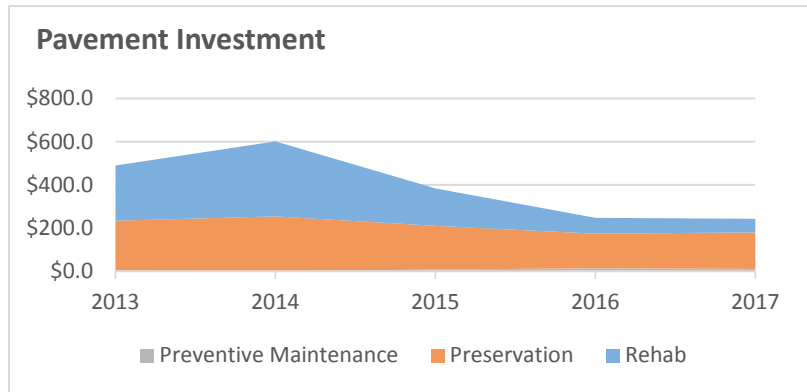


2017 STATEWIDE PAVEMENT CONDITION REPORT

The Kentucky Transportation Cabinet (KYTC) maintains 63,641 lane miles of pavement. **This report summarizes investment and performance for all pavement systems with the exception of the rural secondary system.** The rural secondary system consists of 25,540 lane miles of pavement that are managed separately. The pavement network managed by KYTC is worth an estimated \$60 billion. The network is essential for the economic wellbeing and safety of Kentucky.

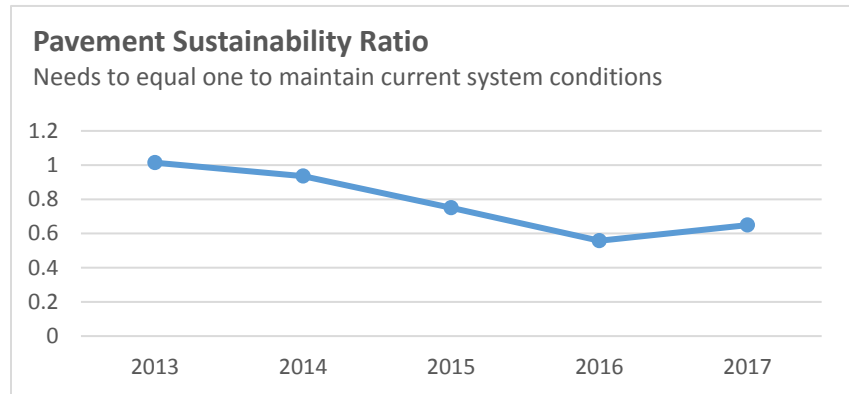
Investment

The KYTC maintained 2016 funding levels for all pavements in 2017. **In 2017, the Cabinet spent \$243 million to provide treatments for roughly 2,400 lane miles of the system.** This level of investment requires network pavements to last 16 years on average between treatments.

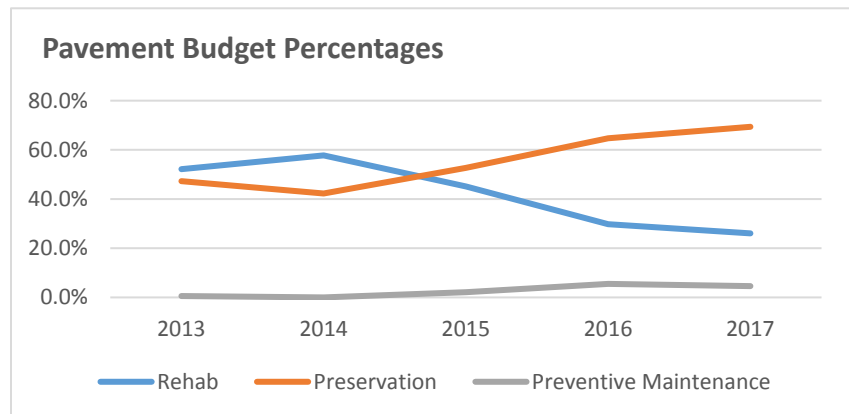


Pavement Sustainability Ratio

The result of the current investment proportions is a slight increase in the pavement sustainability ratio despite the constrained budget. **The shift in focus away from large-scale rehab projects and towards preservation of the existing system allows KYTC to slow the negative impact of reduced spending on the pavement network.**



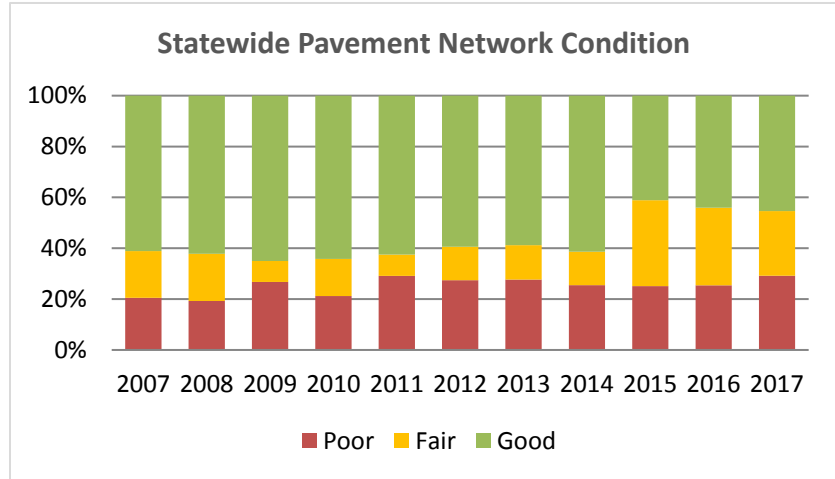
In 2017, 70% of the budget was spent on pavement preservation including traditional resurfacing and repair and diamond grinding of PCC pavements, 25% went to rehabilitative treatments, capacity or safety improvements, and 5% was used for lower cost preventive maintenance treatments meant to preserve existing conditions.



Pavement Condition

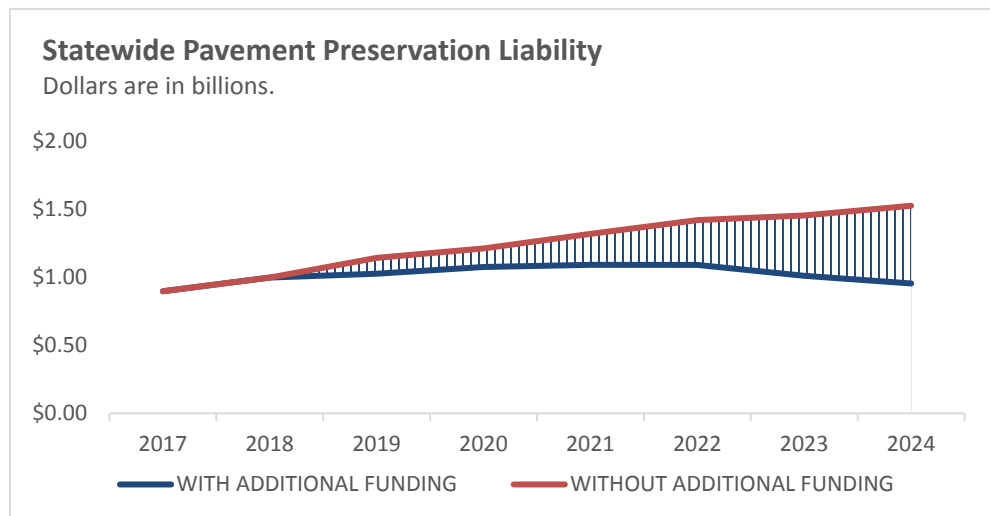
KYTC utilizes a sliding scale that holds high-traffic roadways to a higher standard of performance, rating the roadways as **good**, **fair** or **poor** depending upon the overall level of distress and the total traffic volume. A good pavement is smooth with few defects while a poor condition pavement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

In 2015 the Pavement Management Branch implemented methodology to more accurately assess the break between fair and good pavements based on improved data sources. As a result the percentage of fair pavement is increased beginning in 2015. **The investments in 2013 and 2014 created a slight improvement on the pavement network in 2016. The recent pavement project reductions are starting to reverse the condition improvements.**



Preservation Liability

The 2018 recommended highway plan includes additional investment to repair pavements motorists and businesses depend on across the Commonwealth. The plan increases funding to address pavement needs from \$175 annually to \$324 million annually.



If approved, the asset management focus of the recommended highway plan will decrease the pavement liability for the Commonwealth. Without the additional requested funding, projections indicate the statewide pavement network liability will rapidly increase beyond \$1 billion. Assuming a sustained current budget level spent in similar proportions, an unfavorable trend of deterioration will continue. Pavement will be more costly to rehabilitate in the future and overall conditions will be difficult to improve through resurfacing alone.