



Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Paul E. Patton
Governor

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Deputy Secretary

February 6, 1998

**TO: Recipients of the Kentucky Transportation Cabinet's Recommended
FY 1999-2004 Six Year Highway Plan**

This booklet represents the Fiscal Year 1999-2004 Six Year Highway Plan recommended for consideration by the General Assembly during the 1998 Regular Legislative Session. In conformance with KRS 176.420, the information provided herein is presented as a supplement to the Executive Branch Budget submitted to the legislature on January 20, 1998.

The Recommended FY 1999-2004 Six Year Plan matches anticipated annual funding against estimated project costs. The \$4.6 billion in highway improvements recommended by this plan are in addition to the \$1.6 billion the Transportation Cabinet expects to spend over the same six year period for routine maintenance of the existing state road system. As shown in Figure 1, both federal and state Six Year Plan revenue sources have been considered and projections made based on the most reliable financial information available. The relative proportions of federal and state highway funds made available to KTC for major highway projects are displayed in Figures 2 and 3. These charts show that state funds comprise almost one-half of the total dollars expected to be made available for major highway improvements in Kentucky between 1999 and the Year 2004.

The Recommended FY 1999-2004 Six Year Highway Plan contains over 1,300 major projects across the Commonwealth. In addition to the individual project listing by county, the following pages include a set of maps that illustrate the locations of many of the major highway improvements in both rural and metropolitan areas. The maps further illustrate the highway system involved by segregating projects into two primary categories, "system preservation" and "access and mobility." The maps are not sufficiently detailed to precisely locate every project but do indicate the extensiveness and relative statewide distribution of Six Year Plan project activity.

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To show how the Six Year Plan fits into the Cabinet's longer-range Statewide Transportation Plan, the "access and mobility" maps also reflect the major long-range plan projects which the Cabinet intends to pursue beyond the Year 2004. The long-range plan is updated periodically and, like the Six Year Plan, is geared to stay within forecasted funding limitations. We believe that it is important to acknowledge that the long-range plan constitutes the principal source for new projects that are added to the biennial updates of the Six Year Plan.

Consistent with past trends and current forecasts, the 1998 edition of the Six Year Plan is being developed with the expectation that future federal and state revenues will grow. Federal fund revenues are very difficult to predict at this time due to the status of federal transportation reauthorization legislation being considered by Congress. For the purposes of the Recommended Plan, federal fund revenue estimates were based on the return to Kentucky under the short-term federal highway program continuation legislation enacted by Congress in November 1997. State Road Fund receipts are also expected to show marginal growth and are further boosted by the infusion of \$400 million in supplemental revenue bonds from 1999 through 2002. These additional bond monies are primarily used to keep 1996 Six Year Plan projects on schedule and to accelerate other necessary highway improvements.

It is very important to acknowledge that Governor Patton has challenged the Transportation Cabinet to improve Six Year Plan project delivery systems to better meet targeted costs and schedules. Over the years ahead, it is the intent of the Cabinet to place maximum emphasis on schedule monitoring and cost containment. As we look at delivery performance on 1996 Six Year Plan schedules, we must note several project phases that are currently scheduled for FY 1998 but will likely slip into FY 1999 (These projects will become top priorities for the new biennium). Project phases that may not make targeted starting dates are as follows:

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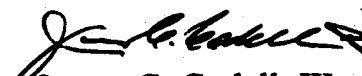
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County	Item Number	Phase	Current Schedule	Probable Schedule
Bath	9-121.30	R/W, Utilities	1998	1999
Bath	9-121.40	R/W, Utilities	1998	1999
Boyd	9-158.00	Construction	1998	1999
Edmonson	3-139.00	Construction	1998	1999
Fayette	7-234.01	Construction	1998	1999
Hardin	4-286.00	Construction	1998	1999
Hickman	1-178.00	Construction	1998	1999
Mason	9-279.00	Construction	1998	1999
Pike	12-254.00	Construction	1998	1999
Rowan	9-160.00	Construction	1998	1999

Certainly, reductions in state fund appropriations or significant shortfalls in federal transportation program funding will result in a corresponding reduction in KYTC's ability to deliver all Six Year Plan projects on schedule. Governor Patton has worked to ensure that the Recommended 1999-2004 Six Year Plan is fiscally responsible and that a good faith effort has been made to adhere to the commitments made in the 1996 Enacted Plan. We remain confident that this document constitutes a reasonable and prudent course for short-range highway system improvements throughout the Commonwealth.

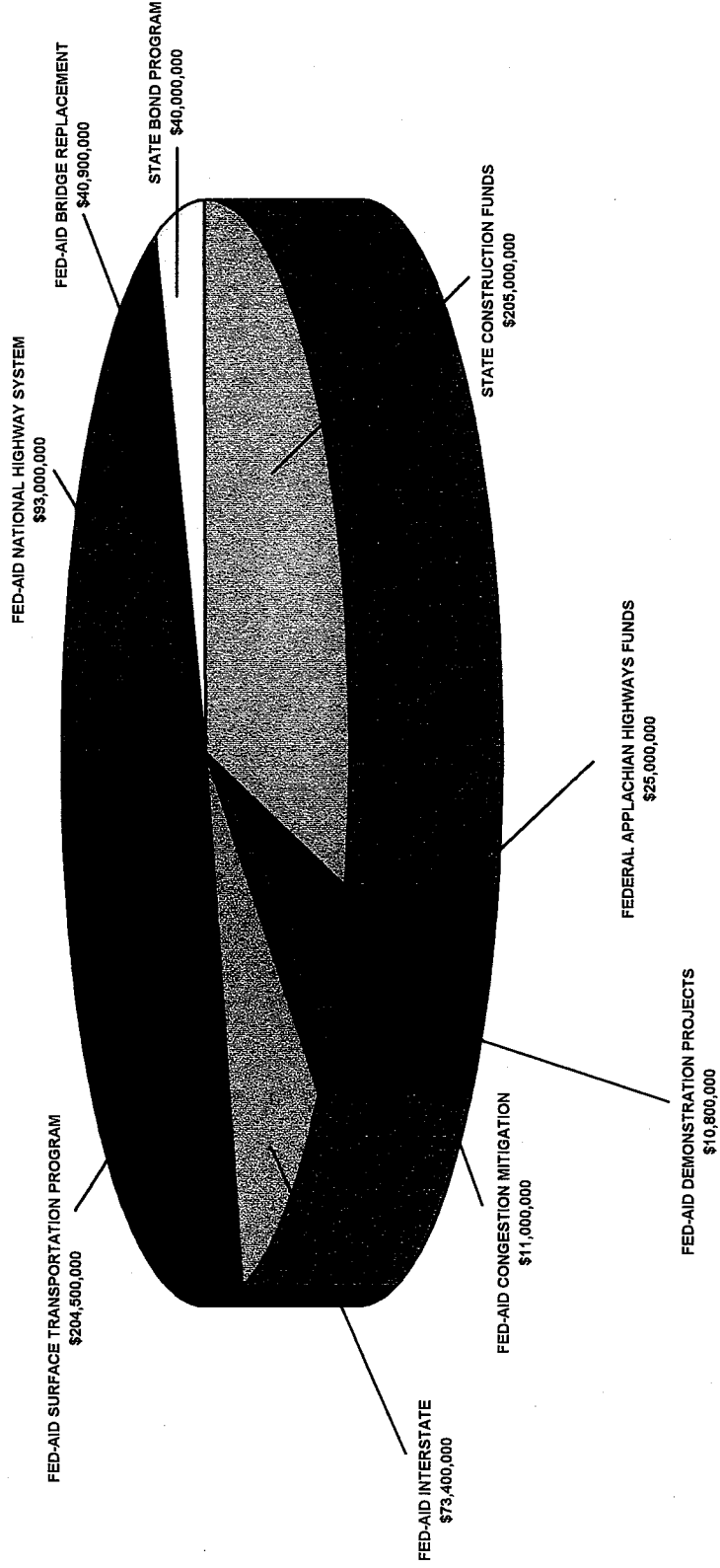
Sincerely,


James C. Codell, III
Secretary

JCC:JM:MWH:DCC

ESTIMATED FY 1998 FEDERAL-AID AND STATE HIGHWAY CONSTRUCTION PROGRAM FUNDING LEVELS

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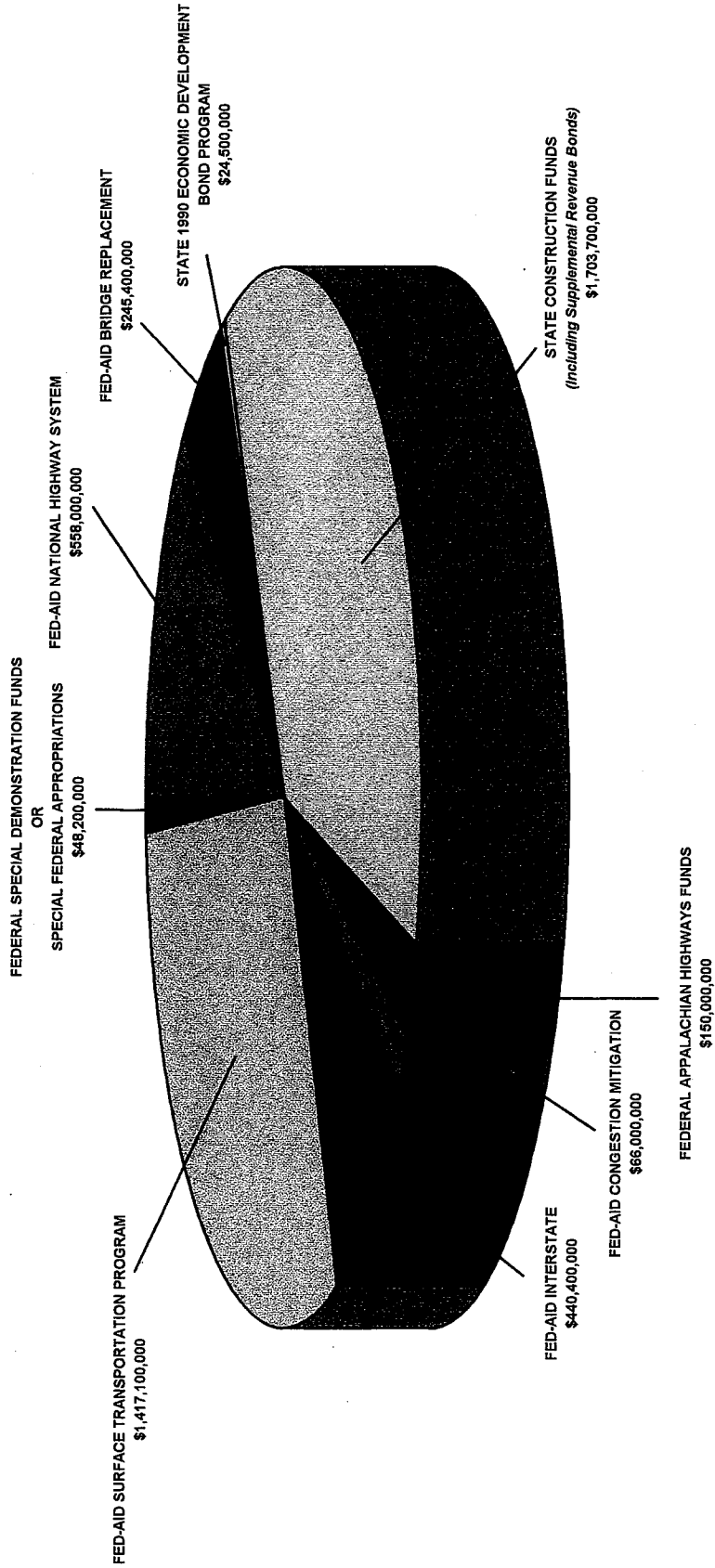
TOTAL ESTIMATED FY 1998 PROGRAM= \$703.6 MILLION

NOTE: FEDERAL-AID FUNDING LEVELS INCLUDE STATE MATCHING FUND COMPONENT

*The 1998 federal funding levels are still being debated by Congress and may not be resolved until late 1997, if then. The amounts shown are only estimates.

FIGURE 1

ESTIMATED FY 1999-FY 2004 TOTAL FEDERAL-AID AND STATE SIX YEAR HIGHWAY CONSTRUCTION PROGRAM ANTICIPATED FUNDING LEVELS

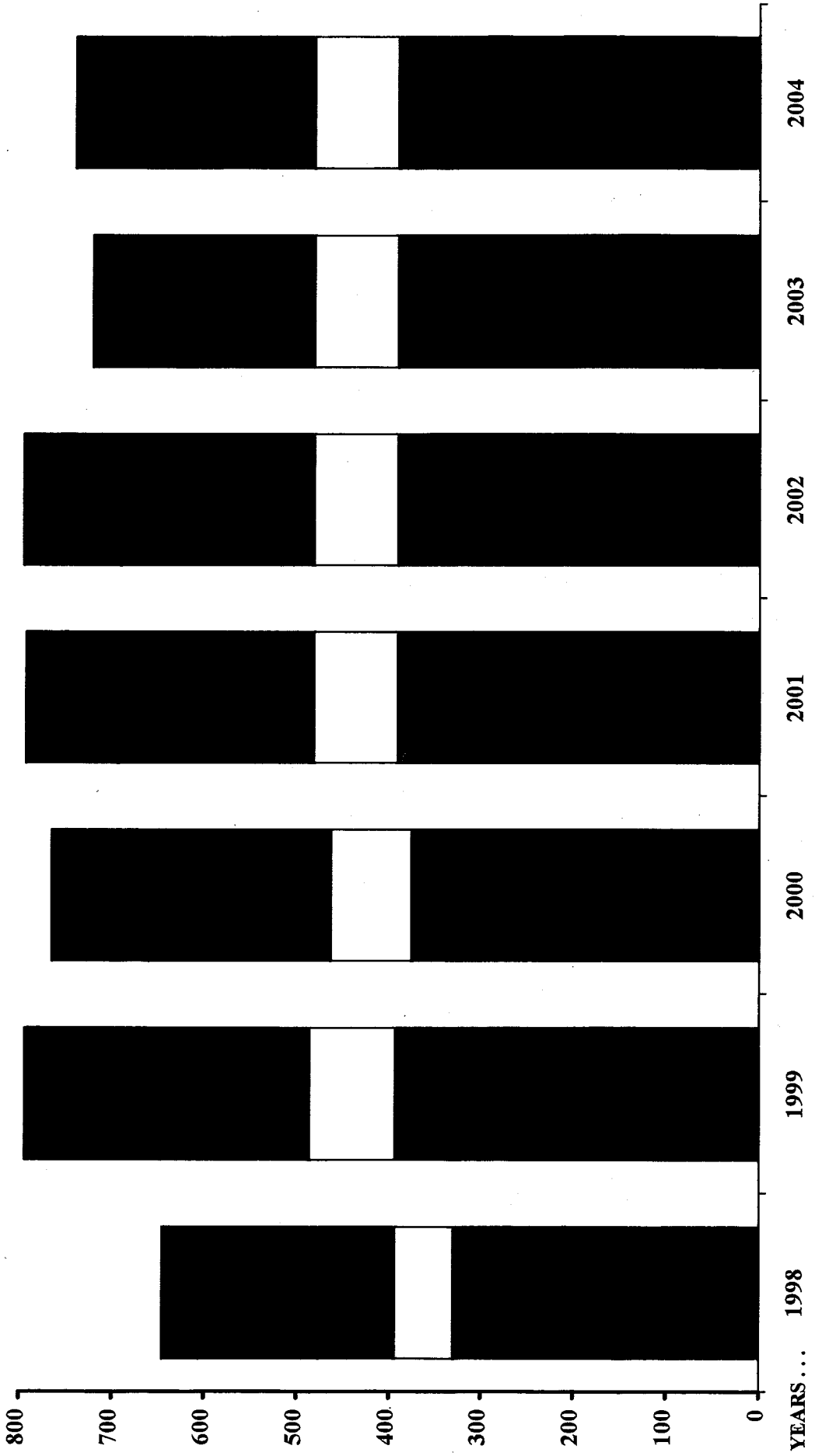


TOTAL ESTIMATED 1999-2004 SIX YEAR PROGRAM= \$4.653 BILLION
NOTE: FEDERAL-AID FUNDING LEVELS INCLUDE STATE MATCHING FUND COMPONENT

FIGURE 2

**FEDERAL AND STATE HIGHWAY SIX YEAR PLAN
 FUNDING LEVELS
 FROM 1998 THRU 2004
 (AS ESTIMATED BY THE KENTUCKY TRANSPORTATION CABINET)**

in millions



■ FEDERAL □ STATE MATCH ■ STATE CONST. ■ STATE BONDS