



Heavy Duty Trailers

Specifications

TDOT is looking to procure heavy duty trailers as listed in the specifications below.

1. Definitions:

- GVWR – Gross vehicle weight rating – the maximum total safe weight of your vehicle.

2. General Requirements:

- Inspection and Acceptance. The State shall have the right to inspect all goods or services provided by Contractor under this Contract. If, upon inspection, the State determines that the goods or services are Defective, the State shall notify Contractor, and Contractor shall re-deliver the goods or provide the services at no additional cost to the State. If after a period of thirty (30) days following delivery of goods or performance of services the State does not provide a notice of any Defects, the goods or services shall be deemed to have been accepted by the State.
- Successful bidder shall furnish complete descriptive literature and a drawing shall be affixed with the seal of licensed professional engineer certifying applicability for intended purposes for the listed rated load carrying capacity.
- Manuals: Literature and Standard Features: Printed literature shall be provided upon delivery or website. Trailer must be manufacturer's standard unit with required options.
- MANUFACTURER'S STATEMENT OF ORIGIN: Statement to be furnished when unit is delivered. Invoice to include each serial number. Manufacturer's statement of origin is to be executed in the name of: agency as shown on purchase order.

3. SPECIFICATIONS:

3.1 TRAILER, LOW PROFILE, PLATFORM, 20 TON, WITH BEAVERTAIL, FOLD-OVER RAMPS and AIR BRAKES

Acceptable Brands / Model(s): Interstate 40DLA or Equal

NOTE: ALL SPECIFICATIONS ARE CONSIDERED MINIMUM UNLESS OTHERWISE NOTED.

DIMENSIONS:

- Overall length – 35 feet
- Overall width - 8-foot, 5 inches
- Deck height - Maximum 34.5" UNLOADED
- 14-foot neck (including slant)
- Deck length-24 foot to 29 feet
- Capacity - 40,000 lbs.
- Gross Weight GVW: - 50,000 lbs.

FRAMEWORK:

- Pierced main beam construction with one piece interlocking cross members. Main beams: W14" X 26 LBS per FT A56 grade 50 on Hi-Tensile. Cross members: 6"-beam on 3.7 LBS per FT grade 50 HI-Tensile on 22" centers. 3/16" steel fabricated knee bracing on cross members. Side Rails: C8"x 11.5 LBS per ft. grade 50 Hi-tensile and must be constructed with the closed side or the rails facing out.

UNDERCARRIAGE:

- Two (2) 25,000 lbs. heavy duty oil bath axles or equal.
- Brakes - 12 ¼" x 7 ½" air both axles with abs.
- Four (4) dual wheel for disc type wheels, oil lubricated wheel bearings.
- Suspension - Low Profile Hutch H9700 Suspension or equal.
- Tires – Twelve (8) each, dual wheel, new Goodyear, or Michelin G114 215/75R x17.5, Load Range H, 16 PLY, Capacity of 4540 LBS in dual configuration.
- Brakes - 12 ¼ x 7 ½ shoes, full air with automatic slack adjusters & spring parking brakes on all axles. Brakes shall be fully operational upon delivery.

DECKING:

- Straight-Flat with 5' beavertail, self-cleaning outside of main beams and 2" nominal hardwood between main beams. 13–14-degree slope on beavertail. The beavertail shall include ladder type traction paths using inverted angle iron.
- 2" nominal finished dressed hardwood boards shall be mounted w/counter-sunk bolts and clamps or counter sunk torque screws with two (2) each per cross-member.
- Wheel wells are to be covered with metal diamond plate.

HITCH:

- 3" pintle eye, adjustable; set 27" load bearing surface height on truck.
- Dual two (2) speed jacks at headboard with 50,000 lb. capacity.
- Safety Chains-Two (2) ½" high-test, grade 70, heat treated with clevis hook on one end, must have ample hold for maximum GVWR.
- Full width fixed, flat upper deck 2-inch oak decking fastened with Torx screws and sealed with wood life or equal sealer or 1 3/8-inch Apitong hardwood. W/18-to-24-degree slope (steel w/traction bars).

RAMPS:

- Two (2) 60" length, adjustable width, w/bi-directional spring assist, traction bars (ladder type with inverted angle iron) and manual lock down on beavertail in travel position.
- Self-contained hydraulic operated to include controls located on drivers' side of trailer.

LIGHTING:

- All wiring shall be PVC jacketed or non-jacketed wiring shall be in clear plastic conduit or flexible neoprene jacket (modular in design). Twelve-gauge wire; DOT/ICC standards must be met. Must include plug & receptacle. Round pin, commercial plug.
- 12 volt, LED, DOT approved, sealed, rubber mounted. Rear lights shall be shielded from damage or recessed.
- Circuit breakers for easy maintenance

- All electrical shall meet SAE, ICC, and DOT standards.

PAINT:

- One (1) heavy-duty coat metal primer with one (1) heavy finish coat. All mill scale and weld slag shall be removed. Color shall be bright white; conspicuity markings shall be included.

MISCELLANEOUS SPECIFICATIONS:

- Storage Area in Drawbar/Tongue- Full floor/tub for which has drainage vents.
- Mud flaps required.
- One-piece main frame rail and cold formed drawbar.
- Front Headboard Stop-8" channel full width of trailer.
- Five (5) Lashing/ D-Rings evenly spaced per side rail, ten (10) total. Minimum specification for D-Ring's: 1" diameter; 4" height; 3" width (I.D.); ultimate breaking strength 46,760 lbs.; working load limit 15,586 lbs.
- Serial Number shall be located on tongue. Application shall be permanently applied.

UNIT MUST MEET ALL STATE AND FEDERAL REGULATIONS AT THE TIME OF DELIVERY

3.2 TRAILER, LOW PROFILE, PLATFORM, 25 TON, W/BEAVERTAIL, FOLD-OVER RAMPS & AIR BRAKES

ACCEPTABLE BRANDS/MODELS: INTERSTATE 50DLA, OR EQUAL

DIMENSIONS:

- Overall length – 35 feet
- Overall width - 8-foot, 5 inches
- Deck height - Maximum 34.5" UNLOADED
- 14-foot neck (including slant)
- Deck length-24 foot to 29 feet
- Capacity - 50,000 lbs.
- Gross Weight GVW: 60,000 lbs.

FRAMEWORK:

- Pierced main beam construction with one piece interlocking cross members. Main beams: W14" X 26 LBS per FT A56 grade 50 on Hi-Tensile. Cross members: 6"-beam on 3.7 LBS per FT grade 50 HI-Tensile on 22" centers. 3/16" steel fabricated knee bracing on cross members. Side Rails: C8"x 11.5 LBS per ft. grade 50 Hi-tensile and must be constructed with the closed side or the rails facing out.

UNDERCARRIAGE:

- Three (3) 22,500 lbs. each heavy-duty oil bath axles or equal.
- Brakes - 12 ¼ x 7 ½ shoes, full air with automatic slack adjusters & spring parking brakes on all axles.
- Six (6) dual wheel for disc type wheels, oil lubricated wheel bearings.
- Suspension - Low Profile Hutch H9700 Suspension or equal.
- Tires – Twelve (12) each, dual wheel, new Goodyear, or Michelin G114 215/75R x17.5, Load Range H, 16 PLY, Capacity of 4540 LBS in dual configuration.
- Brakes - 12 ¼ x 7 ½ shoes, full air with automatic slack adjusters & spring parking brakes on all axles. Brakes shall be fully operational upon delivery.

DECKING:

- Straight Flat with 5' beavertail, self-cleaning outside of main beams and 2"

nominal hardwood between main beams. 13–14-degree slope on beavertail. The beavertail shall include ladder type traction paths using inverted angle iron.

- Pierced main beam construction with one piece interlocking cross members. Main beams: W14" X 26 LBS per FT A56 grade 50 on Hi-Tensile. Cross members: 6"-beam on 3.7 LBS per FT grade 50 HI-Tensile on 22" centers. 3/16" steel fabricated knee bracing on cross members. Side Rails: C8"x 11.5 LBS per ft. grade 50 Hi-tensile and must be constructed with the closed side or the rails facing out.
- 2" nominal finished dressed hardwood boards shall be mounted w/counter-sunk bolts and clamps or counter sunk torque screws with two (2) each per cross-member.
- Wheel wells are to be covered with metal diamond plate.

HITCH:

- 3" pintle eye, adjustable; set 27" load bearing surface height on truck.
- Dual two (2) speed jacks at headboard with 50,000lb capacity.
- Safety Chains-Two (2) ½" high-test, grade 70, heat treated with clevis hook on one end, must have ample hold for maximum GVWR.
- Full width fixed, flat upper deck 2-inch oak decking fastened with Torx screws and sealed with wood life or equal sealer or 1 3/8-inch Apitong hardwood. W/18-to-24-degree slope (steel w/traction bars).

RAMPS:

- Two (2) 60" length, adjustable width, w/bi-directional spring assist, traction bars (ladder type with inverted angle iron) and manual lock down on beavertail in travel position.
- Self-contained hydraulic operated to include controls located on drivers' side of trailer.

LIGHTING:

- All wiring shall be PVC jacketed or non-jacketed wiring shall be in clear plastic conduit or flexible neoprene jacket (modular in design). Twelve-gauge wire; DOT/ICC standards must be met. Must include plug & receptacle. Round pin, commercial plug.
- 12 volt, LED, DOT approved, sealed, rubber mounted. Rear lights shall be shielded from damage or recessed.

- Circuit breakers for easy maintenance
- All electrical shall meet all SAE, ICC and DOT standards.

PAINT:

- One (1) heavy-duty coat metal primer with one (1) heavy finish coat. All mill scale and weld slag shall be removed. Color shall be bright white; conspicuity markings shall be included.

MISCELLANEOUS SPECIFICATIONS:

- Storage Area in Drawbar/Tongue- Full floor/tub for which has drainage vents.
- Mud flaps required.
- One-piece main frame rail and cold formed drawbar.
- Front Headboard Stop-8" channel full width of trailer.
- Five (5) Lashing/ D-Rings evenly spaced per side rail, ten (10) total. Minimum specification for D-Ring 's: 1" diameter; 4" height; 3" width (I.D.); ultimate breaking strength 46,760 lbs.; working load limit 15,586 lbs.
- Serial Number shall be located on tongue. Application shall be permanently applied.

UNIT MUST MEET ALL STATE AND FEDERAL REGULATIONS AT THE TIME OF DELIVERY

3.3 35-TON TANDEM-AXLE LOWBOY TRAILER WITH FIXED NECK

ACCEPTABLE BRANDS/ MODELS: PITTS LB35-33CS, INTERSTATE 70PRC OR EQUAL

DIMENSIONS:

- Overall length - 45-foot, 49 foot maximum
- Overall width - 8-foot, 6 inches
- Deck height - 33 inches to 36 inches
- 14-foot neck (including slant)
- Deck length-26 foot to 28 foot 11 inches
- King pin height 48" loaded (approximate)
84-inch clearance radius with 18-inch king pin setting or 99-inch clearance with 15-inch king pin setting
- Capacity - 70,000 lbs. (distributed capacity/70,000 lbs. Concentrated in 16' minimum)

FRAMEWORK:

- Main rails - w14" @38lbs. /ft. A-36 or w16" x 50 lbs. Ft. Grade 50 high tensile.
Cross members - 8" x 1/8" c-channel @8.5 lbs. /ft. 2' o.c or W10" 12 lbs. /ft. Grade 50 high tensile, 30" o.c. Side rails-12" I-beam x3/16 thick or c12" x 12 lbs. /ft. Grade 50 high tensile.

UNDERCARRIAGE:

- Two (2) 25,000# oil bath axles Dexter or equal
- Brakes - 12 ¼" x 7 ½" air both axles with abs
- 10-hole hub piloted steel disc 17.5 x 6.75
- Suspension - Standens 4-leaf spring or Hutchens h- 9700 multi-point spring or equal
- Tires – new Goodyear or Michelin 235/75r1 7.5, 16-ply radial (8)
- Air brakes - full, with spring parking brakes all axles, automatic slack adjusters all axles

DECKING:

- Decking: 1 ½" full width Apitong, attached by bolts or self-tapping screws and sealed with wood sealer.
Wheel wells are to be covered with check plate with steel traction bars.

NECK:

- Full width fixed, flat upper deck 2-inch oak decking fastened with Torx screws and sealed with wood life or equal sealer or 1 3/8-inch Apitong hardwood. W/18-to-24-degree slope (steel w/traction bars).

RAMPS:

- 2 each 2 feet wide x 6 foot long with 4-foot dovetail or 2 feet wide x 5 feet long with 6-foot dovetail. 2" oak decking fastened with Torx screws and sealed with wood life sealer or 1 3/8" Apitong hardwood.
- Self-contained hydraulic operated to include controls located on drivers' side of trailer.

LIGHTING:

- All lights to be led, grommet mounted with location and spacing to be dot approved.
- Shall include 7-way receptacle.
- Wiring system is to be modular, sealed and circuit breaker protected.

All electrical shall meet all SAE, ICC and dot standards.**PAINT:**

- All metal surfaces are to be media blasted with all mill scale, oil, and welding slag

removed prior to painting. All metal surfaces shall be primed and painted manufacturer's standard white polyurethane (2 coats of paint with hardener). The underside shall be protected by standard white polyurethane coating. Dot reflective tape applied as required.

MISCELLANEOUS SPECIFICATIONS:

- Twin manufacturer's standard 2-speed crank type landing. gear rated @ 180,000 lb. Static capacity & 50,000 lb. Lift.
- Mud flaps required.
- D-rings 8 (minimum) each side.

UNIT MUST MEET ALL STATE AND FEDERAL REGULATIONS AT THE TIME OF DELIVERY

3.4 50 TON LOWBOY; WITH DETACHABLE NECK, HYDRAULIC REAR RAMPS; CENTER BOOM WELL.

DIMENSIONS:

- Overall length – 53' to 54'6" maximum
- Overall width - 8-foot, 6 inches
- Deck height - Maximum 24" loaded at front of deck with maximum 50" loaded 5th wheel height.
- 14-foot neck (including slant)
- Deck length-26 foot to 28 foot 11 inches
- King pin height 50" loaded (approximate). Standard 2" SAE approved, mounted in 5/16" 5th wheel plate.
- 108" clearance radius with 16" King pin setting
- 50-ton Capacity – minimum payload capacity of 100,000 lbs. concentrated load in 12' of deck.
- Platform Length-24' flat deck minimum.
- Platform Width-9'0" with 102" axles.
- Outriggers-12" heavy duty cast steel full length of deck
- Ground Clearance- 8" loaded; adjustable 2" increments with 50" loaded 5th wheel height.

FRAMEWORK:

- Trailer to have a 32" beavertail which is an integral part of the main frame. The beavertail and ramps shall be, designed, constructed, and rated for the full capacity of the trailer. WELD ON BEAVERTAIL NOT ACCEPTABLE. Crossmembers with One (1) piece junior I-beam pierced through main beams on minimum 20" centers.

UNDERCARRIAGE:

- ALL WHEEL ABS to come equipped on axles and brake components. To include a Wabco or equal anti-lock brake system with a 4S/3M (4 sensors and 3 modulator valves) and spring-brake valve and chambers (Type 30/30) on all wheels. All 3 axles to be 5" diameter, .75" wall thickness, 25,000 lbs. rated with H.M. series bearings. Stemco or equal Oil seals and Timken bearing or equal to be provided. 16-1/2" x 7" Heavy Duty Air Brakes with brake chambers mounted above the axles (for added ground clearance), "S" cam Automatic Slack Adjusters to be provided. Brake Drums to be Outboard type. Axle spacing to be 50".

- Twelve (12), new Goodyear or Michelin 255/70R 22.5 (H) 16 P.R. Radials.
- Wheels- Steel disc, hub piloted type, painted white, outboard mount with oil seals.
- Wheel covers: Load bearing wheel covers over all 3 axles.
- Mud Flaps: Rubber type rear of axle #3.
- 10-hole hub piloted steel disc 17.5 x 6.75
- Suspension - Standens 4-leaf spring or Hutchens h- 9700 multi-point spring or equal
- Air brakes - full, with spring parking brakes all axles, automatic slack adjusters all axles
- Ridewell or equal air ride suspension with manual +3"/-3" height adjustment in 1½" increments, and manual exhaust valve. No third axles air lift.
- Recessed Boomwell with diamond plate to protect suspension.
- Top Flange Reinforcement: Top flange outside main beams.

DECKING:

- One and a half (1 ½") inch Full width Apitong, attached by bolts or self-tapping screws and sealed with wood sealer. Wheel wells are to be covered with check plate with steel traction bars.
- Four (4) 16" deep/full length one-piece (no splices) I-beams; 100,000 PSI flanges (fully cambered beams). Tapered beams on first 9'. 3-5% grade with spring loaded front ramps. Fixed ramp deck with 20-degree approach to wheel covers.
- No traction bars/cleats. Equipment to be loaded includes steel wheel asphalt roller, asphalt paver, milling machine, excavators, etc.
- Bucket Trough: Five (5) crossmembers in center deck, recessed and covered with minimum ¼" steel plate.

NECK:

- Hydraulic removable, non-ground engaging, pin and stirrup connection, scraper neck design. Storage area in gooseneck with cover. Steel locking pin cylinder to lock trailer during transport mode or manufactures approved design to lock neck during transport.
- Adjustable travel height feature for fifth wheel or road clearance adjustment with the ability to raise the gooseneck 2" and lower the gooseneck 4".

- Hydraulic support cylinder to support gooseneck when detaching to eliminate blocking, with control on driver's side.
- Four (4) 16" deep/full length one-piece (no splices) I-beams; 100,000 PSI flanges (fully cambered beams). Tapered beams on first 9'. 3-5% grade with spring loaded front ramps. Fixed ramp deck with 20-degree approach to wheel covers.
- Two (2) alignment pins with stirrups. Deck alignment guide for gooseneck self alignment to deck. Air or hydraulic actuated vertical lock pin gooseneck to deck with manual safety lock. Hook and bar connection not acceptable.

RAMPS:

- Minimum 36" front folding ramps steel, double hinged, wood filled, spring assist. Self-contained hydraulic operated to include controls located on drivers' side of trailer.
- Ramps should be approximately 54" L by 36" W.
- Front Ramps: Minimum 36" front folding ramps steel, double hinged, wood filled, spring assist.
- Hydraulic Power from tractor wet-line kit (PTO). Maximum operating pressure 2,500 PSI to 3000 PSI.
- Two (2) hydraulic lift cylinders with controls on driver's side.

LIGHTING:

- All lights to be led, grommet mounted with location and spacing to be dot approved.
- Shall include 7-way receptacle.
- Wiring system is to be modular, sealed and circuit breaker protected.
- All electrical shall meet all SAE, ICC and dot standards.

PAINT:

- All metal surfaces are to be media blasted with all mill scale, oil, and welding slag removed prior to painting. All metal surfaces shall be primed and painted manufacturer's standard white polyurethane (2 coats of paint with hardener). The underside shall be protected by standard white polyurethane coating. Dot reflective tape applied as required.

MISCELLANEOUS SPECIFICATIONS:

- Twin manufacturer's standard 2-speed crank type landing. gear rated @ 180,000 lb. Static capacity & 50,000 lb. Lift.
- Mud flaps required.
- Twelve (12) 1" forged D-rings, bent style, 6 each per side of deck. One on each bolster.
- Flag holder; Rear flag holders

UNIT MUST MEET ALL STATE AND FEDERAL REGULATIONS AT THE TIME OF DELIVERY

3.5 55 TON SLIDING AXLE, FULL TILT TRAILER

ACCEPTABLE BRANDS/MODELS:

LANDOLL 318E; TRAIL KING TK110SA; TRAIL-EZE TE1101; or EQUAL

Dimensions:

- OVERALL LENGTH - 50 Foot minimum, 53 Foot maximum
- OVERALL WIDTH - 8 Foot, 6 Inch
- DECK HEIGHT - 37 1/2 Inch MAXIMUM LOADED
- KING PIN HEIGHT - 48 Inch loaded (Approximate)
- 80 Inch clearance radius with 18 Inch king pin setting - or - 76 1/2 Inch clearance with 26 Inch setting.
- CAPACITY - 110,000 Lbs. (Distributed capacity/ 70,000 Lbs. Concentrated in 16

Foot MAXIMUM).

Framework:

- MAIN RAILS- Fabricated I-beams with webs constructed in 80,000 PSI High-Tensile Steel and flanges of 130,000 PSI Yield Strength Steel.
- CONSTRUCTION TYPE - 4-Beam design.
- CROSS MEMBERS - 4 Inch I-Beams or 4 Inch x 4 Inch Tube alternating with 4 Inch Jr. I-beam on 8 Inch centers.
- WEB STIFFENERS - Located at high load points.

Undercarriage:

- SLIDING AXLES - Three (3) 25,000 Lb. dual tire, oil bath, manufacturer's standard full hydraulic activated with single-stage OR two stage cylinders. Axles must slide full length by use of hydraulic power and ride on slider pads or rollers. NOTE - Designs utilizing chains, pulleys, or rollers to slide the axle are not acceptable. Cylinder sleeve protector for main slide cylinder rod.
- BRAKES, AIR -12 1/4 Inch x 7 1/2 Inch with auto slack adjusters and spring park brakes on all axles. Unit to have emergency brake release valve located at control panel. Automatic slack adjusters all axles.
- WHEELS-8 Hole hub piloted steel disc 17.5 x 6.75
- SUSPENSION - Air ride

- TIRES - New Goodyear or Michelin 235/75R x 17.5, 16-Ply Radial (12).
- AIR BRAKES - Full, with spring parking brakes all axles, automatic slack adjusters all axles.
- AIR SCALE SYSTEM -Trailer suspension shall be equipped with air scale to calculate axle loads for proper scaling.
- All traveling air, electric and hydraulic lines shall be encased in a flexible traveling metal chain track.

Decking:

- DECKING - 1 ½" Full width Apitong, attached by bolts or self-tapping screws and sealed with wood sealer.
- DECK TILT - Deck tilt mechanism shall be hydraulic activated. Trailer to be capable of tilt operation with towing vehicle jack-knifed at a 90-degree angle to the trailer without binding in the 5th wheel area. When in full tilt position, the main deck shall have an approximate angle between 7 and 8.5 degrees.

Tie downs:

- Alternating key slots and stake pockets on 32 Inch or 24 Inch centers maximum with 4 chain slots across rear knife edge approach.

Winch:

- 20,000 Lb. Hydraulic winch with 100 Foot cable, cable roller guide, cordless remote control and all necessary equipment required to connect to truck for proper operation.
- SNATCH BLOCK -All associated parts and pins of snatch block shall be properly rated for the above listed winch.

Hydraulic kit:

- Trailer shall be set up for truck PTO. Shall include all necessary couplers.

Rear approach:

- Rear approach shall be 3/4-Inch-thick knife edge.

Lighting:

- All lights to be LED, grommet mounted with location and spacing to be DOT approved.
- Shall include 7-way receptacle.
- Wiring system is to be modular, sealed and circuit breaker protected.
- All electrical shall meet all SAE, ICC and DOT Standards.

Paint:

- All metal surfaces are to be media blasted with all mill scale, oil and welding slag removed prior to painting. All metal surfaces shall be primed and painted manufacturer's standard white polyurethane (2 coats of paint with hardener).
- The underside shall be protected by standard white polyurethane coating. DOT reflective tape applied as required.

MISCELLANEOUS SPECIFICATIONS:

- Twin manufacturer's standard 2-speed crank type landing gear rated @ 170,000 Lb. static capacity & 50,000 Lb. lift
- MUD FLAPS - Anti-sail required
- Must have engineers stamped letter submitted with bid stating that the trailer meets the above specifications.

UNIT MUST MEET ALL STATE AND FEDERAL REGULATIONS AT THE TIME OF DELIVERY

4. Purchase Order and Delivery Requirements

- **Purchase Orders** – Upon award of the Contract, the State shall submit purchase orders as needed throughout the term of the Contract. The Contractor shall not impose minimum purchases to process orders.
- **Delivery Hours** – The Contractor shall deliver any equipment and documentation at an agreed-upon time during the hours of 7:00 a.m. to 3:30 p.m., local time, Monday through Friday, excluding legal State holidays. State holidays are listed on the following webpage:
<https://www.tn.gov/about-tn/state-holidays.html>.
- **Delivery Clearance** – The State shall provide the Contractor with a point of contact for the location defined in Section 3.2. The Contractor shall contact the point of contact for delivery clearance at least forty-eight (48) hours prior to the scheduled delivery time. The point of contact will check the availability of the loading dock and provide instructions for which loading dock or entrance to utilize.

DELIVERY LOCATIONS- Delivery locations include:

- **TDOT REGION 1:**
1035 Maintenance Lane
Knoxville, TN 37914
865-594-2697
- **TDOT REGION 2:**
7492 Volkswagen Drive, Bldg. E
Chattanooga, TN 37416
423-510-1231
- **TDOT REGION 3:**
6601 Centennial Boulevard
Nashville, TN 37243
615-350-4423
- **TDOT REGION 4:**
200 Benchmark Place
Jackson, TN 38301
731-935-0266