

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>2007</u>		<u>2006</u>		<u>2005</u>	
77.2	%	73.0	%	85.0	%

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. Beginning in 2006, the pavement condition measure was refined to include a measurement for raveling distress. Raveling is the loss of aggregate from the road surface. This distress is used to identify roads that would benefit from a new surface treatment process that extends the life of the road. The addition of raveling with the other existing distresses resulted in an overall road condition decrease for 2006. 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>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>
Needed	\$ 15,900,000	\$ 12,839,000	\$ 9,200,000	\$ 9,000,000	\$ 9,200,000
Actual	13,931,706	2,535,548	5,114,944	9,534,328	6,126,750
Difference	<u>\$ (1,968,294)</u>	<u>\$ (10,303,452)</u>	<u>\$ (4,085,056)</u>	<u>\$ 534,328</u>	<u>\$ (3,073,250)</u>

During fiscal year 2006, the actual amount spent on roadway paving and surface treatment was significantly lower than the needed amount due to the fact that capital funds were not available until September 2006. This delayed the procurement, contracting and work related to road repairs and maintenance; however, the budgeted funds have all been encumbered. There will always be a timing difference between years for funding versus expenditures.

BRIDGES AND UNDERPASSES

Percentage of Deck Area in Non-Deficient Condition

<u>2007</u>		<u>2006</u>		<u>2005</u>		<u>2004</u>		<u>2003</u>		<u>2002</u>	
(a)	%	95.3	%	(a)	(a)	94.2	%	(a)	(a)	(a)	(a)

(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 are reported every even year beginning in 2006. Thus, the assessment results provided late calendar year 2007 will be reported in fiscal 2008.

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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 235 Non-Federal Aid and 141 Federal Aid Urban bridges and underpasses in the transportation network as of the 2005 inspection. One additional Federal Aid Urban bridge, the Gateway Bridge, was completed during fiscal year 2004.

Comparison of Needed to Actual Maintenance

	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>
Needed	\$ 4,920,006	\$ 9,613,000	\$ 1,800,000	\$ 800,000	\$ 800,000
Actual	<u>5,505,805</u>	<u>2,517,717</u>	<u>1,848,895</u>	<u>231,054</u>	<u>555,057</u>
Difference	<u>\$ 585,799</u>	<u>\$ (7,095,283)</u>	<u>\$ 48,895</u>	<u>\$ (568,946)</u>	<u>\$ (244,943)</u>

During fiscal year 2006, the actual amount spent on bridge and underpass repair was significantly lower than the needed amount due to the fact that capital funds were not available until September 2006. This delayed the procurement, contracting and work related to bridge and underpass repairs and maintenance; however, the needed funds have all been encumbered.