

THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

REQUIRED SUPPLEMENTARY INFORMATION

CONDITION RATING OF TRANSPORTATION NETWORK

Unaudited – See Accompanying Accountants' Report

The transportation network of the Government is segregated into two subsystems: roads and streets, and bridges and underpasses. Information regarding condition and needed and actual maintenance costs is presented below.

**ROADS AND STREETS**

Percentage of Lane Miles in Good or Better Condition

<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>	<u>2001</u>
85.0 %	85.0 %	85.5 %	85.4 %	83.4 %

The condition of road and street pavement is measured using the Cartegraph Pavement View Plus pavement management system. The condition is determined based on data collected by the laser road surface test (surface condition) and the dynaflect test (pavement deflection data) along with other road and street information such as traffic, surface type, street length, street width, area and location. The system uses a measurement scale that is based on a condition index ranging from zero for a failed pavement to 100 for a pavement in perfect condition. The condition index is used to classify roads and streets as excellent (85-100), good (70-84), fair (60-69) and poor (less than 60). Condition assessments are determined on an annual basis. It is the policy of the Government to maintain at least 70 percent of its road and street system at a good or better condition.

There are currently approximately 5,600 lane miles of roads and streets in the transportation network.

Comparison of Needed to Actual Maintenance

	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>
Needed	\$ 9,200,000	\$ 9,000,000	\$ 9,200,000	\$ 9,200,000
Actual	\$ 5,114,944	\$ 9,534,328	\$ 6,126,750	\$ 2,237,282
Difference	\$(4,085,056)	\$ 534,328	\$(3,073,250)	\$(6,962,718)

Information regarding needed and actual maintenance and preservation costs is not available prior to fiscal year ended June 30, 2002.

**BRIDGES AND UNDERPASSES**

Percentage of Deck Area in Non-Deficient Condition

<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>	<u>2001</u>
(a)	(a)	94.2 %	(a)	89.0 %

(a) Condition assessments are determined by the State every two years. Results are released by the State late in the calendar year. Due to this timing, condition assessments will now be reported every even year beginning in 2006. Thus, the assessment results expected late calendar year 2005 will be reported in fiscal 2006.

THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

REQUIRED SUPPLEMENTARY INFORMATION

CONDITION RATING OF TRANSPORTATION NETWORK (CONTINUED)

Unaudited – See Accompanying Accountants' Report

The condition of bridges and underpasses is measured using the Federal Aid Bridge Inspection System supervised by the Tennessee Department of Transportation, which is based on a two-year cycle of inspections of structures designated in two categories: Non-Federal Aid and Federal Aid Urban. The inspection system uses a measurement that classifies the condition as good, fair, poor or critical. The Public Works Department of the Government reviews all findings on all inspections. It is the policy of the Government to maintain at least 75 percent of its bridges and underpasses in fair or better condition.

There were 230 Non-Federal Aid and 126 Federal Aid Urban bridges and underpasses in the transportation network as of the 2002 inspection. One additional Federal Aid Urban bridge, the Gateway Bridge, was completed during fiscal year 2004.

Comparison of Needed to Actual Maintenance

	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>
Needed	\$ 1,800,000	\$ 800,000	\$ 800,000	\$ 830,000
Actual	\$ 1,848,895	\$ 231,054	\$ 555,057	\$ 637,019
Difference	\$ 48,895	\$ (568,946)	\$ (244,943)	\$ (192,981)

Although actual costs for 2003 were less than the anticipated needs, the condition level improved compared to the prior assessment. The conversion of the Shelby Street Bridge from a vehicle to pedestrian use bridge during fiscal year 2003 was a major contributor to the improved condition rating of 94.2 percent.

Information regarding needed and actual maintenance and preservation costs is not available prior to fiscal year ended June 30, 2002.