

# Resurfacing Project Process

## Stage 1: Assessing the road

Engineers and inspectors assess the condition of the targeted stretch of road and related infrastructure. As part of the preparation process, construction workers identify and mark storm drainage, sewer manholes, and other infrastructure.

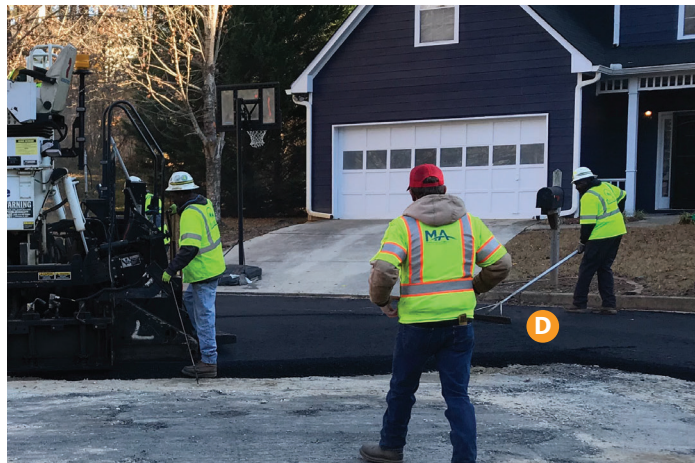
## Stage 2: Removing the old road surface

The construction contractor uses heavy equipment to remove a layer of old asphalt from along the existing area using a process known as "milling," exposing the base of asphalt concrete or compacted **Graded Aggregate Base** beneath. (A) The asphalt millings are hauled away for **recycling and later reuse** on other projects. Any loose materials that remain on the surface of the road are cleared away. (B)



## Stage 3: Adding the new road surface

Construction workers apply liquid asphalt (tack) (C) to seal the surface before spreading a uniform layer of hot, solidified asphalt (D) (300 to 320 degrees) that is compacted with oversized rollers (E) as part of a process known as "patching." Workers add a final layer after the asphalt cools. The county may later apply traffic striping when applicable. (F)



## Inspections

SPLOST project inspectors check at every stage of the resurfacing process to make sure the work and materials meet Georgia Department of Transportation and county standards. Here are some of the specifics of what inspectors are looking for once resurfacing begins:

- 1 Road at the start of resurfacing is clean and dry
- 2 Liquid asphalt is applied properly
- 3 Asphalt is the proper temperature and mix for the project
- 4 Imperfections in the road are corrected
- 5 Asphalt is rolled and compacted correctly
- 6 Area cleaned up after work is completed

## Possible Causes for Delays

- ▲ Wet or cold weather conditions
- ▲ Emergency or scheduled infrastructure repairs
- ▲ Major events and holidays
- ▲ Contractor equipment breakdown or malfunction





By the Numbers

**24** pennies to be spent trillion

**13** project categories

**318** miles to be repaved

# Transportation

Smooth streets and other quality transportation amenities lead to a stronger community and economy.

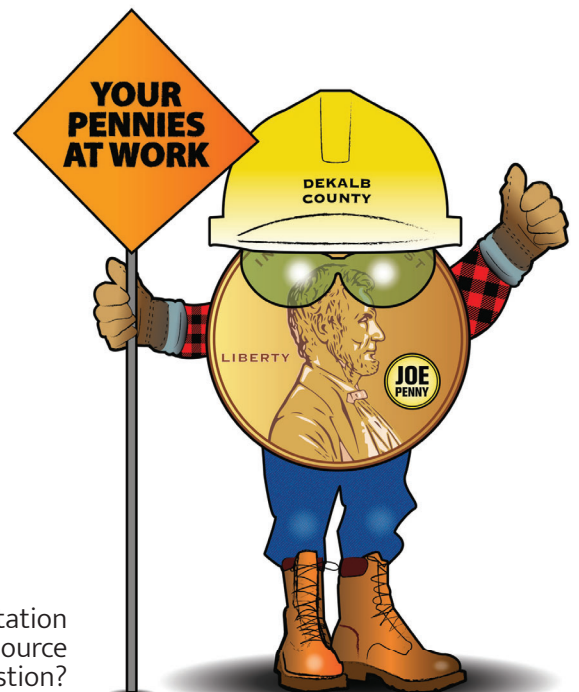
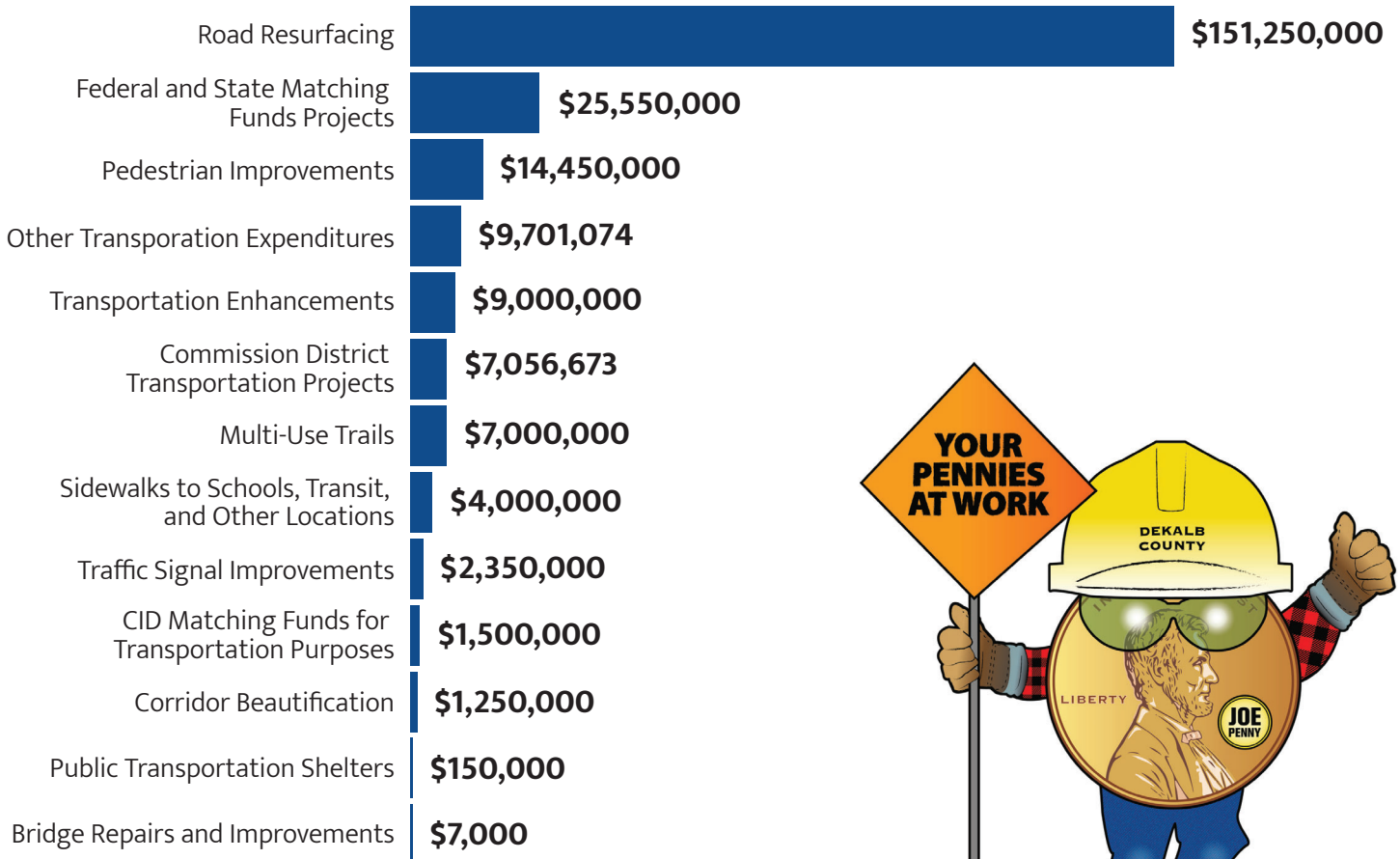
DeKalb's one-cent Special Local Option Sales Tax, or SPLOST, is helping to make getting around by car, transit, bike, or old-fashioned foot power a better experience for those who live, work, and play in the county.

The county plans to spend \$240.26 million of the \$388.04 million in SPLOST revenue it expects to collect through 2024 on new or improved roads, sidewalks, bridges, traffic signals, bus shelters, and corridors. **That's at least 24 trillion pennies!**

Resurfacing 318 miles of unincorporated county roads in the most need of repaving is a high priority and, at a cost of \$151.25 million, commands the largest portion of expected SPLOST revenue. (See the reverse side to learn more about the road resurfacing process.)

SPLOST-funded transportation projects are just one way DeKalb is putting your pennies to work for a better future for all.

Total: **\$240.26 million**



Want to learn more about DeKalb's SPLOST transportation projects? Please visit [dekalbsplost.com](http://dekalbsplost.com) your one-stop source for the latest on SPLOST. Have a comment or question? Call the SPLOST Hotline at **404-371-7000**.