



DeKalb County

Public Works

Roads & Drainage Division

Our Vision
Quality
Service

PAVEMENT MANAGEMENT SYSTEM DESCRIPTION

Each year, between July 1st and June 30th, a DeKalb County rating and engineering technician inspects 2005.67 miles of County roadway (consisting of more than 7344 streets and sections of streets) using elements of the Georgia Department of Transportation's (DOT) pavement condition rating system to evaluate the structural condition of the roadways. Some of the longer streets are split into segments as they can have varying structural conditions over the length of the roadway. A Resurfacing Needs Rating Form is completed for each street or segment of street.

Eleven kinds of pavement distress are evaluated. They are transverse cracking, longitudinal cracking, alligator cracking, potholes, patching, rutting, edge raveling, depressions, oxidation, missing stone, and bleeding. The criterion is number based on scales that range from 0-4 up to 0-12 (Very Good to Very Poor). After the individual ratings are totaled, each road will have a score between 0 and 60.

Information from the Resurfacing Needs Rating Form is entered into a computer database, and each September a resurfacing list consisting of a specified number of miles of the highest rated streets is produced for submission to the Georgia DOT for possible resurfacing under their Local Maintenance Improvement Grant (LMIG). The Georgia DOT determines its funding level, inspects the roads to verify their ratings, and selects the roads they will fund to be resurfaced by a DOT contractor. Usually in March or April following submission of the paving list, LMIG contracts are prepared and sent to the County for execution. DeKalb County Roads and Drainage Department personnel remove the roads selected by the Georgia DOT from the total resurfacing list, leaving a list of streets to be resurfaced with County funds. The funding level for County resurfacing in the next budget is determined during the budget review process that takes place from September to February. Since funding levels are never high enough to resurface all streets on the list, roads with the highest ratings are selected in priority order until the budgeted regular County paving funds are exhausted. In addition, the highest rated roads (not funded under either the LMIG or County funded program) are selected to be resurfaced under the Bond program when funds are available. The level of funding that is allocated to the DOT's LMIG Program, the Bond program and the amount budgeted by the County for resurfacing will determine the actual number of streets that will be resurfaced during a given year.

In 2012, there were around 355 miles of streets rated 30 or above. A total of 37.95 miles of roadway were resurfaced in 2012. Approximately 10.43 miles were resurfaced under the county funded program and 26.64 miles were resurfaced under the Local Maintenance Improvement Grant (LMIG) program in 2012. In 2013, there were approximately 414 miles of roads rated 30 or higher. Based on our current resources, a total of 37 miles of roadway were resurfaced both under the County Funded and LMIG programs.

The County's scarce resources are allocated to only the most cost effective maintenance activities. The available funds are utilized to extend the life of DeKalb County roads and reduce long-term pavement maintenance costs. Only structurally deficient streets can be resurfaced. Funding is not available to resurface streets for the sake of appearances.