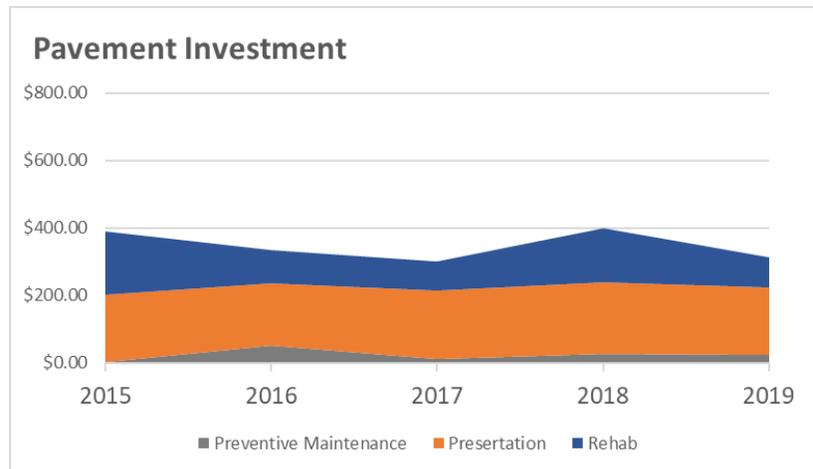


2019 STATEWIDE PAVEMENT CONDITION REPORT

The Kentucky Transportation Cabinet (KYTC) maintains 63,845 lane miles of pavement. The pavement network managed by KYTC is worth an estimated \$45 billion. The network is essential for the economic wellbeing and safety of Kentucky. **This report summarizes investment and performance for all pavement systems with the exception of the rural secondary system.** The rural secondary system consists of 25,655 lane miles of pavement that are managed separately.

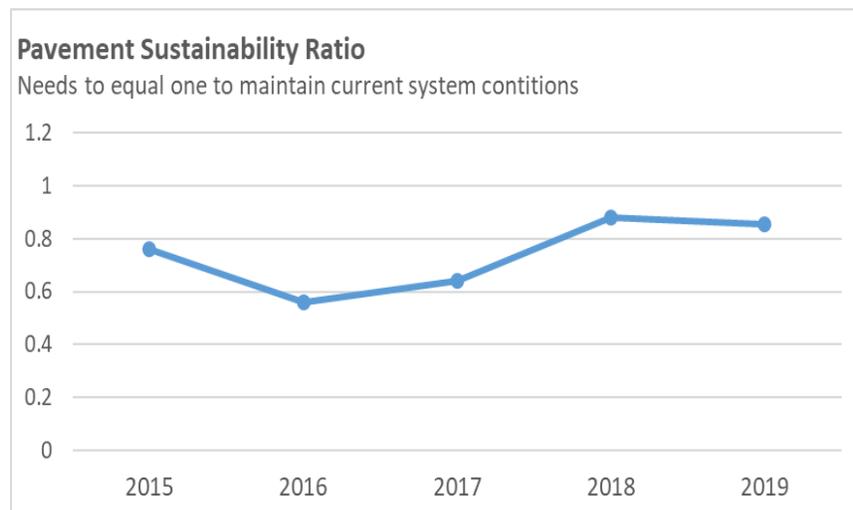
Investment

The KYTC decreased funding levels for all pavements in 2019. **In 2019, the Cabinet spent \$313 million to provide treatments for roughly 3,053 lane miles of the system.** This level of investment requires network pavements to last 12.5 years on average between treatments.



Pavement Sustainability Ratio

A sustained focus on preservation in 2019 resulted in only a slight decrease in the pavement sustainability ratio (PSR) despite a decrease in funding.



In 2019, 64% of the budget was spent on pavement preservation including traditional resurfacing and repair and diamond grinding of PCC pavements, 28% went to rehabilitative treatments, and 7% was used for lower cost preventive maintenance treatments meant to preserve existing conditions.

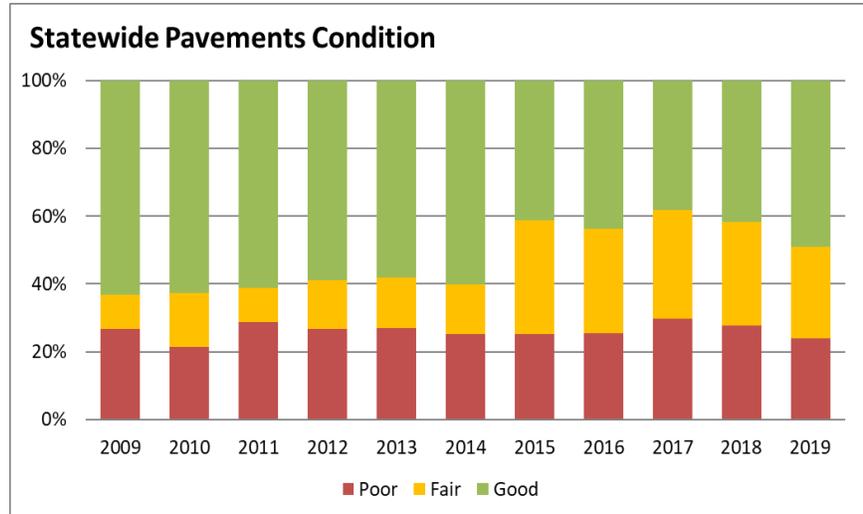
In addition, KYTC spent \$355 million on widening, new construction, and safety improvements.

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.

The sustained focus on

preservation funding in the past year led to decrease in poor pavement and increase in good pavements. Maintaining this level of funding is required to continue to see pavement network improvements.



Preservation Liability

Without increased preservation budget, the pavement liability will increase to 1.25 billion by 2023.

Though increased spending in 2019 decreased the current pavement liability from 1 billion to 875 million, projected spending shows a steady increase in pavement liability over the next four years.

Continued focus on low cost preservation treatments will be needed to combat this budget deficit.

