

2017 INTERSTATE AND PARKWAY PAVEMENT CONDITION REPORT

Kentucky's Interstate and Parkway system provides a vital link for connecting goods to markets across the country and bringing people together from our nation's communities. Currently, the Kentucky Transportation Cabinet (KYTC) maintains 4,178 lane miles of Interstate pavement and 2,160 lane miles of Parkway pavement.

The Operations and Pavement Management Branch conducts annual surveys of pavement condition. The annual condition survey quantifies distress and determines when a pavement is due for preventive maintenance, resurfacing, or rehabilitation. This report combines distress data with project spending to express pavement condition as performance measures.

Investment and Pavement

Sustainability

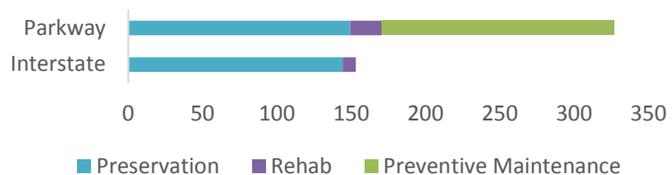
In 2016, the KYTC awarded Interstate projects totaling \$48 million and Parkway projects totaling \$45 million. The spending will treat 153 lane miles of Interstate pavement and 327 lane miles of Parkway pavement.

Last year, nearly 50% of the Parkway system was on the three year needs list. Left unaddressed, the steady decline of the Parkway system could create an enormous investment and maintenance burden for the Commonwealth. The KYTC recognized the impending needs of the Parkway system and used a limited window of opportunity to apply lower cost preventive maintenance treatments to a high volume of lane miles in fair condition. Utilizing this strategy, 12% of the overall Parkway budget will provide treatments to nearly 50% of the Parkway lane miles awarded in 2016.

2016 INPK Investments



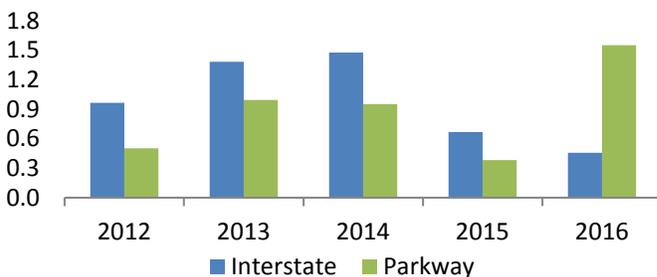
2016 INPK Lane Miles Awarded for Treatment



While the overall investment in the Interstate grew slightly from \$42 million in 2015, almost 50% of the 2016 Interstate investments went to rehabilitative work. Rehabilitative or structural treatments treat smaller amounts of lane miles for higher costs. These treatments are necessary for strategic goals and safety however; the continued decrease of funding will lead to a decline in the Interstate system condition.

Pavement Sustainability Ratio

Needs to equal 1.0 to maintain current system conditions



The KYTC must seek a balance between pavement preservation (including thin asphalt overlays and concrete diamond grinding), rehabilitation, and preventive maintenance to effectively maintain these vital systems.

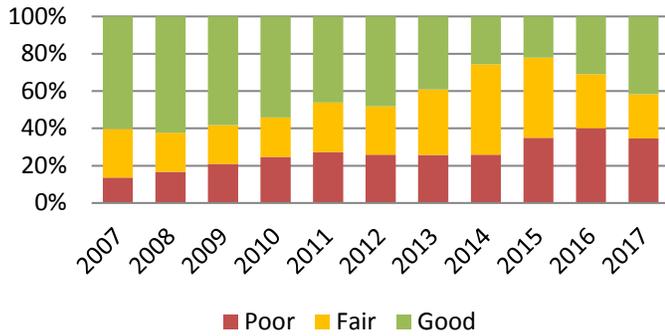
Pavement Condition

KYTC utilizes a sliding scale that holds high-traffic roadways to a higher standard of performance, rating the roadways as **good**, **fair** or **poor** depending upon the overall level of distress and the total traffic volume. A good pavement is smooth with few defects while a rough ride and moderate to severe distresses characterize a poor condition pavement.

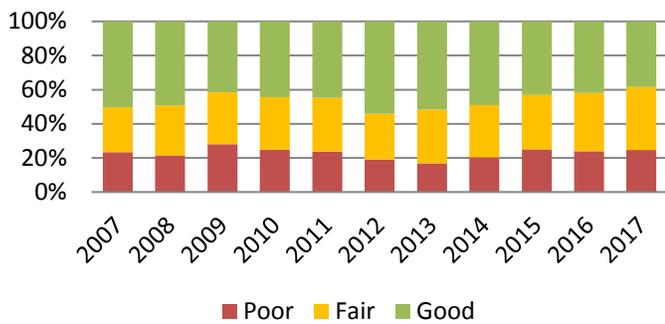
Recent investments in the Parkways have succeeded in improving the system condition. The preventive maintenance projects awarded in 2016 and spring of 2017 will continue this trend.

Multiple years of strong investments on the Interstate system created a near steady state of conditions. The lower volume of Interstate projects awarded in 2015 have created a slight decline in system condition which is predicted to continue with reduced funding.

Parkway Condition Rating



Interstate Condition Rating



Preservation Liability

Preservation liability is an estimate of the accumulated cost to fund the backlog of deferred pavement work.

Currently 1,710 lane miles of Interstate and Parkway pavement are identified as an immediate need. These projects total around \$475 million.

Projecting the most current funding level of \$93 million forward, the liability for Interstates and Parkways is expected to near \$700 million by 2021.

Interstate and Parkway Deferred Liability

Dollars are in millions.

