



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

ENGINEERING BUREAU
SUITE 700, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-0791

CLAY BRIGHT
COMMISSIONER

BILL LEE
GOVERNOR

August 25, 2021

Ms. Pamela M. Kordenbrock
Tennessee Division Administrator
Federal Highway Administration
404 BNA Drive
Building 200, Suite 508
Nashville, TN 37217

**Re: Revised Submission of 2021 Transportation Asset Management Plan (TAMP)
Consistency Determination**

Dear Ms. Kordenbrock:

In accordance with 23 CFR Part 515.13 (b) (3), the Tennessee Department of Transportation (TDOT) is pleased to present the enclosed revised submittal of our Transportation Asset Management Plan (TAMP) Consistency Determination for fiscal year 2021 which addresses the compliance issues outlined in your letter dated July 28, 2021.

If you have any questions regarding this consistency determination or the TAMP, please contact me at 615-741-0791 or by email at paul.degges@tn.gov.

Sincerely,

Paul D. Degges, P.E.
Deputy Commissioner/Chief Engineer

PDD/CCH/jc

enclosure

cc:

Mr. Clay Bright	Mr. Ted Kniazewycz	Ms. Sabrina David (FHWA)
Mr. Joe Galbato	Mr. Tom Quinn	Ms. Pamela Heimsness (FHWA)
Mr. Jeff Jones	Mr. Mark Woods	Mr. Greg Simmons (FHWA)
Mr. Benjamin Price	Mr. Preston Elliot	Mr. Rich Casalone (FHWA)
Mr. Chris Harris	Mr. Will Reid	Mr. Fawaz Saraf (FHWA)



U.S. Department
of Transportation
**Federal Highway
Administration**

Tennessee Division

August 26, 2021

404 BNA Drive, Suite 508
Nashville, Tennessee 37217
Phone (615) 781-5770

Mr. Clay Bright
Commissioner
Tennessee Department of Transportation
James K. Polk Building, Suite 700
Nashville, TN 37243

In Reply Refer To:
HDA-TN

Subject: FY2021 Transportation Asset Management Plan (TAMP) Annual Consistency Determination

Dear Commissioner Bright:

This letter serves as the Federal Highway Administration (FHWA) Tennessee Division Office's 2021 TAMP consistency determination. This is an evaluation of whether the Tennessee Department of Transportation (TDOT) developed and implemented a TAMP that is consistent with the requirements established by 23 U.S.C. 119 and 23 CFR part 515.

Based on FHWA's recommended changes made to TDOT's June 29, 2021 submittal of the TAMP, the FHWA has determined your TAMP complies with the minimum requirements set forth in 23 CFR 515.13(b)(1) and (b)(2).

Should you have any questions, please contact Mr. Gregory P. Simmons at 615-781-5756.

Sincerely,

Pamela M. Kordenbrock
Division Administrator

cc: Ms. Sabrina David, Deputy Division Administrator, FHWA TN Division
Ms. Pamela Heimsness, Technical Services Team Leader, FHWA TN Division
Mr. Richard Casalone, Area Engineer, FHWA TN Division
Mr. Fawaz Saraf, Structural Engineer, FHWA TN Division
Mr. Gregory Simmons, Program Management Analyst, FHWA TN Division
Mr. Preston Elliot, Deputy Commissioner / Chief of Environment & Planning, TDOT
Mr. Joe Galbato, Deputy Commissioner/ Chief Financial Officer, TDOT
Mr. Jeff Jones, Assistant Chief Engineer of Design, TDOT
Mr. Will Reid, Assistant Chief Engineer of Program Delivery, TDOT
Mr. Matt Barnes, Assistant Bureau Chief of Transportation, TDOT
Mr. Ted Kniazewycz, Director of Structures, TDOT

Ms. Julie Carmean, Assistant Strategic Planning Director, TDOT
Mr. Chris Harris, Civil Engineer Manager 2, TDOT
Mr. Mark Woods, State Pavement Engineer, TDOT

CONSISTENCY DETERMINATION

Allotment Amounts:

June 1, 2020 – May 31, 2021

Comparing to Budgets from:

TAMP Version 2019.1.2

What is Consistency Determination?

TDOT strongly believes in operating as an open and transparent governmental body that serves the people of Tennessee in a beneficial manner to provide a safe and reliable transportation system for people, goods, and services that supports economic prosperity in Tennessee. TDOT's Mission is to provide a safe and reliable transportation system that supports economic growth and quality of life. Our Vision is a commitment to excellence in managing and improving the state's transportation system, promoting the success of our employees, and strengthening the trust of our customers. TDOT values stewardship, integrity, safety, consistency, development, innovation, collaboration, and family. This TAMP exemplifies TDOT's commitment to plan, design, build, maintain, and manage one of the best transportation systems in the nation. The consistency determination is TDOT's proof that it is managing the state's NHS pavement and bridge assets in accordance with a strategic plan to be as efficient and effective as possible with the federal and state dollars and achieve their performance goals and objectives.

What are the MAP-21 and Final Rule requirements?

Consistency Determination requirements are identified in 23 CFR Part 515.13 (b) (2) as follows:

(b) Annual determination of consistency under 23 U.S.C. 119(e)(5). Not later than August 31, 2019, and not later than July 31 in each year thereafter, FHWA will notify the State DOT whether the State DOT has developed and implemented an asset management plan consistent with 23 U.S.C. 119. The notice will be in writing and, in the case of a negative determination, will specify the deficiencies the State DOT needs to address. In making the annual consistency determination, the FHWA will consider the most recent asset management plan submitted by the State DOT, as well as any documentation submitted by the State DOT to demonstrate implementation of the plan. The FHWA determination is only as to the consistency of the State DOT asset management plan and State DOT implementation of that plan with applicable requirements and is not an approval or disapproval of strategies or other decisions contained in the plan. With respect to any assets the State DOT may elect to include in its plan in addition to NHS pavement and bridge assets, the FHWA consistency determination will consider only whether the State DOT has complied with § 515.9(l) with respect to such discretionary assets.

(1) Plan development. The FHWA will review the State DOT's asset management plan to ensure that it was developed with certified processes, includes the required content, and is consistent with other applicable requirements in this part.

(2) Plan implementation. The State DOT must demonstrate implementation of an asset management plan that meets the requirements of 23 U.S.C. 119 and this part. Each State DOT may determine the most suitable approach for demonstrating implementation of its asset management plan, so long as the information is current, documented, and verifiable. The submission must show the State DOT is using the investment strategies in its plan to make progress toward achievement of its targets for asset condition and performance of the NHS and to support progress toward the national goals identified in 23 U.S.C. 150(b). The State DOT must submit its implementation documentation not less than 30 days prior to the deadline for the FHWA consistency determination.

(i) FHWA considers the best evidence of plan implementation to be that, for the 12 months preceding the consistency determination, the State DOT funding allocations are reasonably consistent with the investment strategies in the State DOT's asset management plan. This demonstration takes into account the alignment between the actual and planned levels of investment for various work types (i.e., initial construction, maintenance, preservation, rehabilitation and reconstruction).

(ii) FHWA may find a State DOT has implemented its asset management plan even if the State has deviated from the investment strategies included in the asset management plan, if the State DOT shows the deviation was necessary due to extenuating circumstances beyond the State DOT's reasonable control.

What is TDOT's Process for Documenting Consistency?

TDOT will submit to FHWA a summary of how the agency's annual investment strategy of planned allocations, as documented in TDOT's Transportation Asset Management Plan Version 2019.1.2, is in alignment and reasonably consistent with actual investment amounts during the 12-month period from June 1, 2020 to May 31, 2021, as agreed to by TDOT and the FHWA Tennessee Division during the meeting on February 26, 2020. This is to allow TDOT sufficient time to extract the actual investment amounts and prepare the consistency determination report before the deadline. Should the amounts significantly deviate, TDOT will provide documentation to justify the deviation. Table D-1 below provides a comparison of the TAMP Budget amounts to the Actual Investment amounts for each of the five work types, as defined by FHWA (Maintenance, Preservation, Rehabilitation, Construction, and Reconstruction).

TDOT's budget process does not currently split out amounts for Construction and Reconstruction separately. Therefore, Table D-1 will show the budget amount for Construction and Reconstruction combined into a single value for TAMP Budget under the Reconstruction & Construction row. Project allotment amounts in TDOT's Program, Project, and Resource Management (PPRM) application have been separated into categories for New Construction and Reconstruction, so the actual investment amounts for construction and reconstruction can be properly separated and shown individually in Table D-1; however, for consistency determination, these amounts have been combined before comparing to the combined budget amount.

The PPRM application was scheduled to undergo a system redesign in 2020; however, that project has been postponed due to the COVID-19 pandemic. As part of TDOT's recent Integrated Program Delivery initiative, a focus has been placed on an improvement to how projects are to be delivered at TDOT. This effort is not currently focused on a replacement of the software used to manage that process (PPRM). PPRM is still the system of record for program, project, and resource management at this time. The identification and implementation of a replacement solution for PPRM will still be needed, but the prioritization of that effort and associated timeline has not yet been determined.

TDOT plans to revise its budget process to provide for a separate budget amount for these two work types in future versions of the TAMP Consistency Determination. See Table 6-3 of TDOT's TAMP document for a crosswalk of the various treatments included in each of the five work types.

Table D-1

Fiscal Year 2021	Bridges								Pavement											
	Budget (\$M)				Actual Investment (\$M)				Grand Difference (Total Investment - Adjusted Budget) (\$M)	Investment Footnotes	Budget (\$M)				Actual Investment (\$M)				Grand Difference (Total - Adjusted Budget) (\$M)	Investment Footnotes
	TAMP Budget (\$M)	Adjusted Budget (\$M)	Budget Difference (TAMP - Adjusted) (\$M)	Budget Footnotes	NHS	Non- NHS	Total	TAMP Budget (\$M)			Adjusted Budget (\$M)	Budget Difference (TAMP - Adjusted) (\$M)	Budget Footnotes	NHS	Non- NHS	Total				
Preservation	5.0	8.0	3.0		5.4	2.7	8.1	0.1		225.7	269.8	44.1	1	160.3	101.7	262.0	-7.8			
Rehabilitation	37.0	54.0	15.0	2	36.7	16.3	53.0	-1.0		7.4	9.2	1.8		30.6	16.6	47.2	38.0	3,4		
Reconstruction & Construction	89.7	89.7	0.0	5	62.1	21.9	84.0	-5.7	6	590.0	590.0	0.0	5	531.5	192.8	724.3	134.3	6		
Maintenance	5.0	3.8	-1.2			2.8	2.8	-1.0	7	26.9	30.5	3.6			31.6	31.6	1.1	7		
Total	136.7	155.5	16.8		107.0	40.9	147.9	-7.6		850.0	899.5	49.5		754.0	311.1	1,065.1	165.6			

Table D-1 Footnotes:

1	Pavement Preservation Budget: After observing that pavement condition measures were not trending in the direction that TDOT desired, additional funding was allocated for pavement preservation beyond what had been projected in 2019 when the TAMP was prepared. The increase in FY2021 resurfacing funding was based on a PMS analysis and remaining service life calculations submitted to TDOT's Chief Engineer in December 2019, in accordance with Chapter 7 of the TAMP (pg 7-6). We didn't formally document the funding increase request, but the increase was based on that process and we did show those calculations to justify the increase. This is the reason for the deviation in the Pavement Preservation budget.
2	Bridge Rehabilitation Budget: The deviation for Bridge Rehabilitation budget was due to additional money received from the Legislature to pay back amounts borrowed by the General Assembly in previous years. The Structures Division used these additional funds to execute rehabilitation projects on bridges which were not originally anticipated when the budget was prepared.
3	Pavement Rehabilitation Investments (NHS): The deviation in actual investments for Pavement Rehabilitation on the NHS is attributed to the fact that TDOT executed more interstate resurfacing jobs with BM2 this year than expected (\$21.8M), which have been counted as rehabilitation projects. TDOT also performed approximately \$5.2M of Hot In-Place Recycling projects on state routes on the NHS, which are 2" deep recycling, and thus would count as rehabilitation instead of preservation. These increases in BM2 and HIR projects were based on field evaluations using guidance defined in the Resurfacing Guidelines, as referenced on page 7-6 of Chapter 7 of the TAMP.
4	Pavement Rehabilitation Investments (Non-NHS): The deviation in actual investments for Pavement Rehabilitation on the non-NHS state routes is attributed to the fact that TDOT executed approximately \$2.9M of Hot In-Place Recycling projects on state routes off the National Highway System, which are 2" deep recycling, and thus were considered as rehabilitation instead of preservation.

Table D-1 Footnotes:

5	<p>Reconstruction & Construction Budget: Determining the portion of the budget for Reconstruction and Construction projects that contribute to pavement and bridge condition continues to be a challenge for TDOT in 2021. Because TDOT's budget process has never attempted to split Construction and Reconstruction budget amounts in the past and because the PPRM system does not contain enough granularity in the budget data to produce these splits for both budget amounts, the Reconstruction and Construction budgets are combined in Table D-1. Actual Investment amounts are able to be split by TDOT into Reconstruction and Construction on each individual project using the Project Type of Work field from PPRM for those allotments, but these values are being combined into a single amount before being compared back to the combined budget amount for Reconstruction and Construction for both Pavement and Bridge assets. The TAMP Budget amount of \$89.7M for Bridge Reconstruction and Construction was determined in the 2019 TAMP by only considering projects which were exclusively for bridge replacement and excluded bridge replacements that were a part of a larger widening project or realignment project, as there was not a convenient way to determine the portion of the project cost to attribute to the bridge asset without doing a very detailed bid item level analysis. Therefore, TDOT elected to assign 100% of the budget amounts to the Pavement Asset for the TAMP Budget under Reconstruction and Construction work type. This is part of the the reason that the deviation between the TAMP Budget and Actual Investment amounts for Pavement Reconstruction and Construction are so large (see footnote #6 for the rest of the explanation).</p>
6	<p>Reconstruction & Construction Investments: TDOT has included the actual investment obligation amounts for Reconstruction and Construction projects which were not specifically identified as a bridge project in PPRM (widening, realignment, new alignment, etc.) in the Pavement Reconstruction & Construction Actual Investment amount on the NHS; however, the TDOT Structures Division was able to review bid tabs for projects between June 1, 2020 and May 30, 2021 and found 7 reconstruction projects totalling \$56M (\$45.9M construction cost, \$4.6M PE cost, \$5.5M CEI cost) where bridge costs could be separated out from the rest of the project cost. The bid tabs for these 7 projects have been provided in Appendix A as documentation of these costs in addition to the \$6.1M in project costs which are documented in the TAMP Data 2021 Consistency Determination spreadsheet (see the link on page D-6) which summarizes project data exported from the PPRM database. Because the \$56M on 7 reconstruction projects were able to be separated to indicate the portion of the obligation amount for bridges by reviewing the detailed bid tabs, TDOT reduced the Actual Investment amount for Pavement Reconstruction & Construction on the NHS by \$56M in Table D-1 and increased the Actual Investment amount for Bridge Reconstruction & Construction on the NHS by \$56M. However, the budget amounts were not revised in the same manner as the actual investments, thus the deviation between actual investments and budgets for Reconstruction and Construction increased for Pavements and decreased for Bridges. Regardless, the deviation reflects a larger investment in the Pavement asset than was budgeted, which should be considered a good thing because it means that TDOT is investing more than expected on these critical assets.</p> <p>Calculation of NHS Actual Investment for Bridges: $\\$62.1M = \\$ 56.0M$ (portion for NHS Bridge Reconstruction moved from Pavement Asset for the 7 Reconstruction projects listed in Appendix A) $+ \\$ 6.1M$ (Bridge NHS Reconstruction Amount in cell B4 of TAMP Consistency Determination Spreadsheet in link on page D-6)</p> <p>Calculation of Non-NHS Actual Investment for Bridges: $\\$21.9M$ (Bridge Non-NHS Reconstruction Amount in cell C4 of TAMP Consistency Determination Spreadsheet in link on page D-6)</p> <p>Calculation of NHS Actual Investment for Pavement: $\\$531.5M = \\$482.7M$ (Pavement NHS Reconstruction Amount in cell D4 of TAMP Consistency Determination Spreadsheet in link on page D-6) $+ \\$104.8M$ (Pavement NHS Construction Amount in cell D5 of TAMP Consistency Determination Spreadsheet in link on page D-6) $- \\$ 56.0M$ (portion for NHS Bridge Reconstruction moved to Bridge Asset for the 7 Reconstruction projects listed in Appendix A)</p> <p>Calculation of Non-NHS Actual Investment for Pavement: $\\$192.8M = \\$165.7M$ (Pavement Non-NHS Reconstruction Amount in cell E4 of TAMP Consistency Determination Spreadsheet in link on page D-6) $+ \\$ 27.1M$ (Pavement Non-NHS Construction Amount in cell E5 of TAMP Consistency Determination Spreadsheet in link on page D-6)</p>
7	<p>Maintenance Investments: Actual Investment amounts for Bridge and Pavement Maintenance come from TDOT's Maintenance Management System (MMS). MMS is not capable of separating costs between NHS and Non-NHS locations, thus TDOT has combined the Actual Investment amounts for Maintenance into a single value in Table D-1.</p>

This Consistency Determination document will be updated and posted on TDOT’s website annually. It will also be referenced in the appendix of each version of TDOT’s Transportation Asset Management Plan using the URL web address of the updated Consistency Determination document.

Accompanying the 2021 Consistency Determination document will be a link to the spreadsheet which was used to compile the actual investment data from PPRM (shown below) along with a copy of the bid tabs used to document the \$56M investment in Bridge Reconstruction on the NHS (in Appendix A). Below are links to the documents on TDOT’s website.

TAMP Consistency Determination Document:

- https://www.tn.gov/content/dam/tn/tdot/maintenance/asset-management-office-/tamp/2021_TAMP-Consistency-Determination_v.1.07.docx

TAMP Consistency Determination Spreadsheet:

- <https://www.tn.gov/content/dam/tn/tdot/maintenance/asset-management-office-/tamp/TAMPData-2021-Consistency-Determination-6-29-2021.xlsx>

➤ Table 6-3: Crosswalk Between TDOT Treatment Types and FHWA Work Types

MAP-21 Work Types	TDOT Pavement Treatments	TDOT Bridge Treatments
Preventative Maintenance	Maintenance Activities, including: Shallow patching Skin patching Partial-depth patching Repair concrete corner breaks Concrete joint repair Other thin patching	Preventive Activities, including: <ul style="list-style-type: none"> • Filling potholes in deck • Minor Structure repair • Major structure repair • Cleaning Structure
Preservation	Preservation Activities, including: <ul style="list-style-type: none"> • Thin asphalt overlay (1.5" or less) • Microsurfacing • Chip seals • Cape seals • Crack sealing • Concrete joint sealing • Mill and fill asphalt overlays (1.5" or less) 	Preservation Activities, including: <ul style="list-style-type: none"> • Repainting structural steel • Sweeping • Deck repairs • Deck waterproofing • Deck epoxy overlay • Polymer modified concrete deck overlay • Cleaning and resealing expansion joints • Scour prevention ⁽¹⁾
Rehabilitation	Rehabilitation Activities, including: <ul style="list-style-type: none"> • Full-depth patching • Repair/replacing concrete slabs • Hot-in-Place recycling with 1.25" overlay 	Rehabilitation Activities, including: <ul style="list-style-type: none"> • Replacement of expansion joints • Concrete spall repairs • Structural steel repairs • Scour repairs ⁽¹⁾ • Bearing replacement
Reconstruction	Reconstruction Activities, including: <ul style="list-style-type: none"> • Rubblization and overlay of concrete pavement • Full-depth replacement of asphalt pavement 	Reconstruction Activities, including: <ul style="list-style-type: none"> • Bridge Replacement
Construction	Construction Activities, including: <ul style="list-style-type: none"> • Highway Widening • Highway Realignment • New Highway Construction 	Construction Activities, including: <ul style="list-style-type: none"> • Bridge Widening • New Bridge Construction

Table 6-4: TDOT 10-Year Estimated Budget for Pavements by Work Type (Dollars in Millions)
(Values in italics were revised from 2019 TAMP)

Year	Construction & Reconstruction (2)	Repair/ Rehab (3)	Preservation (3)	Maintenance	Total
2019	\$584.2	\$7.3	\$223.5	\$23.8	\$838.8
2020	\$587.1	\$7.3	\$224.6	\$26.8	\$845.8
2021	\$590.0	\$7.4	\$225.7	\$26.9	\$850.0
2022	\$593.0	\$7.4	\$226.9	\$27.1	\$854.4
2023	\$596.0	\$7.4	\$228.0	\$27.2	\$858.6
2024	\$598.9	\$7.5	\$229.1	\$27.3	\$862.8
2025	\$601.9	\$7.5	\$230.3	\$27.5	\$867.2
2026	\$604.9	\$7.6	\$231.4	\$27.8	\$871.7
2027	\$608.0	\$7.6	\$232.6	\$27.9	\$876.1
2028	\$611.0	\$7.6	\$233.8	\$28.0	\$880.4
Total	\$5,975.0	\$74.6	\$2,285.9	\$270.3	\$8,605.8

Table 6-5: TDOT 10-Year Estimated Bridge Management Budget by Work Type (Dollars in Millions)

Year	Construction & Reconstruction (4)	Repair/ Rehab	Preservation	Maintenance	Total
2019	\$67.6	\$42.3	\$9.4	\$4.5	\$123.8
2020	\$67.7	\$40.5	\$5.0	\$5.0	\$118.2
2021	\$89.7	\$37.0	\$5.0	\$5.0	\$136.7
2022	\$89.7	\$37.5	\$5.0	\$5.0	\$137.2
2023	\$89.7	\$38.0	\$5.0	\$5.0	\$137.7
2024	\$89.7	\$39.0	\$5.0	\$5.0	\$138.7
2025	\$89.7	\$40.0	\$5.5	\$5.5	\$140.7
2026	\$90.2	\$41.0	\$5.5	\$5.5	\$142.2
2027	\$90.7	\$42.0	\$5.5	\$5.5	\$143.7
2028	\$91.2	\$43.0	\$5.5	\$5.5	\$145.2
Total	\$855.9	\$400.3	\$56.4	\$51.5	\$1,364.1

Table 6-3 Footnotes:

- 1) Per instruction from Structures Director, Ted Kniazewycz, Scour Prevention for bridges has been moved from Bridge Rehabilitation to Bridge Preservation and Scour Repairs has been added to Bridge Rehabilitation in Table 6-3: Crosswalk Between TDOT Treatment Types and

FHWA Work Types.

Table 6-4 Footnotes:

- 2) During execution of the review for consistency in 2020, it was discovered that TDOT had included items in the 2019 TAMP document related to the budget amount for Pavement Construction and Reconstruction which should have been excluded from this budget amount. This included a duplication of the resurfacing budgets for pavement preservation and rehabilitation, a duplication of the bridge preservation and rehabilitation budget amounts, budgets for the TDOT Help Truck Operations, and budgets for the Rockfall Mitigation Program – all totaling \$318.1 million. Also, budgets for ITS Expansion projects totaling \$40.7 million should have been excluded from the Pavement Reconstruction and Construction budget. Therefore, the FY19 TAMP budget amount for Pavement Reconstruction and Construction should have been \$584.2 million ($\$943.0\text{M} - \$318.1\text{M} - \$40.7\text{M} = \584.2M) instead of \$943.0 million. The FY 2020 budget amount for Pavement Reconstruction and Construction would have then been increased by 0.5% for inflation, which would make the FY 2020 budget amount \$587.1 million ($\$584.2\text{M} * 1.005 = \587.1M) instead of \$947.7 million. This discrepancy was discussed by TDOT and FHWA's TN Division Office on June 24, 2020 and it was decided that this error should be documented in the 2020 Consistency Determination justifications. A revised version of Table 6-4 showing the corrected budget amounts for pavements is shown above for reference, and this will be incorporated into TDOT's 2022 TAMP submittal for recertification by FHWA.
- 3) During execution of the review for consistency in 2020, it was discovered that TDOT had unintentionally switched the budget amounts for Pavement Preservation and Pavement Rehabilitation in the 2019 TAMP. During a June 24, 2020 meeting with FHWA TN Division representatives, it was agreed that this would not be a significant change requiring a resubmittal of the TAMP for recertification, and that TDOT should simply note this error in the 2020 & 2021 Consistency Determination. TDOT will correct this error in the next TAMP document submittal.

Table 6-5 Footnotes:

- 4) All new bridge construction was included with major grade and drain projects, which have been attributed to the pavement asset since we do not have sufficient details to break down those budgets by asset.

Appendix A

Bid Tabs for 7 Reconstruction Projects with Bridge Cost Portion Shown

Total Bridge Cost = \$45,903,337
+ 10% PE = \$4,590,334
+ 12% CEI = \$5,508,400

Total = \$56,002,071

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUMMARY OF BIDS
LETTING OF JUNE 26, 2020**

HAMILTON COUNTY (Contract No. CNU011 Call 016)

NH-I-24-3(90),33002-3169-44

THE GRADING, DRAINAGE, BRIDGES, RETAINING WALLS AND PAVING ON I-24 AT THE INTERCHANGES OF U.S. 11 (U.S. 41, U.S. 72, S.R. 2, BROAD STREET) AND S.R. 58 (MARKET STREET) IN CHATTANOOGA, INCLUDING SIGNALS AND LIGHTING.

PROJECT LENGTH - 1.569 MILES

COMPLETION TIME - ON OR BEFORE AUGUST 31, 2023

DBE GOAL 12.00%

TOTAL CONTRACT

Wright Brothers Construction Company, Inc.	\$31,994,789.60
Jones Bros. Contractors, LLC	\$33,740,056.56
Dement Construction Company, LLC	\$34,804,026.32
Summers-Taylor, Inc.	\$36,827,771.41
Bell & Associates Construction, LP	\$37,482,593.48

SUB-TOTAL ROADWAY

Wright Brothers Construction Company, Inc.	\$22,505,063.75
Jones Bros. Contractors, LLC	\$23,946,022.10
Dement Construction Company, LLC	\$25,920,069.72
Summers-Taylor, Inc.	\$27,471,882.26
Bell & Associates Construction, LP	\$28,232,866.42

SUB-TOTAL BRIDGE

Wright Brothers Construction Company, Inc.	\$3,539,449.10
Jones Bros. Contractors, LLC	\$4,213,526.25
Dement Construction Company, LLC	\$3,381,693.75
Summers-Taylor, Inc.	\$3,420,061.45
Bell & Associates Construction, LP	\$3,209,971.25

Bridge Cost = \$3,539,449
 + 10% PE = \$353,945
 + 12% CEI = \$424,734
 =====
 Total = \$4,318,128

SUB-TOTAL Utility

Wright Brothers Construction Company, Inc.	\$5,950,276.75
Jones Bros. Contractors, LLC	\$5,580,508.21
Dement Construction Company, LLC	\$5,502,262.85
Summers-Taylor, Inc.	\$5,935,827.70
Bell & Associates Construction, LP	\$6,039,755.81

TOTAL CONTRACT

Wright Brothers Construction Company, Inc.	\$31,994,789.60
Jones Bros. Contractors, LLC	\$33,740,056.56
Dement Construction Company, LLC	\$34,804,026.32
Summers-Taylor, Inc.	\$36,827,771.41
Bell & Associates Construction, LP	\$37,482,593.48

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUMMARY OF BIDS
LETTING OF JUNE 26, 2020**

WILLIAMSON COUNTY (Contract No. CNU032 Call 037)

94011-3255-04

THE GRADING, DRAINAGE, CONSTRUCTION OF BRIDGES, PAVING AND SIGNALS ON S.R. 96 FROM EAST OF ARNO ROAD (L.M. 14.72) TO S.R. 252 (WILSON PIKE) (L.M. 20.62).

PROJECT LENGTH - 5.890 MILES

COMPLETION TIME - ON OR BEFORE JUNE 30, 2024

TOTAL CONTRACT

Vulcan Construction Materials, LLC	\$49,721,564.96
Jones Bros. Contractors, LLC	\$52,170,874.23
Civil Constructors, LLC	\$53,628,781.93
Eutaw Construction Company, Inc.	\$56,570,000.00
Dement Construction Company, LLC	\$58,934,668.50
Kiewit Infrastructure South Co.	\$70,828,048.04

SUB-TOTAL ROADWAY

Vulcan Construction Materials, LLC	\$25,032,349.58
Jones Bros. Contractors, LLC	\$25,391,799.20
Civil Constructors, LLC	\$28,586,502.78
Eutaw Construction Company, Inc.	\$30,294,795.80
Dement Construction Company, LLC	\$33,464,066.87
Kiewit Infrastructure South Co.	\$39,381,524.19

SUB-TOTAL BOX BRIDGE

Vulcan Construction Materials, LLC	\$3,070,029.07
Jones Bros. Contractors, LLC	\$2,798,079.68
Civil Constructors, LLC	\$3,137,849.40
Eutaw Construction Company, Inc.	\$3,303,246.95
Dement Construction Company, LLC	\$3,685,010.70
Kiewit Infrastructure South Co.	\$4,978,397.50

SUB-TOTAL BRIDGE

Vulcan Construction Materials, LLC		\$3,584,618.75
Jones Bros. Contractors, LLC		\$3,668,124.34
Civil Constructors, LLC		\$3,687,394.45
Eutaw Construction Company, Inc.		\$4,852,345.10
Dement Construction Company, LLC		\$4,382,086.47
Kiewit Infrastructure South Co.		\$4,954,719.75

Bridge Cost = \$3,584,619 + 10% PE = \$358,462 + 12% CEI = \$430,154 ===== Total = \$4,373,235

SUB-TOTAL UTILITY

Vulcan Construction Materials, LLC	\$4,949,468.26
Jones Bros. Contractors, LLC	\$4,819,484.01
Civil Constructors, LLC	\$5,419,504.55
Eutaw Construction Company, Inc.	\$5,076,594.70
Dement Construction Company, LLC	\$4,869,581.06
Kiewit Infrastructure South Co.	\$6,485,023.30

SUB-TOTAL ROADWAY ALTERNATE AA1

Vulcan Construction Materials, LLC	\$13,085,099.30
Jones Bros. Contractors, LLC	\$15,493,387.00
Civil Constructors, LLC	\$12,797,530.75
Eutaw Construction Company, Inc.	\$13,043,017.45
Dement Construction Company, LLC	\$12,533,923.40
Kiewit Infrastructure South Co.	\$15,028,383.30

SUB-TOTAL ROADWAY ALTERNATE AA2

TOTAL CONTRACT

Vulcan Construction Materials, LLC	\$49,721,564.96
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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUMMARY OF BIDS
LETTING OF OCTOBER 09, 2020**

MADISON COUNTY (Contract No. CNU315 Call 021)

NH-I-40-2(337),57201-3153-44

THE WIDENING ON I-40 FROM EAST OF U.S. 45 (S.R. 5) (L.M. 15.09) TO EAST OF U.S. 70 (S.R. 1) (L.M. 20.60) IN JACKSON, INCLUDING BRIDGES, RETAINING WALLS AND INSTALLATION OF TDOT SMARTWAY INTELLIGENT TRANSPORTATION SYSTEM.

PROJECT LENGTH - 5.460 MILES

COMPLETION TIME - A + B BIDDING

DBE GOAL 10.00%

	COST(A)	TIME(B)	TOTAL CONTRACT
Jones Bros. Contractors, LLC	\$87,990,625.45	\$21,900,000.00 (730 CD)	\$109,890,625.45
Dement Construction Company, LLC	\$87,367,450.09	\$26,130,000.00 (871 CD)	\$113,497,450.09
Kiewit Infrastructure South Co.	\$133,205,167.34	\$21,900,000.00 (730 CD)	\$155,105,167.34

SUB-TOTAL ROADWAY

Jones Bros. Contractors, LLC	\$75,678,845.80
Dement Construction Company, LLC	\$73,784,274.50
Kiewit Infrastructure South Co.	\$112,681,743.54

SUB-TOTAL BRIDGE

Jones Bros. Contractors, LLC		\$12,311,779.65
Dement Construction Company, LLC		\$13,583,175.59
Kiewit Infrastructure South Co.		\$20,523,423.80

Bridge Cost = \$12,311,780
 + 10% PE = \$1,231,178
 + 12% CEI = \$1,477,414
 =====
 Total = \$15,020,372

TOTAL CONTRACT

	COST(A)	TIME(B)	TOTAL CONTRACT
Jones Bros. Contractors, LLC	\$87,990,625.45	\$21,900,000.00 (730 CD)	\$109,890,625.45
Dement Construction Company, LLC	\$87,367,450.09	\$26,130,000.00 (871 CD)	\$113,497,450.09
Kiewit Infrastructure South Co.	\$133,205,167.34	\$21,900,000.00 (730 CD)	\$155,105,167.34

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUMMARY OF BIDS
LETTING OF DECEMBER 11, 2020**

RUTHERFORD COUNTY (Contract No. CNU922 Call 002)

STP-266(13),75027-3225-14

THE GRADING, DRAINAGE, CONSTRUCTION OF TWO (2) CONCRETE BULB-TEE BEAM BRIDGES, SIGNALS AND PAVING ON S.R. 266 (JEFFERSON PIKE) FROM S.R. 102 (NISSAN DRIVE) (L.M. 5.01) TO EAST OF I-840 (L.M. 8.82).

PROJECT LENGTH - 3.88 MILES

COMPLETION TIME - ON OR BEFORE JULY 31, 2024

DBE GOAL 11.00%

TOTAL CONTRACT

Civil Constructors, LLC	\$61,044,027.08
Eutaw Construction Company, Inc.	\$61,975,013.00
Rogers Group, Inc.	\$62,865,568.00
Jones Bros. Contractors, LLC	\$62,899,217.09

SUB-TOTAL ROADWAY

Civil Constructors, LLC	\$29,238,280.79
Eutaw Construction Company, Inc.	\$30,253,103.00
Rogers Group, Inc.	\$32,281,591.01
Jones Bros. Contractors, LLC	\$31,386,976.15

SUB-TOTAL BRIDGE

Civil Constructors, LLC	\$8,654,290.58
Eutaw Construction Company, Inc.	\$9,118,928.45
Rogers Group, Inc.	\$8,441,778.20
Jones Bros. Contractors, LLC	\$9,695,210.84

Bridge Cost = \$8,654,291 + 10% PE = \$865,429 + 12% CEI = \$1,038,515 ===== Total = \$10,558,234

SUB-TOTAL UTILITY

Civil Constructors, LLC	\$20,738,725.71
Eutaw Construction Company, Inc.	\$20,263,426.05
Rogers Group, Inc.	\$20,103,824.84
Jones Bros. Contractors, LLC	\$19,509,682.60

SUB-TOTAL ROADWAY ALTERNATE AA1

Civil Constructors, LLC	\$2,412,730.00
Eutaw Construction Company, Inc.	\$2,339,555.50
Rogers Group, Inc.	\$2,038,373.95
Jones Bros. Contractors, LLC	\$2,307,347.50

SUB-TOTAL ROADWAY ALTERNATE AA2

TOTAL CONTRACT

Civil Constructors, LLC	\$61,044,027.08
Eutaw Construction Company, Inc.	\$61,975,013.00
Rogers Group, Inc.	\$62,865,568.00
Jones Bros. Contractors, LLC	\$62,899,217.09

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUMMARY OF BIDS
LETTING OF DECEMBER 11, 2020**

SEVIER COUNTY (Contract No. CNU367 Call 047)

78946-3219-04

THE GRADING, DRAINAGE, CONSTRUCTION OF BRIDGES AND RETAINING WALLS, SIGNALS AND PAVING ON THE JAKE THOMAS CONNECTOR FROM U.S. 321/U.S. 441 (S.R.71/S.R. 73) TO S.R. 449 IN PIGEON FORGE.

PROJECT LENGTH - 0.0 MILES

COMPLETION TIME - ON OR BEFORE MAY 31, 2024

TOTAL CONTRACT

Charles Blalock & Sons, Inc.	\$28,791,169.71
Jones Bros. Contractors, LLC	\$36,093,470.58
Vecellio & Grogan, Inc.	\$39,607,235.55

SUB-TOTAL ROADWAY

Charles Blalock & Sons, Inc.	\$19,393,178.02
Jones Bros. Contractors, LLC	\$25,902,216.54
Vecellio & Grogan, Inc.	\$27,389,661.65

SUB-TOTAL BRIDGE

Charles Blalock & Sons, Inc.	\$6,830,652.85
Jones Bros. Contractors, LLC	\$6,863,472.54
Vecellio & Grogan, Inc.	\$8,193,993.65

Bridge Cost = \$6,830,653

+ 10% PE = \$683,065

+ 12% CEI = \$819,678

=====

Total = \$8,333,396

SUB-TOTAL UTILITY

Charles Blalock & Sons, Inc.	\$2,567,338.84
Jones Bros. Contractors, LLC	\$3,327,781.50
Vecellio & Grogan, Inc.	\$4,023,580.25

TOTAL CONTRACT

Charles Blalock & Sons, Inc.	\$28,791,169.71
Jones Bros. Contractors, LLC	\$36,093,470.58
Vecellio & Grogan, Inc.	\$39,607,235.55

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUMMARY OF BIDS
LETTING OF MARCH 26, 2021**

POLK COUNTY (Contract No. CNV096 Call 052)

BRZ-7000(28),70945-3491-94

THE CONSTRUCTION OF A ROLLED STEEL GIRDER BRIDGE ON COLUMBUS ROAD OVER THE CSX RAILROAD (L.M. 1.13), INCLUDING GRADING, DRAINAGE AND PAVING.

PROJECT LENGTH - 0.103 MILES

COMPLETION TIME - ON OR BEFORE JUNE 30, 2022

DBE GOAL 9.00%

TOTAL CONTRACT

Summers-Taylor, Inc.	\$1,483,886.73
Wright Brothers Construction Company, Inc.	\$1,534,961.55
Kiewit Infrastructure South Co.	\$1,990,810.50

SUB-TOTAL ROADWAY

Summers-Taylor, Inc.	\$449,032.60
Wright Brothers Construction Company, Inc.	\$415,954.75
Kiewit Infrastructure South Co.	\$507,677.00

SUB-TOTAL BRIDGE

Summers-Taylor, Inc.	\$1,034,854.13
Wright Brothers Construction Company, Inc.	\$1,119,006.80
Kiewit Infrastructure South Co.	\$1,483,133.50

Bridge Cost = \$1,034,854
+ 10% PE = \$103,485
+ 12% CEI = \$124,182
=====

Total = \$1,262,521

TOTAL CONTRACT

Summers-Taylor, Inc.	\$1,483,886.73
Wright Brothers Construction Company, Inc.	\$1,534,961.55
Kiewit Infrastructure South Co.	\$1,990,810.50

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUMMARY OF BIDS
LETTING OF MAY 07, 2021**

MAURY COUNTY (Contract No. CNV176 Call 045)

IM/NH-65-2(96),60001-3156-44

THE INTERCHANGE MODIFICATION ON I-65 AT U.S. 412 (S.R. 99) IN COLUMBIA, INCLUDING GRADING, DRAINAGE, BRIDGES, RETAINING WALLS, SIGNALS AND PAVING.

PROJECT LENGTH - 1.067 MILES

COMPLETION TIME - ON OR BEFORE JUNE 30, 2024

DBE GOAL 9.50%

TOTAL CONTRACT

Eutaw Construction Company, Inc.	\$28,637,629.00
Volunteer Paving, LLC	\$28,830,877.30
Dement Construction Company, LLC	\$29,175,235.86
Rogers Group, Inc.	\$29,185,431.00
Bell & Associates Construction, LLC	\$29,918,125.23
Vulcan Construction Materials, LLC	\$30,858,219.30
Jones Bros. Contractors, LLC	\$31,576,239.07
Wright Brothers Construction Company, Inc.	\$35,546,148.55

SUB-TOTAL ROADWAY

Eutaw Construction Company, Inc.	\$17,245,256.70
Volunteer Paving, LLC	\$17,596,178.50
Dement Construction Company, LLC	\$17,970,556.05
Rogers Group, Inc.	\$18,628,692.68
Bell & Associates Construction, LLC	\$19,299,427.40
Vulcan Construction Materials, LLC	\$19,988,481.90
Jones Bros. Contractors, LLC	\$20,253,445.27
Wright Brothers Construction Company, Inc.	\$22,303,377.05

SUB-TOTAL BOX BRIDGE

Eutaw Construction Company, Inc.	\$351,382.50
Volunteer Paving, LLC	\$333,713.00
Dement Construction Company, LLC	\$292,048.50
Rogers Group, Inc.	\$250,655.15
Bell & Associates Construction, LLC	\$260,459.75
Vulcan Construction Materials, LLC	\$250,065.00
Jones Bros. Contractors, LLC	\$322,078.10
Wright Brothers Construction Company, Inc.	\$423,204.25

SUB-TOTAL BRIDGE

Eutaw Construction Company, Inc.		\$9,947,691.50
Volunteer Paving, LLC		\$9,492,705.90
Dement Construction Company, LLC		\$9,565,133.56
Rogers Group, Inc.		\$9,145,710.40
Bell & Associates Construction, LLC		\$8,945,213.08
Vulcan Construction Materials, LLC		\$9,282,054.65
Jones Bros. Contractors, LLC		\$9,693,357.95
Wright Brothers Construction Company, Inc.		\$10,893,223.30

Bridge Cost = \$9,947,692 + 10% PE = \$994,769 + 12% CEI = \$1,193,723 ===== Total = \$12,136,210
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SUB-TOTAL UTILITY

Eutaw Construction Company, Inc.	\$1,093,298.30
Volunteer Paving, LLC	\$1,408,279.90
Dement Construction Company, LLC	\$1,347,497.75
Rogers Group, Inc.	\$1,160,372.77
Bell & Associates Construction, LLC	\$1,413,025.00
Vulcan Construction Materials, LLC	\$1,337,617.75
Jones Bros. Contractors, LLC	\$1,307,357.75
Wright Brothers Construction Company, Inc.	\$1,926,343.95

TOTAL CONTRACT

Eutaw Construction Company, Inc.	\$28,637,629.00
Volunteer Paving, LLC	\$28,830,877.30
Dement Construction Company, LLC	\$29,175,235.86
Rogers Group, Inc.	\$29,185,431.00
Bell & Associates Construction, LLC	\$29,918,125.23