

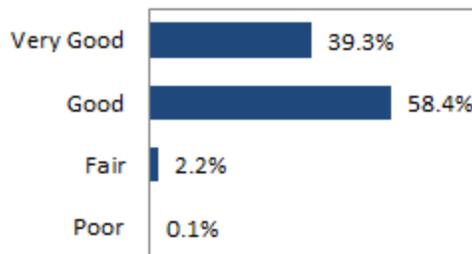
Current Performance

What We Measure The percentage of pavement in good or very good condition

2015
Performance

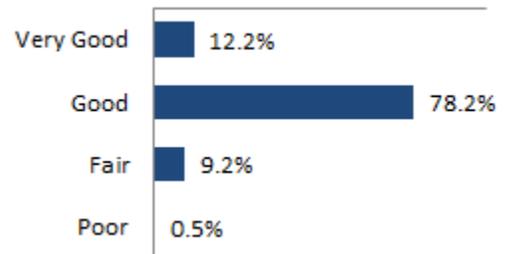
Interstates
97.7%

Minimum Performance
Threshold: 85%



Non-Interstates
90.3%

Minimum Performance
Threshold: 80%



Methodology

How We Measure Pavement condition is a combined score based on three factors:

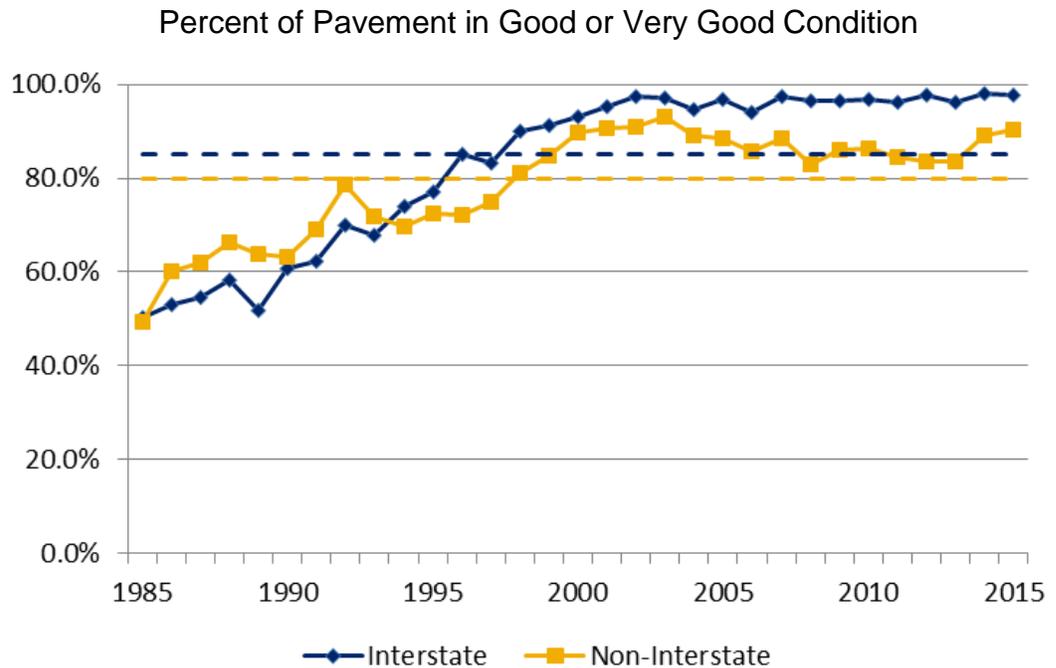
- Roughness (measured as International Roughness Index, or IRI)
- Joint distress in concrete or transverse cracking in asphalt
- Faulting in concrete or rutting in asphalt

Why Not Just Consider Roughness? Calculating smoothness provides a good indication of the pavement's surface quality, but it does not provide any indication of the underlying structural health and therefore doesn't tell the whole story. For example, a road with severe rutting along the wheel paths could still have a very smooth ride. This is why KDOT's performance measures attempt to capture the overall health of the pavement, not just the smoothness. An improvement in non-interstate health from 2013-2014 is largely the result of a decrease in transverse cracking realized through a more effective, automated crack detection system.

Pavement Funding

Protecting Our Past Investment

Pavement conditions on the state highway system have steadily increased since the passage of the first comprehensive highway program in 1989. Protecting these past investments was a primary goal of the latest program, T-WORKS, which was passed in 2010.



The cost to repair or replace deteriorated pavement far exceeds the cost to maintain pavement that is already in good condition, so maintaining our pavement at levels above our minimum performance threshold requires a pavement management strategy that accounts for life-cycle costs and doesn't just address the "Worst First."

Quick Facts

Roadway
Miles*

9,503
837

Miles on the state highway system

Miles of city connecting links

*Centerline miles; turnpike miles are not included

More Info www.ksdot.org/matreslab/pmis/2010/CSR2010_SW.pdf

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