

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>2008</u>	<u>2007</u>	<u>2006</u>
78.6 %	77.2 %	73.0 %

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. For assessment purposes, the county is divided into 5 groups with groups 1, 3 and 4 assessed in even years and groups 2 and 5 assessed in odd years. Therefore, the condition of groups 2 and 5 is reported in fiscal year 2008. 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 5,687 lane miles of roads and streets in the transportation network.

Comparison of Needed to Actual Maintenance

	<u>2008</u>	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>
Needed	\$ 16,000,000	\$ 15,900,000	\$ 12,839,000	\$ 9,200,000	\$ 9,000,000
Actual	9,391,344	13,931,706	2,535,548	5,114,944	9,534,328
Difference	<u>\$ (6,608,656)</u>	<u>\$ (1,968,294)</u>	<u>\$ (10,303,452)</u>	<u>\$ (4,085,056)</u>	<u>\$ 534,328</u>

During fiscal year 2008, the actual amount spent on roadway paving and surface treatment was significantly lower than the needed amount due in part to the analysis and prioritization of the entire Government's capital needs by the new administration. However, maintaining the condition of the roads and streets in accordance with the policy referenced above continues to be a priority.

THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

REQUIRED SUPPLEMENTARY INFORMATION

CONDITION RATING OF TRANSPORTATION NETWORK (CONTINUED)

Unaudited – See Accompanying Accountants' Report

BRIDGES AND UNDERPASSES

Percentage of Deck Area in Non-Deficient Condition

<u>2008</u>	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>
98.0 %	(a)	95.3 %	(a)	(a)	94.2 %

(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 are reported in fiscal 2008.

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 are currently 206 Non-Federal Aid and 107 Federal Aid Urban bridges and underpasses in the transportation network from the 2007 inspection as compared to 235 Non-Federal Aid and 141 Federal Aid Urban bridges and underpasses from the 2005 inspection. The reduction in the number of bridges and underpasses is due to a change in the methodology the State uses to assign responsibility. A number of railroad underpasses that were previously assigned to the Metropolitan Government were retained by the State in the latest assessment. Total square feet of deck area is estimated to be 1,439,264 from 2007 inspection as compared to 1,390,951 from the 2005 inspection. The increase in the total square feet of deck area is due to the replacement of the Demonbreun Street Viaduct during 2006, which also improved the percentage of bridges and underpasses in fair or better condition.

Comparison of Needed to Actual Maintenance

	<u>2008</u>	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>
Needed	\$ 12,464,846	\$ 4,920,006	\$ 9,613,000	\$ 1,800,000	\$ 800,000
Actual	<u>2,990,038</u>	<u>5,505,805</u>	<u>2,517,717</u>	<u>1,848,895</u>	<u>231,054</u>
Difference	<u>\$ (9,474,808)</u>	<u>\$ 585,799</u>	<u>\$ (7,095,283)</u>	<u>\$ 48,895</u>	<u>\$ (568,946)</u>

During fiscal year 2008, the actual amount spent on bridge and underpass repair and maintenance was significantly lower than the needed amount due in part to the analysis and prioritization of the entire Government's capital needs by the new administration. However, maintaining the condition of bridges and underpasses in accordance with the Government's policy referenced above continues to be a priority. The needed amount for 2008 reflects an increase to keep pace with the growing cost of maintenance and replacements.