

July 19, 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.

[Quick To Repair \(Nashville Post/Lind\)](#)

Like other 18-month-olds, the federal stimulus is getting its feet under it. Born kicking and screaming on Feb. 17, 2009, the American Recovery and Reinvestment Act turns a year-and-a-half old this week — and it's finally at that fun stage. All told, nearly \$430 million in stimulus money was awarded to Tennessee for its 201 road projects, and 160 are open to traffic. Earlier this month, the Tennessee Department of Transportation cut the ribbon on the first stimulus-funded project: replacement of three timber bridges in Gibson County. "Today, safer, more modern concrete bridges have replaced three structurally deficient, narrow timber bridges here on McMurry Road," said TDOT Commissioner Gerald Nicely. "The new bridges will serve the county for the next several decades, and because recovery act funds were used for this project, the local governments saved close to \$200,000 in matching funds normally required for projects like this one."

http://www.nashvillepost.com/news/2010/7/19/quick_to_repair

[State: Repair Lagoon Or Pay \(Columbia Daily Herald\)](#)

The state has found the city's troubled wastewater system recorded more than 500 permit violations in a two-year period. The violations were cited in a consent order agreed upon by the Tennessee Department of Environment and Conservation and the city to repair a multi-million dollar wastewater lagoon which is still incomplete. Failure to comply with the order could wind up costing the city up to \$346,000 in civil penalties, according to the document. The order was handed down after numerous failings of the wastewater treatment plant and lagoon system, which has been under construction since 2007. Since April 2008, the city has reported 532 violations, including 13 overflows of raw sewage, seven E-coli, two cyanide and 18 total chlorine limit violations and 43 nitrogen ammonia violations, among others, according to the order.

http://www.columbiadailyherald.com/articles/2010/07/18/top_stories/02repair.txt

[Floods Puts Strain On Dysfunctional And Dangerous Streets \(City Paper/Williams\)](#)

Nashville offers amazing music, grand civic buildings and a fascinating array of people. But the city's street infrastructure ranks among the nation's most unattractive, dysfunctional and, in spots, dangerous. And the recent flooding has placed even greater focus on street conditions. The T-intersection of Auburn Lane and Estes Road exposes this harsh fact. Located in the upscale Woodmont neighborhood and no more than four-and-a-half miles from Nashville's bustling Central Business District — an area in which one would expect quality streets — the intersection's southwest corner sees Estes perched perilously on essentially an earthen pedestal (with no guard rail), the road's eroded western shoulder basically nonexistent. Motorists driving south on Estes enjoy no margin for error: A steering miscalculation at the T-intersection invites a two-foot plummet. "I can't tell you how many cars we've had in that yard over the years," said Jeanine Johnson, who has lived in Estes Glen since 1996. "I'm surprised somebody hasn't gotten killed."

<http://nashvillecitypaper.com/content/city-news/floods-puts-strain-dysfunctional-and-dangerous-streets>

[Lane Closures Coming To I-40 Bridge \(Commercial Appeal\)](#)

Major lane closures are coming to the Hernando DeSoto Bridge in August as part of the massive retrofitting of the iconic structure to seismic standards, the Tennessee Department of Transportation announced Friday. Crews will be replacing a large seismic joint on three bridge piers near Exit 1 in Memphis beginning Aug. 3. The work will be broken into three phases. Interstate 40 crossing the Mississippi River is a "vital structure for traffic and freight movement in America," TDOT says. TDOT, in partnership with the Arkansas State Highway and Transportation Department, is retrofitting the bridge to withstand a magnitude-7.0 earthquake. Construction on the retrofit began in 2000, and six phases of the work are complete. The complete work is in excess of \$180 million, and future work to complete the retrofit is expected to cost another \$70 million to \$80 million.

<http://www.commercialappeal.com/news/2010/jul/16/lane-closures-coming-i-40-bridge/>

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