

THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY  
 REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)  
 CONDITION RATING OF TRANSPORTATION NETWORK

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

**ROADS AND STREETS**

<u>Percentage of Lane Miles in Good or Better Condition</u>		
<u>2002</u>	<u>2001</u>	<u>2000</u>
85.4 %	83.4 %	84.7 %

The condition of road and street pavement is measured using the Infrastructure Management Services (IMS) 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 IMS 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 5,523 lane miles of roads and streets in the transportation network.

The Government estimated a need of \$9,200,000 for the year ended June 30, 2002 for preservation and maintenance of roads and streets. This level of spending on an annual basis is considered adequate to maintain 70% of roads and streets in good or better condition. Actual costs for the year ended June 30, 2002 amounted to \$2,237,282. The variance between the needed and actual amounts was due to 1) the timing of the approval of the capital budget, and 2) a transition in management in the Public Works Department of the Government which resulted in a temporary diminishment of resources. Although actual costs were less than the anticipated needs, it is expected that a higher level of rehabilitation effort in future years will continue to maintain the condition of roads and streets at or above the acceptable level.

Information regarding needed and actual maintenance and preservation costs is not available for prior years.

**BRIDGES AND OVERPASSES**

<u>Percentage of Deck Area in Fair or Better Condition</u>		
<u>2002</u>	<u>2001</u>	<u>2000</u>
(a)	89.0 %	(a)

(a) Condition assessments are determined every two years. The condition reported for 2001 is based on the 2000 inventory of bridges and overpasses. The condition assessment based on the 2002 inventory will be available and reported in 2003.

The condition of bridges and overpasses 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 overpasses in fair or better condition.

THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)  
CONDITION RATING OF TRANSPORTATION NETWORK (CONTINUED)

There were 227 Non-Federal Aid and 126 Federal Aid Urban bridges and overpasses in the transportation network as of the 2000 inspection.

The Government estimated a need of \$830,195 for the year ended June 30, 2002 for preservation and maintenance of bridges and overpasses. Actual costs for the year ended June 30, 2002 amounted to \$637,019. Although actual costs were less than the anticipated needs, it is expected that the 2002 condition assessment will not indicate a significant deterioration in the condition of bridges and overpasses.

Information regarding needed and actual maintenance and preservation costs is not available for prior years.