

# KENTUCKY

## Current Condition of Transportation:

- 15% of KY's major roads are in poor condition<sup>1</sup>
  - ASCE grade of D<sup>2</sup>
  - Costs each Kentucky motorist \$339 a year in extra maintenance<sup>3</sup>
  - A total of 3,656 lives were lost on KY's highways from 2009 to 2013<sup>4</sup>
- Vehicle travel on KY's highways increased 40% from 1990-2013<sup>5</sup> while the state population grew by 19% in that time<sup>6</sup>
- 57% of Kentucky's major highways are congested<sup>7</sup>
  - Congestion in America costs motorists \$121b annually in wasted fuel

## Commerce:

- Each year, 68% of the \$242b in goods shipped within KY traveled by truck across the state's vast highway infrastructure<sup>8</sup>

## Need for Federal Investment:

- 64% federal share of Kentucky Highway Capital Program<sup>9</sup>
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate<sup>10</sup>
  - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS

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## **DRIVE Act**    **→**    *What this does for Kentucky*

### Prioritize bridge reconstruction and safety:

- Increased bridge set aside funding for:
  - KY's 1,191 structurally deficient bridges - 31% of Kentucky's bridges are rated as structurally deficient or functionally obsolete<sup>11</sup>
  - Current ASCE bridge grade of D<sup>12</sup>

### Improves Commerce:

- FY 16 Dedicated funding for freight program: \$33,802,697
- Prioritizes federal spending on the interstate for projects in the national economic interest

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<sup>1</sup> TRIP

<sup>2</sup> ASCE

<sup>3</sup> TRIP

<sup>4</sup> FHWA

<sup>5</sup> TRIP

<sup>6</sup> US Census

<sup>7</sup> TRIP

<sup>8</sup> TRIP

<sup>9</sup> AASHTO

<sup>10</sup> AASHTO and FHWA

<sup>11</sup> FHWA

<sup>12</sup> ASCE

### Long-Term 6-Year Certainty:

- Total FY16 share: \$688,484,240
- 100 projects are at risk with lack of federal investment<sup>13</sup>
- Critical Projects:
- **Brent Spence Bridge** - connects **KY** and **OH** over the Ohio River
  - a. Built in 1963(more than 50 years old)and designed to carry 85,000/day, but by 2025 it is expected to carry 200,000/day
  - b. In 2011 chunks of concrete fell from the upper deck down to the lower deck of the bridge
  - c. Project to significantly improve safety and mobility will **cost nearly \$3B**
- Bridge on KY-20 over Woolper Creek SE of Stone Creek Ln: replacement of bridge needed<sup>14</sup>
- Millersburg Bypass<sup>15</sup>: construction of new Millersburg Bypass needed
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase KY's ability to efficiently finish projects.
- DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on KY's ability to properly plan and budget for transportation projects.
- DRIVE gives KY the ability to prepare for the next 50 years. With a focus on innovation, KY can better deploy technology to improve the state transportation network.

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<sup>13</sup> AASHTO

<sup>14</sup> AASHTO

<sup>15</sup> AASHTO