

## Tennessee Infrastructure In The News

March 29, 2010

### 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.

#### [Tenn. Working On Clearing Rocks From "The Dragon" \(Associated Press\)](#)

Thrill-seeking riders who take on an 11-mile stretch of U.S. 129 known as "The Dragon" may have to be tamed for a few months. The Knoxville News-Sentinel reports that the Tennessee Department of Transportation is letting an emergency contract on Monday to clean up debris from a March 14 rockslide on the two-lane road, with cleanup expected to start April 5 and end by July 31. "The Dragon" is an international favorite with bikers and sport car enthusiasts because of its 318 curves and mountainside route. The rockslide, near the highway's junction with the Foothills Parkway, happened just as business from motorcycle enthusiasts and thrill-seekers annually picks up. TDOT spokeswoman Yvette Martinez says the short-term emergency plan calls for all lanes to be closed, but that could change as contractors make progress.

<http://content.usatoday.net/dist/custom/gci/InsidePage.aspx?clid=tennessean&sParam=33140531.story>

#### [TDOT To Let Emergency Contract On Rock Slide \(Associated Press\)](#)

The Tennessee Department of Transportation says it will let an emergency contractor clear a rock slide from a section of U.S. 129 known as the Dragon. TDOT qualified Pacific Blasting Demolition Ltd. and Phillips & Jordan Inc. to bid on the project because both offer specialized services needed to stabilize the mountainside where the slide occurred March 14. The contract will be let Monday to one of the companies and work is to begin no later than April 5 on a section of highway that is on the southeastern boundary of the Great Smoky Mountains National Park. The road is closed from near Chilhowee Lake to the North Carolina line. The contract will call for completion of the project by July 31.

<http://content.usatoday.net/dist/custom/gci/InsidePage.aspx?clid=tennessean&sParam=33124999.story>

#### [Airlines Drop 9 Flights, Add 2 In Nashville \(Tennessean/Williams\)](#)

Three airlines have announced seasonal changes to their flight schedules at Nashville International Airport that will result in nine daily flights being dropped and two new ones being added. Southwest Airlines, the Nashville airport's busiest carrier, will discontinue one daily departure to Chicago Midway; New Orleans; Orlando, Fla.; Phoenix; and San Diego effective Aug. 14-Oct. 30. Beginning on Thursday, American Airlines will drop two of its daily flights to St. Louis, while adding a departure to Miami. Also on the same day, Delta Air Lines will discontinue one of its daily flights to Cincinnati and New York's John F. Kennedy International Airport, and add a departure to Minneapolis. Despite the cuts, the airport will still have multiple daily departures by its various airlines to the affected destinations, spokeswoman Emily Richard said. The airport is served by 12 airlines, which together have about 375 daily arrivals and departures. Southwest accounts for about half of the flights.

<http://www.tennessean.com/article/20100327/BUSINESS01/3270314/Airlines+drop+9+flights++add+2+in+Nashville>

#### [Residents Pore Over Water Plans \(The Daily Herald\)](#)

Where will Maury County's water come from in the next 50 or 100 years?

The options unveiled Wednesday include:

- Raising the winter and spring water levels at Normandy Reservoir, which helps regulate flow along the Duck River from Manchester and Tullahoma to Columbia and beyond;
- Physically adding five feet to the height of the Normandy Dam;
- Constructing a new intake near Williamsport and pumping water from the Duck River back to Columbia;

[http://www.c-dh.net/articles/2010/03/26/top\\_stories/03water.txt](http://www.c-dh.net/articles/2010/03/26/top_stories/03water.txt)

**[A Rail Corridor Along I-81 That Would Get Traffic And The Economy Moving Again \(The Washington Post\)](#)**

A project called the Crescent Corridor, a 2,500-mile rail route stretching across 13 states from New Jersey to Tennessee and Louisiana, would offer significant economic and environmental benefits by creating tens of thousands of jobs and moving trucks off crowded highways such as I-81. Our five states have joined together in a public-private partnership to apply for \$300 million in federal funding to develop the corridor, which would dramatically increase rail capacity along the route and represent one of the largest additions of freight transportation capacity since the Interstate Highway System in 1956.

<http://www.washingtonpost.com/wp-dyn/content/article/2010/03/25/AR2010032502404.html>

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