

2018 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.

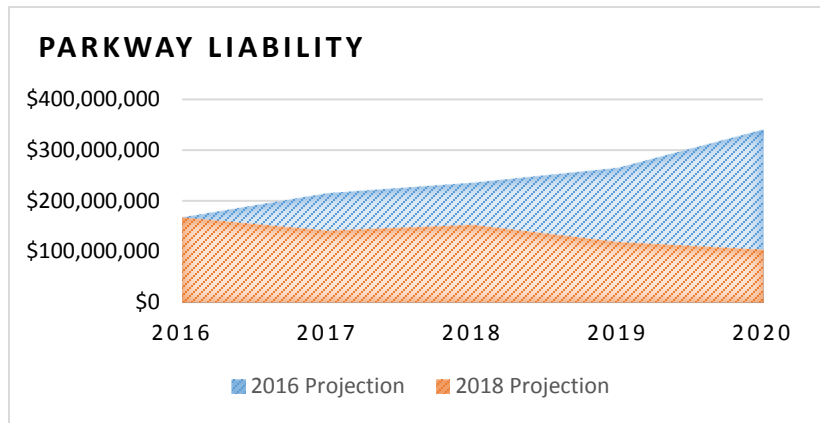
The Operations and Pavement Management Branch conducts annual surveys of pavement condition. The annual condition survey quantifies distress and determines when a pavement is due for preventive maintenance, resurfacing, or rehabilitation. This report combines distress data with project spending to express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

Preservation Liability

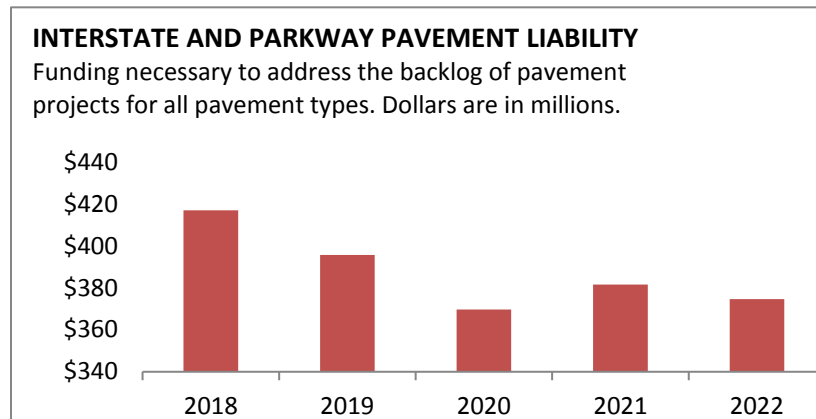
Preservation liability is an estimate of the accumulated cost to fund the backlog of deferred pavement work.

Currently 2,084 lane miles of Interstate and Parkway pavement are identified as an immediate need. These projects total around \$420 million.

Beginning in 2016, the KYTC implemented a strategy of utilizing lower cost preventive maintenance treatments (asphalt thinlays and microsurface) to maintain system conditions on Parkways. Since that time, \$12 million has improved over 380 lane miles of pavements. These investments have decreased the 2020 projected Parkway liability by over \$230 million.



The 2018 enacted highway plan includes additional funding to repair pavements vital to the economy, residents, and travelers of Kentucky. The asset management focus of the highway plan, along with the targeted use of preventive maintenance, is projected to decrease the Interstate and Parkway pavement liability for the Commonwealth.



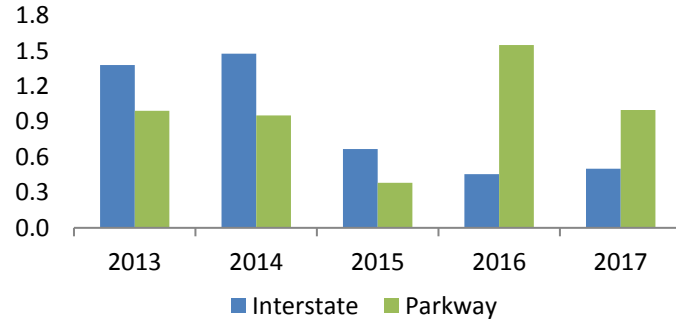
Investment and Pavement Sustainability

In 2017, the KYTC awarded Interstate projects totaling \$38 million and Parkway projects totaling \$54 million. The spending treated 185 lane miles of Interstate pavement and 192 lane miles of Parkway pavement.

The overall Interstate investments decreased from \$48 million in 2016. The potential negative condition impact of reduced expenditures has been minimized due to an increased focus on network preservation. Preservation projects were 100% of the 2017 Interstate expenditures.

PAVEMENT SUSTAINABILITY RATIO

Measures how well pavement restoration keeps up with annual wear



The Parkways continue to benefit from a systematic use of low cost preventive maintenance treatments. These treatments successfully maintain conditions at a lower cost and free funding for pavements that require more costly interventions. In 2017, 14% of the Parkway budget went to preservation and preventive maintenance treatments and almost 86% of the budget went to replacing concrete pavement on the Edward Breathitt Parkway.

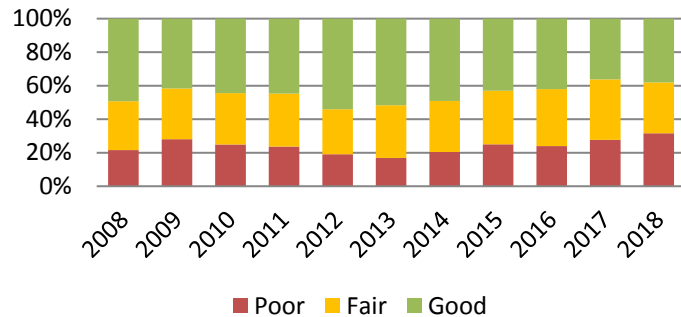
Pavement Condition

The 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 continued use of preventive maintenance projects should maintain this trend.

Recent reductions in Interstate investments have created a slight decline. The increased focus on preservation and the inclusion of asset management projects in the enacted highway plan is expected to improve conditions.

Interstate Condition Rating



Parkway Condition Rating

