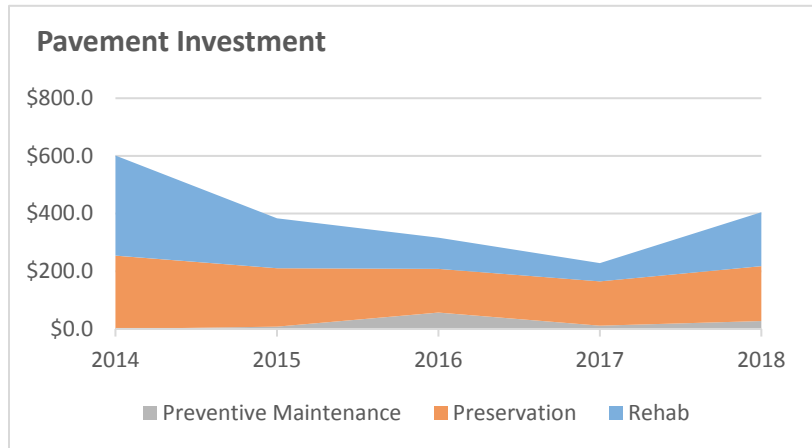


2018 STATEWIDE PAVEMENT CONDITION REPORT

The Kentucky Transportation Cabinet (KYTC) maintains 63,641 lane miles of pavement. The pavement network managed by KYTC is worth an estimated \$60 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 25,540 lane miles of pavement that are managed separately.

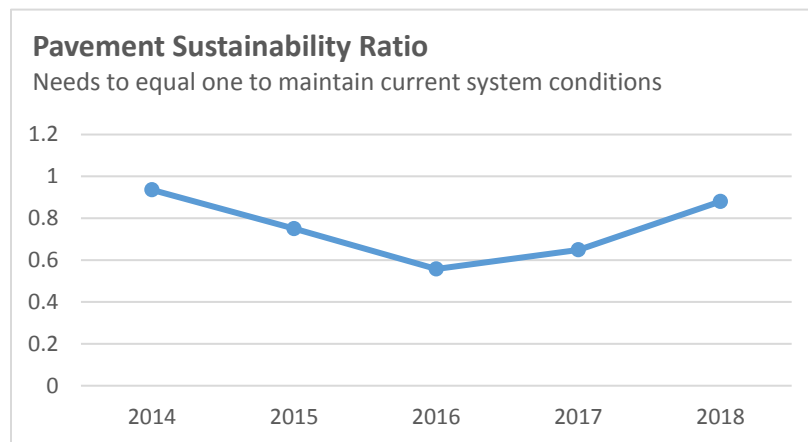
Investment

The KYTC increased funding levels for all pavements in 2018. **In 2018, the Cabinet spent \$400 million to provide treatments for roughly 3,400 lane miles of the system.** This level of investment requires network pavements to last 11 years on average between treatments.



Pavement Sustainability Ratio

Increased funding paired with a sustained focus on preservation resulted in an increase in the pavement sustainability ratio (PSR).

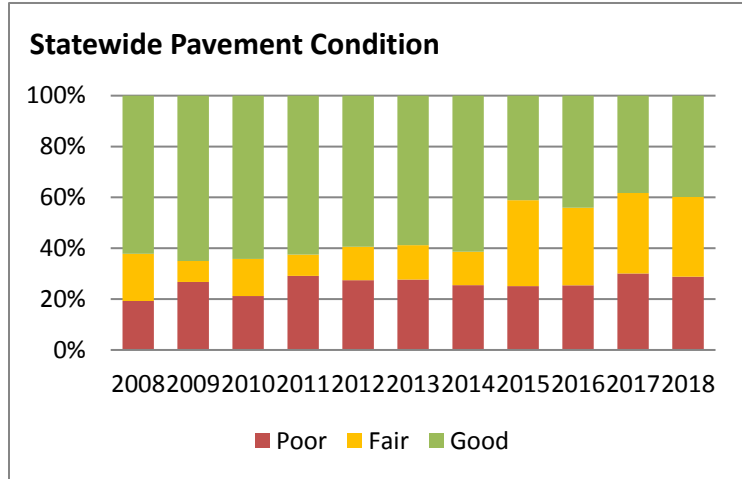


In 2018, 47% of the budget was spent on pavement preservation including traditional resurfacing and repair and diamond grinding of PCC pavements, 46% went to rehabilitative treatments, capacity or safety improvements, and 7% was used for lower cost preventive maintenance treatments meant to preserve 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.

Current investment levels and strategies will sustain the existing conditions for the overall statewide pavements. Improving the statewide pavement conditions requires increased funding focused on the MP network.



Preservation Liability

The asset management focus of the enacted highway plan will sustain the pavement liability around \$1 billion for the Commonwealth.

Previous projections, before the introduction of the enacted highway plan, indicated the statewide pavement network liability would rapidly increase beyond \$1 billion based on historical spending scenarios that were focused largely on expensive rehabilitative projects.

