



## Kentucky Highway Plan Priorities 1,000 Bridge Repairs, 5,000 Miles of Pavement Improvements



Kentucky’s 2018 Highway Plan will prioritize spending on more than 1,000 bridge repairs and 5,000 miles of pavement improvements during the next six years.

“The recently enacted six-year Highway Plan represents the most balanced approach released by Kentucky in decades for addressing the Commonwealth’s transportation needs,” said Gov. Matt Bevin. “This data-driven plan moves us in the right direction of prioritizing key road and bridge projects in view of actual available funding. I am grateful to state legislators and local officials who have collaborated with our administration to identify vital infrastructure needs and craft a roadmap to move Kentucky forward.”

The six-year Highway Plan (FY 2018-FY 2024) includes \$8.5 billion for more than 1,400 projects, such as bridge and pavement improvements, road widening, reconstruction of existing roads, and new routes and interchanges. The plan includes \$4.6 billion for mobility and safety projects, \$2.3 billion for bridge and pavement repairs, \$1 billion in federally dedicated programs (such as transportation enhancements and congestion reduction programs) and \$600 million for federal GARVEE debt service payments.

The \$2.68 billion biennium spending plan (FY 2018-FY 2020) authorizes construction efforts to move forward on nearly 400 bridge repairs and replacements across the state, 1,275 lane miles of pavement improvements and 230 mobility and safety projects.

Kentucky’s 2018 Highway Plan will prioritize spending on more than 1,000 bridge repairs and 5,000 miles of pavement improvements during the next six years. Following through on Gov. Bevin’s directive to better balance spending and revenues, the Kentucky Transportation Cabinet’s (KYTC) long-range plan slices more than \$5 billion in overprogramming – projects listed but without available funds to pay for them – from the previous six-year plan.

The 2018 Highway Plan passed by the Kentucky General Assembly does not include as much overprogramming as previous long-term spending plans, which KYTC Secretary Greg Thomas said is encouraging progress. However, state lawmakers added about \$1.8 billion in projects above available funds to the governor’s balanced transportation spending plan. This expanded list of projects, in addition to the state’s recommended priority list of unfunded projects, speaks to the need for additional state-generated revenue.

Read more from this excerpt: <http://www.nkytribune.com/2018/04/kentucky-highway-plan-priorities-1000-bridge-repairs-5000-miles-of-pavement-improvements/>



### DBE Opportunities

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### About The DBE Program

The Construction Estimating Institute (CEI) works with Kentucky Transportation Cabinet (KYTC) as the statewide provider of the federally funded Disadvantaged Business Enterprises (DBE) Supportive Services Program.

We want to increase the number of certified DBEs participating in highway and bridge construction, as well as assist DBEs in growing and eventually becoming self-sufficient. Additionally, CEI provides supportive services by assisting prime contractors and consultants with identifying DBEs for subcontracting opportunities on priority projects.

# Analyzing Free & Paid Weather Solutions

Learn how each option can protect employees & improve project timelines



Every construction company, especially those operating in the North, has experienced the excruciating pain of having bad weather conditions add costs to a project. As a manager at a

construction company, what can you do about it? Some companies rely on weather data they get from local news forecasts, free weather apps and websites to help them determine when the weather will be a factor. While this works in many cases, there are some cases in which paying for more accurate weather data may be easily justified by the costs that could be saved. So, when do you know it is time to look beyond the free sources?

First, let's talk a bit about the type of weather that can delay a project or, at least, increase the costs. Some of these might seem obvious to those working in construction, but they are laid out below for the purpose of analysis.

## Freezing Temperatures

When temperatures dip below a certain point, it can make everything more difficult or more expensive at a site. First off, many machines do not work as well or at all in the extreme cold. In addition, sometimes you cannot pour concrete because it will crack, or you cannot use certain adhesives that have manufacturer's guidelines advising that you avoid use in specific temperatures.

Cold temperatures can even make the blue water in your portable toilets freeze, which is never fun. Some companies may also incur extra costs by keeping their workers warm with heaters or some form of shelter. Ultimately, work days are often cancelled because of the cold, and when they are not, the work is usually more expensive or completed at a slower pace.

## Precipitation

Rain, freezing rain and snow can also wreak havoc on a construction site. All of these forms of precipitation can affect working on scaffolding or roofs, change decisions about roof openings, determine whether you pour cement and may interfere with many other tasks.

The key to how much a storm will affect your work day is knowing which kind of precipitation will fall, because rain, freezing rain and snow will all have different effects on your projects and processes.

## Wind

Like precipitation, high winds can affect workers on scaffolding and roofs or operating heavy machinery on the jobsite.

Construction managers have to make decisions about whether they should wait until the wind dies down or risk moving forward in the wind, putting the safety of their employees at risk.

## Lightning

Lightning is an obvious safety issue for construction workers more than almost any other. Lightning is one of the most difficult weather conditions to predict, but it is definitely one that can put a temporary halt to a project.

These are some of the obvious offenders when it comes to weather conditions that affect a construction project. There are many more beyond this, such as extreme heat or severe weather (flooding, hurricanes, tornadoes, etc.), but the above four are the ones that construction managers need to think about the most. So, when is it safer to rely on local forecasts or free apps, and when should you consider pursuing deeper measures?

To read more from excerpt: <https://www.constructionbusinessowner.com/analyzing-free-paid-weather-solutions>

## Supportive Services Offered



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CEI is an educational organization providing the highest quality construction training in the industry. Over 100,000 owners, estimators, project managers, field supervisors, office support staff, foremen, laborers, and key management personnel have attended courses that are offered nationwide. The courses provide students with construction skills training and the critical information needed to be effective within their companies and organizations.

CEI DBE Supportive Services

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