

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 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

2004	2003	2002	2001
85.0 %	85.5 %	85.4 %	83.4 %

The condition of road and street pavement is measured using the Cartograph 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

	2004	2003	2002
Needed	\$ 9,000,000	\$ 9,200,000	\$ 9,200,000
Actual	\$ 9,534,328	\$ 6,126,750	\$ 2,237,282
Difference	\$ 534,328	\$(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 UNDERPASSES

Percentage of Deck Area in Non-Deficient Condition

2004	2003	2002	2001
(a)	94.2 %	(a)	89.0 %

(a) Condition assessments are determined every two years. The next assessment will be performed in 2005.

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 CONDITION RATING OF TRANSPORTATION NETWORK (CONTINUED)

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

	2004	2003	2002
Needed	\$ 800,000	\$ 800,000	\$ 830,000
Actual	\$ 231,054	\$ 555,057	\$ 637,019
Difference	\$ (568,946)	\$ (244,943)	\$ (192,981)

Although actual costs for 2004 were less than the anticipated needs, the Government has appropriated an additional \$4.8 million for bridge maintenance in fiscal year 2005.

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.