

Road work detours route by Capitol

James Robertson ramp closes for 3 months

By **KATE HOWARD**
Staff Writer

The north ramp connecting James Robertson Parkway to Charlotte Avenue that is used by many state workers will be closed for about three months as part of a continuing traffic improvement project, Metro Public Works officials said.

One lane of the north ramp has been closed since April 3. This week, the entire on-ramp was closed, with a detour along Nelson Merry Street and 10th Avenue Circle North, said Gwen Hopkins-Glascock, Metro Public Works spokeswoman. The detour applies to those traveling from James

To follow road project

▶ The project team for the Charlotte Avenue construction plan meets publicly every Friday at 10:30 a.m. on the third floor of the William R. Snodgrass Tennessee Tower, 312 Eighth Ave. N. Call Metro Public Works at 862-8750.

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Robertson Parkway to Charlotte Avenue using the bridge and those going east on Charlotte and turning left toward James Robertson, Hopkins-Glascock said. Use of the

south ramp is not affected.

The closing is part of a project to improve the intersection's overall traffic flow and pedestrian safety. Improvements to the central part of the bridge and sidewalk repairs are scheduled to be complete in December.

"Initially, the project was just going to make some repairs to the bridge, but we saw in that the opportunity to make changes to improve the overall functioning there," Hopkins-Glascock said.

The detour has been in place only since Tuesday. Metro police Commander Andy Garrett said no complaints had been received about traffic flow in the vicinity of the detour. ■

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MIDSTATE

ROAD LIST

ROAD CLOSURES

I-65 at McEwen Drive in Williamson County — Today through Wednesday, 9 a.m.-3 p.m., excluding the weekend, I-65 will be reduced to three lanes northbound and southbound from Cool Springs Boulevard to State Route 96 for median work or shoulder work. Three lanes will be open at all times.

Today through Wednesday, between 11 a.m. and 1 p.m., excluding the weekend, the contractor will be blasting on I-65 northbound and southbound and Mallory Lane. Traffic will be paced in each direction during the blasting, using uniformed police officers. The paces should be 15 minutes or less.

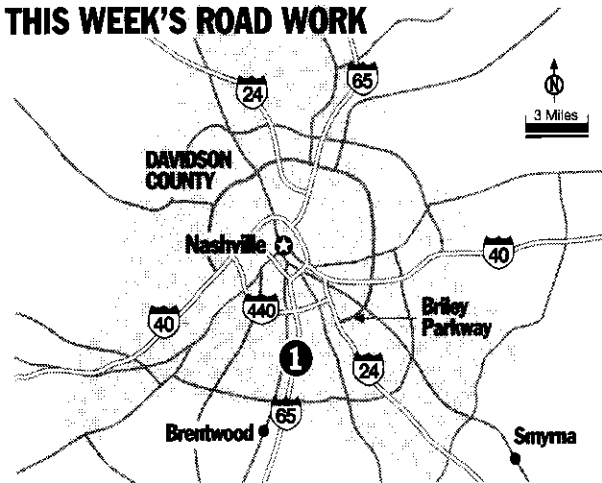
I-65 between Old Hickory Boulevard and Vietnam Veterans Boulevard — Today through Wednesday, 7 a.m.-3 p.m., excluding the weekend, one lane of I-65 northbound will be closed from Old Hickory Boulevard to the CSX Railroad for texture-coating of walls. With alternating lane closures, four lanes will remain open, except in the stretch from Vietnam Veterans Boulevard to the CSX Railroad, where two lanes will be open.

Today through Wednesday, 9 a.m.-3 p.m., excluding the weekend, one lane of I-65 southbound will be closed from the CSX Railroad to Old Hickory Boulevard for texture-coating of walls. With alternating lane closures, four lanes will remain open, except in the stretch from the CSX Railroad to Vietnam Veterans Boulevard, where two lanes will be open.

Today through Wednesday, 8 a.m.-3 p.m., excluding the weekend, one lane will be closed in each direction in the Old Hickory Boulevard Bridge area for completion of striping and texture-coating. One lane will be open in each direction.

Today through Wednesday, 8

THIS WEEK'S ROAD WORK



1 I-65 at Harding Place

Monday through the beginning of May, the Harding Place on-ramp to I-65 North will be reduced to one lane. On Monday and Tuesday evenings, between 8 p.m. and 6 a.m., I-65 northbound will be reduced from four lanes to three lanes at Harding Place for construction.

SOURCE: Tennessee Department of Transportation

a.m.-3 p.m., excluding the weekend, one lane will be closed in each direction under the Apple Valley Bridge for completion of texture-coating. One lane will be open with flaggers.

I-65 North Corridor — Today through Wednesday, 9 a.m.-4 p.m., excluding the weekend, there will be periodic shoulder closures at the following locations for servicing and installing of DMS equipment:

- I-24 westbound at Blue Hole Road.
- I-24 westbound at Antioch Pike.
- Briley Parkway eastbound, just east of I-65 northbound.
- Briley Parkway westbound, just west of Ellington Parkway.
- I-24 westbound at Fesslers Lane.

• I-65 southbound, from just south of Alta Loma to just north of Old Hickory Boulevard.

• I-65 northbound, just south of the Alta Loma overpass.

I-65 over Clock Creek in Giles County — Today through mid-June, one lane of I-65 northbound will be closed at mile marker 19 for bridge repair. One lane will remain open.

I-40 at the junction with State Route 10 in Wilson County — Tuesday through Thursday evenings, there will be alternating lane closures — 8 p.m.-midnight on I-40 eastbound and midnight-4 a.m. westbound — for barrier-rail removal.

I-40 and Briley Parkway at the Nashville International Airport —

Today through Wednesday 9 a.m.-3 p.m., excluding the weekend, motorists should be alert for possible rolling roadblocks on I-40 between Spence Lane and Donelson Pike to move equipment. The rolling roadblocks should not last more than five minutes.

From Monday at 9 a.m. through Friday at 6 a.m., the ramp from I-40 westbound to Briley Parkway southbound will be closed for grading and paving. Traffic will be detoured along I-40 westbound to I-24 eastbound, then back onto Briley Parkway.

Tuesday, 9 a.m.-3 p.m., I-40 eastbound will be reduced to three lanes between Briley Parkway and Donelson Pike for milling and paving.

From 9 a.m. Thursday through 6 a.m. the following Thursday, the ramp from I-40 westbound to Briley Parkway southbound will be closed for grading and paving. Traffic will be detoured along I-40 westbound to I-24 eastbound, then back onto Briley Parkway. One lane may be closed on Briley Parkway northbound between Karen Drive and Elm Hill Pike each day 9 a.m.-3 p.m.

Thursday, 8 p.m.-6 a.m., I-40 westbound will be reduced to one lane between Massman Drive and the I-24/I-40 split for paving and shifting of traffic to the newly constructed lanes of the I-40 westbound ramp.

OTHER ROAD CLOSURES

Briley Parkway between Elm Hill Pike and Lebanon Pike — Monday through Wednesday at noon, traffic will be paced on Briley Parkway, Elm Hill Pike and Marriott Drive to accommodate blasting on Elm Hill Pike. Traffic should return to normal within 15 minutes.

Briley Parkway between Lebanon Pike and Two Rivers Parkway — Tuesday and Thursday at 1 p.m., the contractor will be utilizing rolling roadblocks on Briley Parkway between Lebanon Pike and Two Rivers Parkway for blasting. Traffic should return to normal flow within 15 minutes.

Vietnam Veterans Boulevard in Sumner County — Today through Wednesday, the northbound and southbound ramps on State Route 386 are reduced to one lane for concrete repair.

STREET CLOSURES

Fifth Avenue South between Broadway and Demonbreun Street — Closed Saturday 3-8 p.m. for a motorcycle show.

Jefferson Street between 14th and 6th avenues north — Closed Sunday 2-4 p.m. for an Easter parade.

Woodland Street Bridge — Closed from 7 p.m. today until 6 p.m. Saturday for construction. Thereafter, reduced to one lane in

each direction through August.

Second Avenue North between James Robertson Parkway and Gay Street — Closed through April 30 for building demolition.

Franklin Street between Second and Fourth avenues south — Closed indefinitely for Gateway project.

Demonbreun Street Bridge between 10th and 12th avenues south — Closed indefinitely.

Lishey Avenue between Berry and Foster streets — Closed through January 2007.

North Third Street between Berry and Foster streets — Closed through August.

Treutlian Street between 200 E. Meridian and North Third streets — Closed through January.

Two Rivers Parkway at Briley Parkway — Closed through September for bridge repair and road construction.

Two Rivers Court — Closed through September for bridge repair and road construction.

Woodland Street Bridge — Reduced to one lane in each direction through August.

North Ramp from Charlotte Pike to James Robertson Parkway — Closed until bridge work is completed.

— COMPILED BY KATE HOWARD

County's infrastructure needs set at \$155.6 million

According to a new state agency report, Hardin County needs \$155.6 million of public infrastructure improvements to be in some stage of development during the five-year period of 2003-2008.

The state as a whole needs at least \$24.4 billion in such improvements during that time frame, the report by the Tennessee Advisory Commission on Intergovernmental Relations found.

Of the \$20.3 billion in needs for which the availability of funding was reported, only \$10.1 billion of that amount is expected to be available according to the local officials who provided the information.

In Hardin County, officials said they expect only 79 percent of the money needed to be on hand to meet identified needs.

But in reality, the county's infrastructure needs are greater because the report did not fully take into account the condition of the local schools.

Harry Green, TACIR's executive director, said the report is "the first to provide information about the availability of funding. It should concern us that local officials across the state expect to have less than half of the funds necessary to meet the needs they have identified.

"There was no county in

which officials expected to have all the funds necessary to meet identified needs."

The current report, which is based on information provided by state and local officials, shows an increase in needs of \$10.8 billion, up 79 percent, since the first inventory was published six years ago.

Hardin County's reported infrastructure needs increased by \$40.7 million, or 35 percent, since last year's report. The top three needs reported are transportation at \$123.4 million, water and wastewater at \$14.8 million, and law enforcement at \$7.1 million.

The county's total estimated cost per capita for new or improved infrastructure is \$6,003 compared with \$4,182 per capita statewide. Hardin County's estimated transportation needs per capita are \$4,758, higher than the statewide estimate of \$1,610 per capita.

But the county's waste and wastewater infrastructure needs per capita match the statewide average of \$571.

According to TACIR, the report is the only source of statewide information on the condition of public school buildings and what it would take to get them all in good or better condition, and the news here is good. Local school officials statewide report that 86 percent of public schools are now in good or excellent condition.

They estimate the cost to put the remaining 14 percent in good or better condition and to keep the others in good or excellent condition at \$1.2 billion, an increase of \$134 million from the cost reported in the previous inventory.

In Hardin County, somewhat surprisingly given the well-known physical deficiencies at some of the 10 schools, including roof leaks and flooding problems, TACIR reports local officials advised that the percentage of schools rated less than good was only 10 per-

cent.

This compares favorably with the statewide figure of 14 percent of school buildings listed in less than satisfactory condition.

According to Hardin County Director of Schools Bobby Cromwell, TACIR received its information from the principal of each school. He indicated the report's misleading local results may stem from a somewhat generous interpretation of the definitions used in the study.

"Good" condition was defined as, "structural integrity is sound and the facility can meet building code and functional requirements with only routine or preventive maintenance or minor repairs that do not hinder its use."

Hardin County officials reported the cost of bringing all schools plus their individual components up to good condition is \$1.6 million, TACIR said in the report.

Accordingly, TACIR cites the statewide cost of bringing all schools up to good condition at \$1,305 per student compared with only \$421 in Hardin County.

"That's not right," Cromwell said. "We need considerably more building funds than that. We might get three or four portables for that."

Officials for the county also reported that their schools have sufficient space to house the teachers and classrooms required by the smaller class-size standards of the Education Improvement Act.

Statewide, school officials report that 36 percent of all school systems do not have the space to meet EIA requirements.

Hardin County had the following rankings when the 95 counties in Tennessee were compared: 55th in total population (25,927), 61st in population gain between 1990 and 2003 (3,294), 15th in total estimated infrastructure needs per capita at \$6,003, and 77th in school building needs per student at \$434.

Brentwood

Proposed capital improvements plan carries \$98 million price tag

Projects include transportation, utilities, parks

BY MINDY TATE
EDITOR

Brentwood officials reviewed a proposed six-year capital improvements program on Thursday, which carries a price tag of \$98.1 million for a variety of transportation, utility, general facility and parks and recreation projects.

Transportation components are the largest in the six-year program, according to Brentwood City Manager Michael Walker.

"Proposed projects are targeted to eliminate serious safety concerns associated with

substandard narrow roads and provide additional capacity to help minimize future traffic gridlock," Walker said in a memo to commissioners explaining the capital improvements program.

The improvements will be funded over the six years through a combination of private developer funds, the issuance of general obligation and water/sewer revenue bonds, as well as more than \$35 million expected to be derived from federal and state sources "with local funds being used to leverage larger funding commitments from the Tennessee Department of Transportation and the Nashville Area Metropolitan Planning Organization (MPO)," Walker said in the memo.

While calling the program "ambitious" and admitting it

"The staff will be recommending increases in certain impact fees related to new development for implementation effective July 1"

- Michael Walker

cannot be done without "major resource commitments from our residential and corporate citizens," it will not require an increase in property taxes in the city.

"The staff will be recommending increases in certain impact fees related to new development for implementation effective July 1, 2006," Walker said. These increases will include the Public Works Project fee (road impact fees) for the first time since 1995 due to the rising costs of materials such as asphalt and concrete.

There is also an increase in water tap fees "targeted exclu-

sively at new construction in the area under consideration for service takeover from the Nolensville/College Grove Utility District" is also recommended to recover capital cost and system capacity impact. The area is in the Split Log and Ragsdale road area is inside the city, but has been served by the rural utility district. Walker is proposing a \$5,000 water tap fee per lot for new development in the area to cover capital and capacity costs.

Finally, an increase in water rates is proposed, targeted exclusively to customers with high peak sum-

mer consumption (above a base amount) that is associated with irrigation systems, Walker said.

"The city has been forced to undertake significant capital investment and incur higher water costs from our suppliers to meet the water needs of irrigation customers which can exceed three times or more the daily demand of regular customers," Walker said, adding "It is only fair and reasonable to recover a greater portion of the cost from those customers who benefit from water system enhancements that go way beyond the public health and safety needs of the community," he wrote.

Road projects and the projected costs include: Concord Road from Edmondson Pike to the eastern city limits (\$17.3 million); Franklin Road from Concord Road to Moores Lane (\$16.6 million), and Wilson Pike from Concord Road to Church Street - design and engineering only (\$2.8 million).

The utility projects included are designed, Walker said, to "target projects that help reduce storm water inflow/infiltration into the sewer collection system and eliminate by-passes into streams during major storm/flooding events."

"A significant new three-year program beginning in FY 2007 at \$1 million annually will target repair of the city's problem sewer trunk lines as identified through the recently completed flow monitoring program," he said.

An additional \$2.3 million is also provided for a contribution by Brentwood to Metro Nashville for the city's share of costs for mutually agreed upon improvements within their system that serve and benefit Brentwood. Additionally, the city has allocated \$1.4 million for upgrades to the Brentwood sewer lift station once allowed to operate at full capacity again.

Metro Nashville treats all sewage from Brentwood and both entities have been under restrictions by the Tennessee Department of Environment and Conservation after incidents of infiltration and operation of facilities.

"The city cannot and will not accept full responsibility for these problems so we are encouraged by a recent TDEC action to require Metro to move forward with the city with a similar level of commitment and correction effort for the overall good of the environment," Walker said.

The general facilities capital improvements focus on potential expansion of the city's Municipal Center and Library, while the parks and recreation improvements include a 21-acre neighborhood park in east Brentwood and completion of the new Crockett Park Indoor Soccer Arena, which is a joint project with Williamson County government.