in summer and not all year round?**  
Bitumen, the glue that holds the chip on, is a liquid when it's hot and solid when it cold. We apply chip seals at the hottest time of the year, ensuring that the new seal will be strong and long lasting. If we work during the winter, the binder could harden rapidly, and chips would pop out. This would lead to the binder becoming brittle, which would lead to substantial chip loss and results in failed surface.

We require warm and dry weather for placing the seal and stone, as it avoids issues with moisture and temperature. In cold weather, the binder for the seal cools down quickly. We need good stone coverage to create the right surface texture.

**Why is no one working on the resealing, yet the lane or road is still closed to traffic?** If the road looks brown, dusty or muddy it's likely that we're waiting for the new seal to set before we let cars, trucks and bikes drive over it.

**Why can't you do this work overnight?** We still need the ground to be warm, so this must be during the day, to help the seal set and stick to the road surface.

**How does this work benefit me?** A smooth, skid-resistant surface free of pot holes and slippery sections which helps reduces the risk of crashes. Strengthening the seal increases extends the life of the road, meaning we won't have to come in and cause major disruptions reconstructing the road.

We understand maintaining our road network may cause disruptions and we appreciate your patience while our team works in your area.



For more information, visit  
[at.govt.nz/about-us/street-maintenance/how-road-works-may-impact-you](https://at.govt.nz/about-us/street-maintenance/how-road-works-may-impact-you)

Roads are regularly resurfaced with chipseal, except where the traffic volumes or pavement conditions justify otherwise. Roads that have previously had asphalt surfacing may be resealed with chip seal in the future.

Chip seal

Most common type of road surface in New Zealand

Used on roads that have generally less than 10,000 vehicles per day

Waterproofs the road surface, mainly used to prevent water entering and damaging the underlying pavement layers

Economical, flexible and hardwearing provides a safe and cost-effective surface for road users

Asphaltic concrete (AC)

Used on roads where more than 10,000 vehicles per day drive or where considerable heavy vehicle movements occur daily

Generally used in areas where lots of people drive or walk e.g. around schools, hospitals, shopping centres, State Highways (motorways) on some very narrow or steep roads

Four times more expensive than chipseal

Used at intersections and other areas where high turning stresses occur

What to do when we're chip sealing



**Āta Haere. Slow down.** Stones can be flicked up from the road surface and hurt people passing by or damage vehicles – especially windscreens. Slower speeds also helps keep our workers safe.



**Obey all street signs** and directions from our workers.



**On-street parking will be limited** while we carry out the work. You may need to either park on your property or on a side road and walk to your property.



**We will need to close the road and set up detours.** Please plan ahead and think about using another route. We'll set up signs that give traffic directions for surrounding roads. If you live somewhere along a closed road, traffic controllers at either end of the road will help you. Please follow all signs, light signals and traffic directions.



**Pūrongo. Report a problem.** If you get into difficulty at a chip seal site, please park up in a safe location and inform the site supervisor of your concern. The site supervisor will be able to assist you and log your report.

Road maintenance



Rollers smoothing out the chip seal



Why we're chip sealing your road








Kia ora,

Road maintenance is like repainting your house to prevent the weatherboards rotting. This brochure is to provide more information about our chipseal maintenance programme.

Why we resurface roads

Auckland Transport is responsible for the management of approximately **7000 km of sealed roads** (both urban and rural) in Tāmaki Makaurau and these factors are what we need to consider:

-  Road surfaces don't last forever. Wear and tear from traffic, patches from trenching work for underground services and oxidation of the road surface from sunlight all take a toll.
-  We must resurface periodically to stop water getting into the underlying pavement and causing much more expensive and disruptive repair work.
-  Roads are generally resurfaced with chipseal except when traffic volumes or the type of turning stresses necessitate the use of asphalt

Chip being sprayed on a road



How we select the resurfacing treatment for your street

We carry out two surveys in your area:

- 1** We assess the condition of the existing surface by recording things like cracking, potholes, broken edges and patching on an annual basis. We also complete routine inspections and prioritise work when required.
- 2** Then we measure road 'roughness' – using a number of lasers attached to a vehicle.

These surveys are entered into our road asset management system. The system helps us to identify sections of the network where waterproofing and renewal may be required.

A cost/benefit analysis considers traffic volumes, pavement loadings, and the results of the condition survey. AT has an obligation to ratepayers and taxpayers to ensure that the best engineering options are implemented and the most cost-effective solution is chosen in each case.

Most of our suburban streets have a flexible pavement structure requiring periodic waterproofing. Chipseal is often the most appropriate engineering solution for this.

Why chip seal?

Chip sealing is a very important part of road maintenance. It is the most cost-effective resurfacing treatment and the most commonly used resurfacing treatment in New Zealand. AT manages 7,000 km of sealed roads (That is four times the length of the New Zealand from Cape Reinga to the Bluff).





Fresh bitumen on the road, with chip being sprayed on top.

What's the chip seal process?

- 1** Minor repairs are carried out in the months prior to the surface placement. These patches are called pre-seal repairs.
- 2** Our team will send a letter to notify residents about a week before work starts. The chipseal work is generally completed within a day.
- 3** Hot bitumen is sprayed, and stone sealing chips are spread onto the surface and rolled in.
- 4** Traffic is allowed onto the surface to further embed the stones into the new seal layer.
- 5** Surplus chips are regularly swept away and road marking repainted if needed. Temporary traffic management will be removed.
- 6** Additional sweeps may follow in the next 6-9 weeks to remove dislodged sealing chips or as required.

Chip seal helps improve road safety, by maintaining skid resistance on the road

-  A better road surface reduces how long it takes a vehicle to stop when braking in an emergency.
-  It provides greater texture which prevents vehicles from aqua-planing (skidding on water).

