

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**

Percentage of Lane Miles in Good or Better Condition

2003	2002	2001
85.5 %	85.4 %	83.4 %

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 5,600 lane miles of roads and streets in the transportation network.

Comparison of Needed to Actual Maintenance

	2003	2002
Needed	\$ 9,200,000	\$ 9,200,000
Actual	\$ 6,126,750	\$ 2,237,282
Difference	\$ (3,073,250)	\$ (6,962,718)

The variance between the needed and actual amounts for the year ended June 30, 2002 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, the condition level remained consistent with the prior year.

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

**BRIDGES AND OVERPASSES**

Percentage of Deck Area in Fair or Better Condition

2003	2002	2001
94.2 %	(a)	89.0 %

(a) Condition assessments are determined every two years.

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 CONDITION RATING OF TRANSPORTATION NETWORK (CONTINUED)

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.

There were 236 Non-Federal Aid and 127 Federal Aid Urban bridges and overpasses in the transportation network as of the 2002 inspection.

Comparison of Needed to Actual Maintenance

	2003	2002
Needed	\$ 800,000	\$ 830,000
Actual	\$ 555,057	\$ 637,019
Difference	\$ (244,943)	\$ (192,981)

Although actual costs were less than the anticipated needs, the condition level improved compared to the prior assessment. Enhancement to Shelby Street Bridge that brought a large structure (deck area) to an acceptable condition 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.

