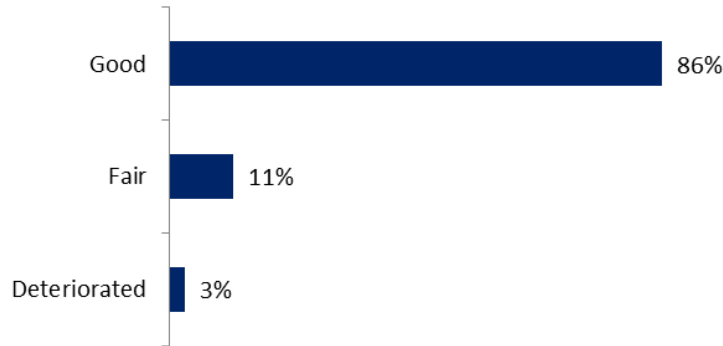


Current Performance

What We Measure The percentage of bridges on the state system in good condition. State system bridges include bridges on the state, US, or interstate highways.

2014 Performance



Methodology

How We Measure Conditions are calculated using the Bridge Health Index (BHI), which uses data gathered during detailed bridge inspections. Each major structural bridge component, such as the deck, super-structure, and sub-structure are evaluated and assigned a score based on the health of each element. The BHI is an average of scores for all elements in a bridge. Safety is a priority and given additional weight in the index.

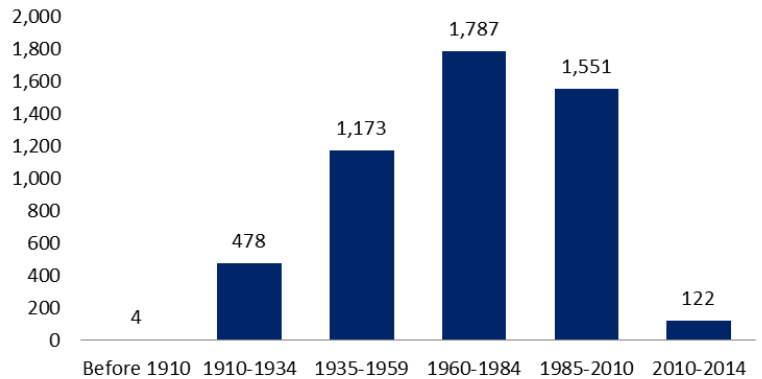
Quick Facts – The State System

An Aging System 44% of state bridges are over 50 years old

Average Bridge Age 48 years

How Often Each Bridge Is Inspected 2 years (minimum)

Number of Bridges by Age



System Impact The number and age of the bridges in Kansas necessitates a steady program of preventative maintenance, rehabilitation, and replacement.

Quick Facts – The Local System

Number of
City/County
Owned Bridges

19,477

KDOT's bridge condition performance measures only reflect those bridges on the state system. However, Kansas has thousands of bridges not maintained by KDOT that are maintained by local governments.

Number of
Deficient Local
Bridges

2,220 (11.4%)

A bridge rated as "structurally deficient" denotes that a condition has been observed which leads to consideration for rehabilitation or replacement. This does not mean that a bridge is unsafe. Unsafe bridges are closed.

Average Cost to
Replace a Bridge

\$700,000

The current level of federal funding is only enough to replace approximately 40 local bridges per year

Comparing to the National Average

Percent of
Structurally
Deficient Bridges

State
System



1.0%

Locally
Owned



11.4%

National
Average



10.0%

Bridge Funding

Bridge
Preservation

	FY11	FY12	FY13	FY14	FY15	FY16
Funding	\$49M	\$56M	\$42M	\$90M	\$28M	\$12.6M*

These are set-aside funds dedicated to the bridge preservation program, and do not include expansion projects such as the Amelia Earhart bridge or the Gateway Project. Note that FY2014 funding is a projection. Annual variations in the set-aside amount are a result of schedule changes or savings at letting. *FY16 funding is a projected number and has not all been programmed as of 9/2015.

For More Info

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