

Tennessee Infrastructure In The News

October 26, 2009

A daily roundup of recent news stories and opinion pieces about Tennessee transportation, water and flood control infrastructure

For the full story, click the headline or use the link.

[Massive Rockslide Could Close Part Of Interstate-40 For Three Months \(Tricities.Com\) With Video](#)

Haywood County, N.C.—At 2:00 a.m. Sunday, a woman driving west on Interstate 40 ran into a massive pile of rocks three miles from the border of North Carolina and Tennessee. State Highway Patrol Sgt. B.D. Tucker said the woman's airbag deployed when she hit debris from a massive rockslide. "She was injured, but it is believed to be non life threatening," Tucker said. For the next seven hours, officers turned drivers around and set up a roadblock—from exit 20 in Waynesville to the rockslide at mile marker three. The natural disaster sits 2.5 miles east of another historic landslide, Department of Transportation Engineer Rick Stiles said. In 1997, falling rocks shut down part of I-40 for more than two months. This time, the cleanup could take even longer.

http://www2.tricities.com/tri/news/local/article/massive_rockslide_could_close_part_of_interstate-40_for_three_months/34729/

[Rockslide Closes I-40 At Mile Marker 3 \(Asheville Citizen-Times\)](#)

It could take up to three months to completely clear debris on Interstate 40 after a rock slide this (Sunday) morning that closed the highway in both directions at mile marker 3, according to officials with the North Carolina Department of Transportation. Mile marker 3 is near the Tennessee border in Haywood County. The rock slide happened at around 2 a.m. Three vehicles ran into the rocks in accidents that happened within minutes of the slide, N.C. Highway Patrol Sgt. Brian Tucker said. One woman was injured, but the extent of her injuries are not known, he said. The large boulders crashed through fences and other measures designed to stop smaller rocks, said Joel Setzer, a division engineer with the department of transportation. The cause of the slide is not yet clear, but Setzer said the slopes around I-40 still appear to be unstable. "This will be our region's top priority," he said.

<http://www.citizen-times.com/apps/pbcs.dll/article?AID=/20091025/NEWS01/91025001>

[Chattanooga Airport Seeing Traffic, Revenue Growth \(Times Free-Press/Pare\)](#)

Despite fighting the headwinds of a slow economy, Chattanooga Metropolitan Airport's first-quarter boardings and revenue are up. "We thought we'd have a flat year," airport President Mike Landguth said. "It's been quite good all things considered." Lovell Field passenger boardings in the July-September quarter are 7.9 percent higher compared with the same period a year ago, he said. Revenues also are higher in the period, he said. Discounting a parking lot rate increase, revenues are 4 percent higher, Mr. Landguth said. With the rate hike, revenues are 7.9 percent higher, he said. For the calendar year through September, traffic at the airport is 3.7 percent above a year ago. September was 8.2 percent ahead, according to the airport. Mr. Landguth said he believes a lot of the increases are because of lower fares.

<http://www.timesfreepress.com/news/2009/oct/24/chattanooga-airport-seeing-traffic-revenue-growth/>

[Finish In Sight On Dover Road \(Leaf Chronicle\)](#)

Widening under way on project's last section Some folks who regularly travel Dover Road from Montgomery County have been wondering when construction will begin to widen the last section of the project.... Tennessee Department of Transportation officials said the project has not been delayed, though it had to be re-bid and some clearing for the road had to be performed at prescribed times. The project to expand Dover Road to four lanes is actually ahead of scheduled from the original timeline, said project manager David Edmondson. "We wanted to make it 'shovel-ready' to qualify for stimulus money," he said. Indeed, the \$18.7 million cost is being paid with stimulus money from the American Recovery and Reinvestment Act. While it was of little consequence, Edmondson said the project had to be bid twice because pay for an on-site environmental coordinator was not included in the original specifications of the work to be done.

<http://www.theleafchronicle.com/article/20091026/NEWS01/910260312/1002/Finish-in-sight-on-Dover-Road>

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