KYTC MAINTENANCE NEEDS

Budget Review Subcommittee
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Tracy Nowaczyk, P.E. – Assistant State Highway Engineer
KYTC owns and maintains the 7th largest bridge network and the 8th largest pavement network in the country. These assets are valued at $53 Billion.
$2 Billion needed to improve “poor” roads and bridges

Near 30% Poor Condition
8,844 Lane Miles in Poor Condition
$1B to Improve all Poor Condition Pavement Today

14% Older than National Average
534 Bridges in Poor Condition
$1B to Improve all Poor Condition Structures Today
The weather events of early 2021 spent down 20% of the Maintenance operating budget.

Ice Storm (2/8-2/19)  
$24M Response

Flooding (2/27-3/14)  
$7M Response
TAKING CARE OF KENTUCKY’S HIGHWAY NETWORK

Road and bridge upkeep is a data driven process

MOBILITY + RISK + CONDITION = PRIORITY
STRETCHING THE AVAILABLE DOLLARS

Through better management processes, KYTC reduced overall pavement needs by $500 million within 4 years.
HOW MUCH MONEY IS NEEDED TO MAINTAIN KENTUCKY’S STATE OWNED ROADS AND BRIDGES?

Maintain Current Conditions
$500M Annually

Improve Conditions
$750M Annually
The Maintenance operating budget has been reduced 52% within a decade when inflation is accounted for.
THE IMPORTANCE OF ADEQUATE ROAD AND BRIDGE INVESTMENT

Without sufficient funding travelers will experience deteriorating conditions, more disruptions and increased costs

- Condition Deteriorates
  - Estimated $2B to fix bridges and pavement in poor condition

- Unscheduled Repairs Increase
  - 20+ unscheduled bridge needs in 2020

- Increased Closures and Postings
  - 300+ bridges closed or load reduced
  - 600+ road closures due to slides and flooding
Funding must address system conditions and respond to immediate needs

Simon Kenton Bridge: End cycle of post/close/repair

I-24: Address rapidly failing concrete and drainage issues
• Current unfunded needs on the state owned pavement and bridge system total an estimated $2B.
• **$500M** annually is needed to *maintain current conditions* on state owned roads and bridges.
• **$750M** annually is needed to *improve conditions* on state owned roads and bridges.
• Without sufficient funding travelers will experience deteriorating conditions, more disruptions, and increased costs.
QUESTIONS?

Tracy Nowaczyk, Assistant State Highway Engineer
tracy.nowaczyk@ky.gov
502-234-8652