

ROAD WORK

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

Today through Wednesday, 11 a.m.-1 p.m., traffic will be paced on I-65 northbound and southbound and Mallory Lane for blasting. The stops should be 15 minutes or less.

Saturday, 6 a.m.-9 a.m., traffic will be stopped on I-65 for about 20 minutes and then for five minutes to pull rope cables.

Saturday and Sunday, 7 a.m.-4 p.m., I-65 will be reduced to three lanes northbound and southbound from Cool Springs Boulevard to S.R. 96 for median work or shoulder work. Three lanes will be open at all times.

I-40 from State Route 255 to near S.R. 45 — Sunday through Thursday, 8 p.m.-5 a.m., there will be alternating lane closures on I-40 westbound and eastbound for milling and paving work. Two lanes will remain open in each direction at all times.

I-65 north corridor — Today through Wednesday, 9 a.m.-4 p.m., there will be periodic shoulder closures at various locations in Davidson County to install and perform maintenance on dynamic message sign equipment.

Today through Monday, 6 a.m., there will be alternating lane and shoulder closures on I-24 eastbound and I-24 westbound just west of Bell Road to construct the dynamic message sign foundation. Three lanes will remain open in each direction except for about two hours, when two lanes will be open in each direction.

Tuesday, 7 p.m. through Wednesday 6 a.m., there will be alternating lane and shoulder closures on I-24 eastbound and westbound just west of Bell Road to patch asphalt.

Nashville Smartway — Today through Wednesday, 9 a.m.-3 p.m., there will be various shoulder closures in different locations in Davidson and Sumner counties.

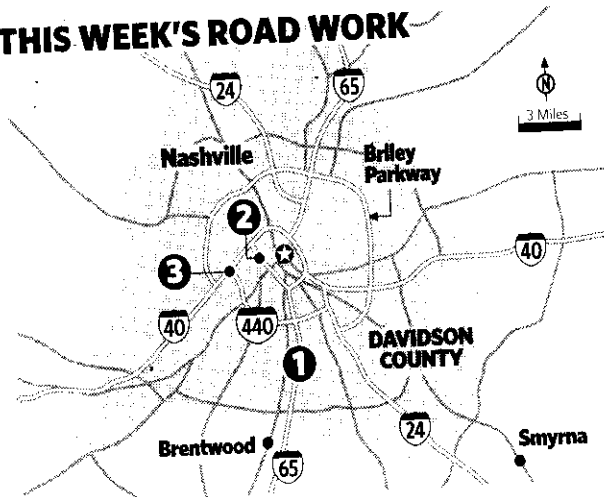
I-40 and Briley Parkway at the Nashville International Airport — Today through Wednesday, excluding Saturday and Sunday, 9 a.m.-3 p.m., motorists should be alert for possible rolling roadblocks on I-40 between Spence Lane and Donelson Pike to move equipment. The rolling roadblocks should not exceed five minutes.

Today, 9 a.m.-3 p.m., pavement markings will be installed to shift traffic to the new ramp from I-40 westbound to Briley Parkway northbound. Flagmen will be present to assist with traffic.

Today through Monday, 8 p.m.-6 a.m., the ramp will be closed from Briley Parkway southbound to I-40 eastbound for grading and paving work.

Monday through Tuesday, 8 p.m.-

THIS WEEK'S ROAD WORK



1 I-65 at Harding Place

Today through Friday, 8 p.m.-6 a.m., there will be lane closures for resurfacing on the Harding Place ramp and I-65 North at the interchange. Two lanes will remain open at all times.

2 I-40 at Charlotte Avenue

Today, 9 a.m.-3 p.m., there will be lane closures for about three hours for work performed on the inside lane to repair a damaged median barrier rail. Two lanes will remain open in each direction.

3 I-440 Ramp West to I-40 West

Tuesday, 7 p.m.-6 a.m., left lane of I-440 ramp west to I-40 west will be closed to repair shoulder.

SOURCE: Tennessee Department of Transportation

STAFF

6 a.m., I-40 westbound will be reduced to one lane between Donelson Pike and Spence Lane to install pavement markings and shift traffic to the newly built outside lanes.

Tuesday through Wednesday, 8 p.m.-6 a.m., I-40 westbound will be reduced to one lane between Donelson Pike and Spence Lane to install pavement markings and shift traffic to the newly built outside lanes if needed.

I-40 near Charlotte Avenue — Today through Wednesday, excluding weekends, 1-3 p.m., there will be rolling roadblocks on I-40 near the Charlotte Avenue exit for blasting.

OTHER ROAD CLOSURES
Vietnam Veterans Boulevard in Sumner County — Today through Wednesday, northbound and southbound ramps on S.R. 386 will be reduced to one lane for concrete repair.

Hillsboro Pike — Today through Friday, 9 a.m.-3 p.m., there will be a lane closure on S.R. 106 just west of Warfield Drive to install a new pole.

Franklin Road near Meadow Lake Road — Today through Friday, 9 a.m.-3 p.m., there will be a lane closure to install a pole.

Briley Parkway from Centennial Boulevard to Highway 12 — Tuesday, 7 p.m.-5 a.m., there will be various lane closures in both directions to mill and pave bad sections of roadway.

STREET CLOSURES
Eighth Avenue South from Demonbreun Street to Charlotte Avenue — Every weekday, 9 a.m.-3 p.m., Metro Public Works will have

alternating lane closures to replace street and signal light equipment until June.

Second Avenue North from James Robertson Parkway to Gay Street — The street will be closed through July 31 for building demolition. Detoured required.

Franklin Street from Second Avenue South to Fourth Avenue South — The street will be closed indefinitely for Gateway Project.

Demonbreun Street Bridge between Ninth and 12th avenues south — Closed through January.

Lischey Avenue between Berry and Foster streets — Closed through August. Detour required.

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

Treutlan Street between 200 E. Meridian St. and North Third Street — Closed through January. Detour required.

Two Rivers Parkway at Briley Parkway — Closed through September. Detour required.

Two Rivers Court — Closed through September. Detour required.

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

North ramp from Charlotte Avenue to James Robertson Parkway — Closed for bridge work. Detour required.

Brick Church Lane from Brick Church Pike to Briley Park Boulevard — Closed through Sept. 15.

Sweetbriar Avenue from Hawthorne Avenue to Oakland Avenue — Closed Saturday. Barricades required.

— COMPILED BY LEAH M. CAUDLE

Lobbyists' work is not completed

BY JOHN HUOTARI
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JH

The state legislative session might be over for the year, but that does not mean Oak Ridge lobbyist Bill Nolan's work is done.

On Tuesday, Nolan said he wants to spend the next six weeks laying the groundwork for a rewrite of the state's education funding formula, known as the Basic Education Program formula.

"The real battle is with BEP," Nolan said. "We're in a battle with the four urban cities and that battle is not going to get any better until the BEP is changed."

Mayors in four urban-area counties — Knox, Davidson, Shelby and Hamilton — have pushed for changes to the formula, saying it is unfair to their school districts.

But officials in Oak Ridge and other city school districts said the changes, recommended by a state committee, could cost them millions of dollars and potentially force some of them out of business.

The General Assembly in Nashville did not approve the changes this session, although they did boost funding for at-risk students and English-language learners.

Nolan said Oak Ridge has one of the best school systems in the state "because we pay for it."

Although he agrees the BEP formula, adopted in 1992, needs change, Nolan wants to make sure changes are fairly made.

"It's my goal to find some way that will be equitable," he said.

Besides working on the BEP formula

rewrite, Nolan said he also wants to find a way to increase Oak Ridge revenues.

"The city of Oak Ridge is desperate for new sales tax revenues," he said.

Unlike Nolan, a representative of Oak Ridge's federal lobbying firm was unavailable for comment.

Kareem Murphy, a federal lobbyist who represents Oak Ridge in Washington, D.C., did not return two phone calls seeking comment Tuesday and Wednesday. Murphy works for lobbying firm The Ferguson Group.

But, through Oak Ridge City Manager



Nolan

Jim O'Connor, Murphy referred questions about the city's federal legislative agenda to U.S. Rep. Zach Wamp's office. The congressman's district includes Oak Ridge.

Wamp, however, has been on the road and was not available for comment in two phone calls to his office this week.

Even though Murphy was unavailable for comment, O'Connor said the city's federal and state lobbyists have been effective this year.

"They are doing very well," he said.

At the state level, O'Connor cited Nolan's work on the proposed BEP formula changes.

At the federal level, The Ferguson Group tracks legislation that affects Oak Ridge and gives updates to city officials

every three to four weeks, O'Connor said.

Among the requests the group is tracking are \$1 million for west Oak Ridge wastewater and sewer infrastructure, and \$400,000 for a Melton Hill Lake rowing course expansion project.

The Ferguson Group is paid \$8,000 per month, and they are eligible for expense reimbursements of up to \$500 per month, under a contract approved by Oak Ridge City Council members in October.

Meanwhile, the city pays Bill Nolan's company, Bill Nolan and Associates, \$4,650 per month.

Those rates were negotiated after Oak Ridge officials studied what other cities pay their lobbyists, O'Connor said.

Sink hole clogs up 32 busy city roadway

TDOT called to patch 6-foot deep hole on Providence Boulevard

By HEATHER DONAHOE
The Leaf-Chronicle

A large sink hole opened on Providence Boulevard Thursday morning, snarling traffic and demanding road repairs.

The roughly 6-foot deep and 4-foot wide fracture started in the shoulder of the northbound lane, about 50 feet away from Market Street, near the top of "Boot Hill," where traffic remained congested from about 11:30 a.m. to 4:30 p.m.

The heavily traveled thoroughfare was narrowed to one lane while Tennessee Department of Transportation crews worked to fill and patch the sink hole, said Clarksville Police Officer Linda Caver.

"It's a pretty good size hole," Caver said. "We already have a lot of traffic flow up here, so getting it down to one lane just about shuts down the road."

Further complicating the situation was a stalled van in the left lane of Providence Boulevard, which contributed to clogging traffic on surrounding roads — Riverside Drive, North Second and Kraft streets.

Clarksville resident Phil Drew, a former city councilman, called to report the sink hole Thursday morning after a bike ride, when he noticed "the road had started breaking off more than usual."

Drew, who cycles on Providence Boulevard three times a week, said he has watched the sink hole for the last three



Greg Williamson/The Leaf-Chronicle

Tennessee Department of Transportation workers Dave Mosley, left, and Donald Neidig work in a sink hole on Providence Boulevard Thursday.

years as it crept from the shoulder toward the right lane of traffic Thursday. He said road crews have patched up the same sink hole "at least three times" in the past few years, and added TDOT's "Band-aid approach" to the fracture

"The only thing they ever do is come out, fill it up with rocks and leave. Throwing rocks at it obviously hasn't taken care of things."

Phil Drew

resident who reported sink hole

► See Sink hole, C3

Sink hole

Continued from C1

"isn't cutting it."

TDOT spokeswoman Kim Keelor said work crews described Thursday's sink hole as "small" and "shallow."

She said the hole was "cut out, filled with rock, and will be covered with a binder (Thursday) and a topping (today)."

Keelor explained sink holes are caused by many factors — "most commonly they occur

when a pocket of water develops under the roadway after the moisture seeps in through a crack," she said.

Drew insisted TDOT has not appropriately addressed the internal road problems on Providence Boulevard.

He said heavy stop-and-go traffic on the roadway, coupled with the constant travel of loaded trucks from Vulcan Ma-

terials have weakened the roadway.

"The only thing they ever do is come out, fill it up with rocks and leave," Drew said of TDOT. "Throwing rocks at it obviously hasn't taken care of things. I've watched that hole erode out into the roadway — where cars drive — for years. You know, I'm out here on my bike ever week, and I'm starting to be concerned that I'll just be riding along one day and disappear into the road."

Drew said TDOT should line the holes with cement before

filling and topping them.

Incidents such Thursday's sink hole are not problems TDOT "typically keeps a record of."

"Unless it's a major event that would require contract work, we don't have records of how many times this type of repair has been done in a specific place," Keelor said.

"These sink holes are actually pretty common, and they're something we can handle with our own crews."

Heather Donahoe can be reached at 245-0236 or heatherdonahoe@theleafchronicle.com.

TRUCKS TAKE TOLL

DENSO project causes road to buckle

By Darren Dunlap
of The Daily Times Staff

When he can get away, David Jones likes to work on his cabin on the Hiwassee River. Jones, a Middlesettlements Road resident, stood in his front yard Wednesday watching another type of construction as contractors repaired a section of road. Weakened from 12-hour days of dirt hauling, the asphalt buckled, resulting in closure of Middlesettlements Road on Wednesday. City of Alcoa public works and police rerouted traffic Tuesday night after the discovery of the damage. The road is expected to reopen today.

Since dirt hauling began three weeks ago to the DENSO expansion site at the intersection of Middlesettlements and Mt. Tabor roads, the pavement has cracked on some roads under the weight of dump trucks going to and from sites at Partnership Park North and Partnership Park South.

It's tougher to get out of the driveway, said Jones, who already has limited visibility for pulling out because of his home's proximity to a curve on Middlesettlements Road. "Been scary, I'll tell you," he said.

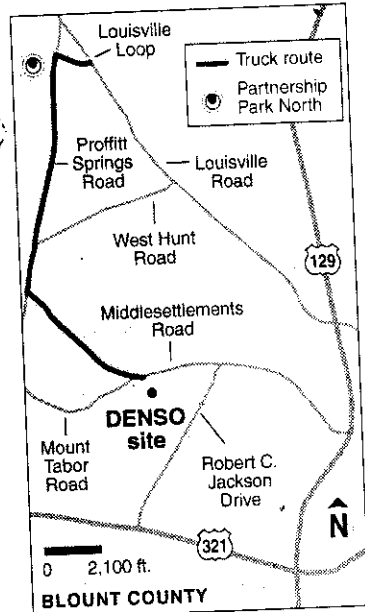
There has been no increase in traffic accidents, according to officials, but there

(See Trucks, Page 5A)



Wes Hope/The Daily Times

Trucks enter and exit the Partnership Park North site on Louisville Road Wednesday. Dirt hauling to sites at the DENSO expansion site and McGhee Tyson Airport is expected to continue into September.



SOURCE: Daily Times reporting TDT

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The Daily Times 5A

Trucks

has been steady road repair work. Phillips and Jordan Inc., and Tennessee Asphalt Co. are repairing damaged roads.

"There have been several patches," said Kenny Wiggins, Alcoa Public Works Director.

That's not been a surprise according to city and county officials, who said they expected some road damage in the first weeks of the excavation project projected to last through Sept. 1.

Middlesettlements Road is an old county road that has evolved into a "fairly significant" thoroughfare, said Wiggins. It was

built to federal standards in the late '60s and early '70s, said Bill Dunlap, Blount County highway superintendent. The road's stone base is thinner in some places than others, however.

Max Morton, a project manager for Phillips and Jordan, Inc., said the trucks are hauling the weight that they are allowed to haul. He said Middlesettlements Road damage is due mainly to moisture problems in the subgrade, the soil and rock beneath paved surface.

"Therefore it won't hold up to the weight of the loads," he said.

Covered loads are required. Trucks seen leaving the Partnership Park North site on Louisville Road on Wednesday all

had covered loads.

David Jones and his wife, Pat Jones, said trucks sometimes have covered loads and sometimes don't. "And the dust is ridiculous," said Pat Jones.

Trucks are hauling dirt to the DENSO site and McGhee Tyson Airport from the Partnership Park North sites and the Partnership Park South site, located at West Lamar Alexander Parkway and William Blount Drive.

Roads like Proffitt Springs Road and Louisville Loop Road have all had some asphalt patches, said Dunlap.

"The trucks are literally finding the weak spots," said Wiggins.

About 2,000 tons of stone and 762 tons of asphalt have been used for

repairs.

The speed limit on Middlesettlements Road is to be reduced to 35 mph this week.

"That's in response to a citizen recommendation," said Wiggins. "We'll keep it through the project.

If we feel like it's warranted, we'll raise it back up."

Alcoa Police Chief Ken Burge said there has been no increase of motor vehicle accidents on Middlesettlements Road since the hauling began.

Factory to rise on land near Smyrna airport

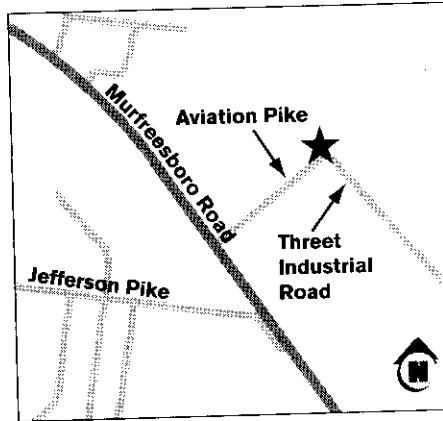
BY ERIN LAWLEY
NASHVILLE BUSINESS JOURNAL

A 150,000-square-foot industrial manufacturing facility will soon be built near the Smyrna/Rutherford County Airport. Developer John A. Brewer Co. late last month bought 9.5 acres at Threet Industrial Road and Aviation Parkway for \$900,000 with plans to break ground by July.

Brewer says the facility's tenant is already in the Middle Tennessee, but wants to remain anonymous until the move-in date is imminent, likely sometime next April.

According to John Black, executive director of the airport, this development is an indication of the area's promising future.

"Business breeds more business," says Black. "We're excited that this development is taking place."



The airport authority and city of Smyrna together are marketing about 350 acres of land for a business park and there are another 100 acres available for outside developers like Brewer.

Black says he's received a lot of

interest in these areas. Most recently, Adenus Wastewater Solutions broke ground on a 33,000-square-foot office and warehouse facility on the non-airport acreage.

Holly Sears, director of economic development for the Rutherford County Chamber of Commerce, says these developments are signs of the region's flourishing economy.

"We've been hearing on a national scale about a lot of manufacturing going off-shore," says Sears. "Any time you get a new manufacturing facility moving into the market, it's a good sign of the local economy."

Rutherford County is the third-fastest growing county in Tennessee, with a population of more than 200,000, according to chamber statistics:

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