Pavement & Bridge

Performance Measure 14:
Percentage of NHS Bridges by Deck Area Classified as **Good** Condition

This measure is based on deck area. Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. The MPO set our own countywide targets. Data is shown by jurisdiction, but the total Douglas County number is our official measure and target.

<table>
<thead>
<tr>
<th>Year</th>
<th>KDOT</th>
<th>KTA</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>85%</td>
<td>99%</td>
<td>92%</td>
</tr>
<tr>
<td>2019</td>
<td>81%</td>
<td>99%</td>
<td>91%</td>
</tr>
<tr>
<td>2020</td>
<td>86%</td>
<td>99%</td>
<td>92%</td>
</tr>
<tr>
<td>2021</td>
<td>85%</td>
<td>99%</td>
<td>92%</td>
</tr>
<tr>
<td>2022</td>
<td>85%</td>
<td>99%</td>
<td>92%</td>
</tr>
</tbody>
</table>

Source: Kansas Department of Transportation
Anticipated Update: 2028
Target Set by MPO Policy Board: March, 2023
## Pavement & Bridge

### Performance Measure 14:
Percentage of NHS Bridges by Deck Area Classified as **Poor** Condition

This measure is based on deck area. Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. The MPO set our own countywide targets. Data is shown by jurisdiction, but the total Douglas County number is our official measure and target.

<table>
<thead>
<tr>
<th></th>
<th>KDOT</th>
<th>KTA</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>2019</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>2020</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>2021</td>
<td>3%</td>
<td>0%</td>
<td>1%</td>
</tr>
<tr>
<td>2022</td>
<td>3%</td>
<td>0%</td>
<td>1%</td>
</tr>
</tbody>
</table>

Source: Kansas Department of Transportation
Anticipated Update: 2028
Target Set by MPO Policy Board: March, 2023

2027 Target 0.0%
Pavement & Bridge

Performance Measure 15: Percentage of Non-NHS Bridges by Deck Area Classified as Good Condition

This measure is based on deck area. Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert.

<table>
<thead>
<tr>
<th>State Highway System</th>
<th>Lawrence /Eudora</th>
<th>County</th>
<th>KTA</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>96%</td>
<td>66%</td>
<td>80%</td>
<td>100%</td>
</tr>
<tr>
<td>2019</td>
<td>94%</td>
<td>69%</td>
<td>66%</td>
<td>100%</td>
</tr>
<tr>
<td>2020</td>
<td>93%</td>
<td>69%</td>
<td>72%</td>
<td>100%</td>
</tr>
<tr>
<td>2021</td>
<td>93%</td>
<td>72%</td>
<td>73%</td>
<td>100%</td>
</tr>
<tr>
<td>2022</td>
<td>93%</td>
<td>72%</td>
<td>72%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Kansas Department of Transportation
Anticipated Update: 2028
Target Set by MPO Policy Board: N/A

Operations & Maintenance

Appendix E | System Performance Report
Performance Measure 15:
Percentage of Non-NHS Bridges by Deck Area Classified as Poor Condition

This measure is based on deck area. Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert.

<table>
<thead>
<tr>
<th>State Highway System</th>
<th>Lawrence / Eudora</th>
<th>County</th>
<th>KTA</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>2019</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>2020</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>2021</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>2022</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>

Source: Kansas Department of Transportation
Anticipated Update: 2028
Target Set by MPO Policy Board: N/A
Pavement & Bridge

Performance Measure 18:
Percentage of Pavements of the Interstate System in **Good** Condition

This measure categorizes pavement as Good and Poor. Good condition suggests no major investment is needed, while poor condition suggests major reconstruction investment is needed. Pavement condition is evaluated by measuring International Roughness Index (IRI), Present Serviceability Index (PSR), Cracking Percent, Rutting, and Faulting (uneven slabs of concrete).

![Graph showing percentage of good condition pavements from 2016 to 2027]

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Good Condition</td>
<td>76.4%</td>
<td>96.0%</td>
<td>96.8%</td>
<td>46.1%</td>
<td>93.9%</td>
<td>94.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2027 Target</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>95.0%</td>
</tr>
</tbody>
</table>

**Source:** Kansas Department of Transportation

**Anticipated Update:** 2028

**Target Set by MPO Policy Board:** March, 2023

**2027 Target**

95%
Pavement & Bridge

Performance Measure 18:
Percentage of Pavements of the Interstate System in Poor Condition

This measure categorizes pavement as Good and Poor. Poor condition suggests major reconstruction investment is needed, while good condition suggests no major investment is needed. Pavement condition is evaluated by measuring International Roughness Index (IRI), Present Serviceability Index (PSR), Cracking Percent, Rutting, and Faulting (uneven slabs of concrete).

Source: Kansas Department of Transportation
Anticipated Update: 2028
Target Set by MPO Policy Board: March, 2023

2027 Target 0.0%
Pavement & Bridge

Performance Measure 19:
Percentage of Pavements of the Non-Interstate NHS in **Good** Condition

Pavement condition is evaluated by measuring International Roughness Index (IRI), Present Serviceability Index (PSR), Cracking Percent, Rutting, and Faulting (uneven slabs of concrete). Good condition suggests no major investment is needed, while poor condition suggests major reconstruction investment is needed.


Source: Kansas Department of Transportation

Anticipated Update: 2028

Target Set by MPO Policy Board: **March, 2023**

2027 Target: **65%**
Pavement & Bridge

Performance Measure 19: Percentage of Pavements of the Non-Interstate NHS in Poor Condition

Pavement condition is evaluated by measuring International Roughness Index (IRI), Present Serviceability Index (PSR), Cracking Percent, Rutting, and Faulting (uneven slabs of concrete). Good condition suggests no major investment is needed, while poor condition suggests major reconstruction investment is needed.


Source: Kansas Department of Transportation
Anticipated Update: 2028
Target Set by MPO Policy Board: March, 2023

2027 Target
4%
Pavement & Bridge

Performance Measure 20:
% of Pavement of Non-NHS Major Roads (Collector and Above) in **Good** Condition

Good condition suggests no major investment is needed, while poor condition suggests major reconstruction investment is needed. The National Highway System (NHS) consists of roadways important to the Nation’s economy, defense, and mobility. The NHS includes Interstates, Other Freeway & Expressways, and Other Principal Arterials.

The City of Lawrence plans to collect PCI data every 3-4 years and 2020 is the most recent data. Data prior to 2020 is not shown because Lawrence instituted a new way of collecting and evaluating pavement condition in 2020, making earlier data not comparable.

Source: City of Lawrence, Eudora, & Douglas County
Anticipated Update: 2024
Target Set by MPO Policy Board: N/A

Operations & Maintenance
Pavement & Bridge

Performance Measure 20:
% of Pavement of Non-NHS Major Roads (Collector and Above) in Poor Condition

Good condition suggests no major investment is needed, while poor condition suggests major reconstruction investment is needed. The National Highway System (NHS) consists of roadways important to the Nation’s economy, defense, and mobility. The NHS includes Interstates, Other Freeway & Expressways, and Other Principal Arterials.

The City of Lawrence plans to collect PCI data every 3-4 years and 2020 is the most recent data. Data prior to 2020 is not shown because Lawrence instituted a new way of collecting and evaluating pavement condition in 2020, making earlier data not comparable.

Source: City of Lawrence, Eudora, & Douglas County
Anticipated Update: Yearly
Target Set by MPO Policy Board: N/A