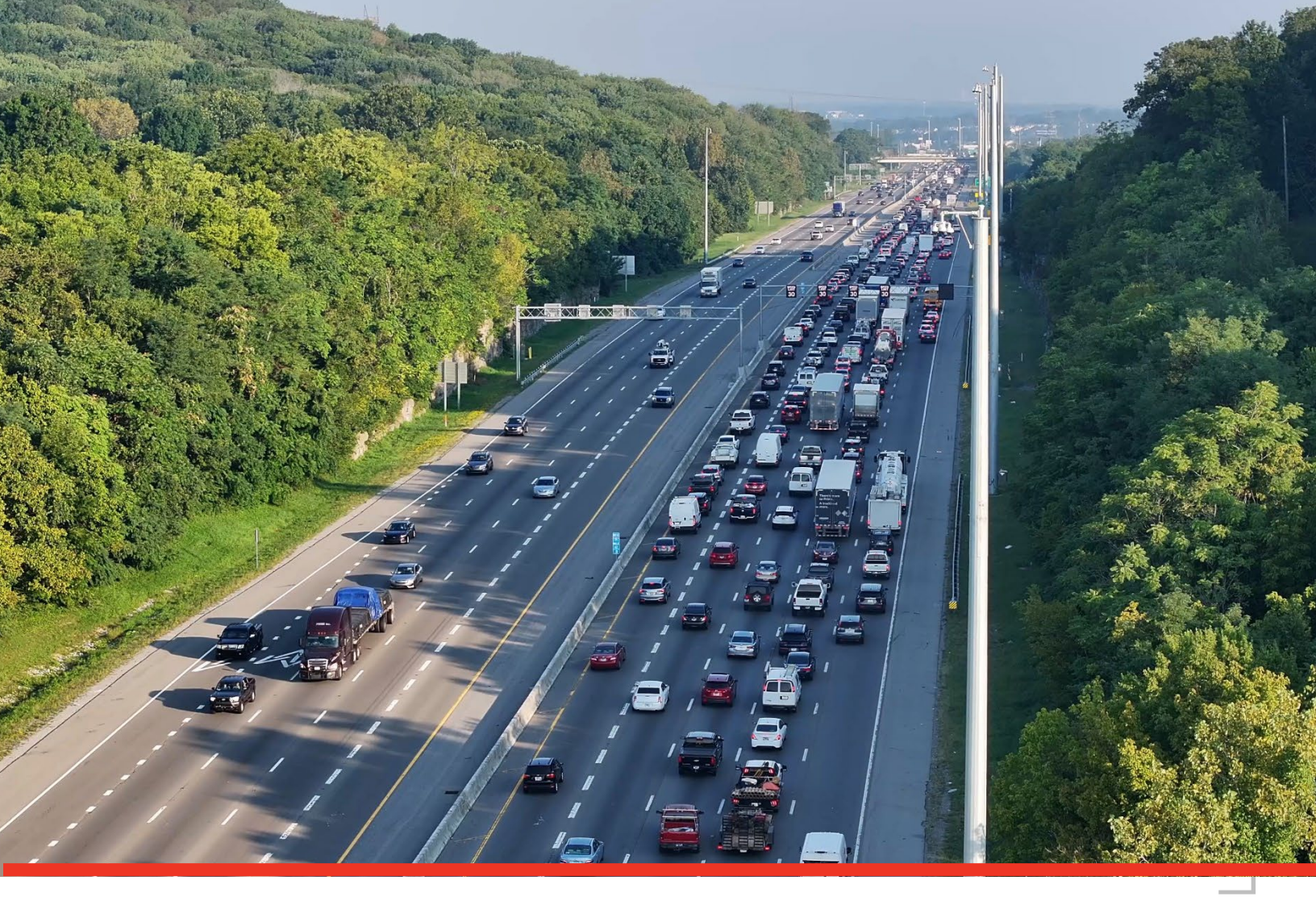


PUBLIC HEARING SUMMARY

I-24 SOUTHEAST CHOICE LANES PROJECT

April 2026

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ISSUE AND REVISION RECORD

Revision	DATE	Preparer(s)	PMC Reviewer(s)[1]	PMC Approver[2]	Description/ NOTES
			TDOT REVIEWER(S)	TDOT APPROVER	
0	04/06/26	Carly Jewell, Robert Flagler	Erin McGehee		DRAFT submittal
	4/10/26	Carly Jewell, Robert Flagler, Erin McGehee	Rebekah Hammonds, Paige Heintzman		DRAFT submittal review
1					DRAFT FINAL submittal
		---			*No review requirement*

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ACRONYMS AND ABBREVIATIONS

ACRONYM/ABBREVIATION	DEFINITION
EA	Environmental Assessment
ETSA	Environmental Technical Study Area
FHWA	Federal Highways Administration
FONSI	Finding of No Significant Impact
I-	Interstate
mph	miles per hour
NEPA	National Environmental Policy Act
P3	Public-Private Partnership
PIMA	Public Involvement Management Application
ROW	Right-of-Way
RPA	Recommended Preferred Alternative
TDOT	Tennessee Department of Transportation
TMA	Transportation Modernization Act

TDOT PROGRAM TEAM NAMES

TEAM NAME	TEAM MEMBERS
Consultants	Consultants supporting program identification/project selection
Project Team	TDOT + Consultants

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1. PUBLIC HEARINGS

1.1. Public Hearing Overview

Figure 1: Printed Approved EA



The Tennessee Department of Transportation (TDOT) held three (3) in-person public hearings to present information on the approved Environmental Assessment (EA) and Recommended Preferred Alternative (RPA) and collect public feedback. Information and materials presented at the in-person public hearings were available on the project website beginning March 3, 2026. The approved EA was also available for public review beginning February 13, 2026, on the project website and hard copies were placed at locations on/near the I-24 corridor. The comment period began February 13, 2026, when the approved EA was made available on the project website and hard copies were placed at locations on/near the I-24 corridor. The comment period was originally scheduled to close on March 26, 2026, but was extended an additional five (5) days to March 31, 2026, to accommodate greater public engagement.

1.2. Public Hearing Details

Figure 2: Public Hearing Presentation



Each public hearing followed the same format and took place from 5:00 P.M. until 7:30 P.M., and a formal presentation was given at 5:30 P.M followed by verbal comments and a question and answer session. Members of the public were asked to sign up to make verbal comments following the presentation and were called up one at a time by the Public Hearing Officer to ask questions and/or make comments for no more than two (2) minutes. The verbal comments and questions were documented in the court reporter transcripts and included in the comment response matrix, which are included in **Appendix D**.

The public also had an opportunity before and after the public hearing to engage the Project Team during open house sessions to ask questions and learn more about the proposed Project. The materials and information shared during the open house sessions and the formal public hearing are described in **Chapter 3**. **Table 1** below includes the

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times, dates, locations and attendance for each public hearing. Copies of the sign-in sheets are included in **Appendix A**.

Table 1: Public Hearing Details

Date | Time	Location	Attendance
March 3, 2026 5:00 – 7:30 P.M.	Smyrna Event Center 100 Sam Ridley Parkway East, Smyrna, TN 37167	141
March 4, 2026 5:00 – 7:30 P.M.	Coleman Park Community Center 384 Thompson Lane Nashville, TN 37211	76
March 5, 2026 5:00 – 7:30 P.M.		83

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2. PUBLIC HEARING OUTREACH

TDOT utilized a variety of communications channels to notify the public of the approved EA and in-person public hearings and encourage public comment and participation. This section summarizes the public notices and communications methods, but copies of the outreach materials, excluding the project website updates, are included in **Appendix B**.

- Legal Advertisements
  - The Tennessean – February 13, 19 and 25, 2026
  - TN Ledger – February 13 and 27, 2026
  - Murfreesboro Free Press – February 17 and 24, 2026
  - The Daily News Journal – February 19 and 26, 2026
- Newsletters/Project Email Updates
  - Public Hearing Announcement February 13, 2026, sent to 889 recipients
  - Public Hearing Reminder March 2, 2026, sent to 887 recipients
  - Public Comment Period Reminder March 19, 2026, sent to 887 recipients
  - Comment Period Extension March 26, 2026, sent to 887 recipients
- Elected Official and Stakeholder Engagement
  - An email with a formal invitation letter was sent to 90 elected officials and stakeholders on February 13, 2026, announcing the public hearings, public comment period and availability of the approved EA and RPA for public comment.
  - The email also included a link to a stakeholder outreach kit with social media content, graphics, flyers and other materials for stakeholders to share with their networks to promote the public hearings and public comment period.
  - TDOT held a public hearing briefing on February 19, 2026, with 10 attendees to provide an update on the proposed Project, preview public hearing materials, answer questions and encourage attendees to raise awareness and encourage public participation at the public hearings. Attendees included the Greater Nashville Regional Council, Metropolitan Transit Authority/WeGo, Town of Smyrna, Town of La Vergne and Metropolitan Government of Nashville and Davidson County.
- Postcards
  - A postcard was delivered the week of February 23, 2026, to 84,833 residents and businesses using Every Door Direct Mail.
- Project Website
  - The project website was updated on February 13, 2026, to announce the public hearings and public comment period and links to digital versions of the approved EA. The following items were posted to the website.
    - The approved EA & all Appendices
    - Public hearing dates, locations and times.
    - Notice of Availability

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- The website was updated again on March 3, 2026, to include the materials and information shared at the in-person public hearings. The following materials were posted to the website.
  - Choice Lanes Visualization
  - Virtual Public Hearing Materials
    - Public Hearing Exhibits
    - Public Hearing Handout
    - The approved EA & all Appendices
    - Public Hearing Rollplot Maps
    - Section 106 Memorandum Agreement
    - Comment Form (online & physical copy for download)
- The website was updated on March 26, 2026, to announce the comment period extension and new closing date of March 31, 2026. The following was added to the website.
  - Public Comment Period Extension

- Flyers
  - Flyers were distributed to twelve (12) locations along the I-24 corridor.
    - Speedway, 8281 Tridon Dr, Smyrna, TN 37167
    - Smyrna Public Library, 400 Enon Springs Rd W, Smyrna, TN 37167
    - Rosenwald Community Center, 565 Mason Tucker Dr, Smyrna, TN 37167
    - Smyrna Event Center, 100 Sam Ridley Pkwy E, Smyrna, TN 37167
    - La Vergne Public Library, 5063 Murfreesboro Rd, La Vergne, TN 37086
    - Southeast Community Center, 5260 Hickory Hollow Pkwy #202, Antioch, TN 37013
    - Nashville Public Library - SE Branch, 5260 Hickory Hollow Pkwy #201, Antioch, TN 37013
    - Stellar Coin Laundry, 947 Richards Rd, Antioch, TN 37013
    - Clean Wash House Laundromat, 63 E Thompson Ln, Nashville, TN 37211
    - Nashville Public Library - Thompson Ln Branch, 380 Thompson Ln, Nashville, TN 37211
    - Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211
    - Nashville Public Library - Pruitt Branch, 117 Charles E Davis Blvd, Nashville, TN 37210
- Approved Environmental Assessment
  - The approved EA was available on the project website beginning February 13, 2026, and hard copies of the approved EA were placed in eleven (11) locations along the I-24 corridor including:
    - TDOT Headquarters located at the William R. Snodgrass – Tennessee Tower, 312 Rosa L. Parks Ave., 24th Floor, Nashville, Tennessee

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        - TDOT Region 3 Office located at 6601 Centennial Boulevard, Nashville, Tennessee
        - The Metropolitan Government of Nashville and Davidson County located at 1 Public Square, Nashville, Tennessee
        - The Greater Nashville Regional Council located at 44 Vantage Way, Suite 450, Nashville, Tennessee
        - Nashville Public Library – Pruitt Branch located at 117 Charles E. Davis Boulevard, Nashville, Tennessee
        - Nashville Public Library – Thompson Lane Branch located at 380 Thompson Lane, Nashville, TN
        - La Vergne Public Library located at 5063 Murfreesboro Road, La Vergne, Tennessee
        - La Vergne City Hall located at 5093 Murfreesboro Road, La Vergne, Tennessee
        - Smyrna Public Library located at400 Enon Springs Road West, Smyrna, Tennessee
        - Smyrna Town Hall located at 315 South Lowry Street, Smyrna, Tennessee
        - Linebaugh Public Library located at 105 West Vine Street, Murfreesboro, Tennessee
- Social Media
    - Extensive social media outreach via paid social media ads (utilizing TDOT social media channels) was conducted throughout the public comment period.
        - Paid Meta Ads resulted in 1,150 post engagements, 949 link clicks, 69 post comments and 58 post reactions.
    - Additional organic posts on the Region 3 Regional Communications Officer's X account announced the public hearings and comment period.
- Digital Advertising
    - Digital ads were placed through Google to promote the public comment period.
        - Google Display Ads resulted in 1.79 million impressions and 656 clicks.
- Press Release
    - TDOT distributed a press release on February 13, 2026, announcing the public hearings and inviting the public to review and comment on the approved EA and RPA.
    - TDOT distributed an additional press release on March 26, 2026, announcing the comment period extension.

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3. PUBLIC HEARING MATERIALS

Figure 3: Public Hearing Presentation



To inform and engage the public, the Project Team developed a comprehensive set of materials for the in-person public hearings. The materials covered key topics, including the approved EA and environmental review process, the RPA screening process, project updates, key findings of the environmental review, public-private partnerships (P3), traffic data and more. In addition to the comprehensive list below, copies of the meeting materials, excluding the project visualization, are available in **Appendix C**.

Public hearing materials included:

- Project handout with information on the hearing format, information to submit comments, a QR code to the project website and an overview of the stations and topics for the open house session.
- Project Visualization video showing a 3D rendering of the RPA and how the proposed Choice Lanes could be built and interact with existing infrastructure.
- Public Hearing presentation with slides providing an overview and background of the proposed Project, findings of the approved EA, features of the RPA, mitigation efforts and how to submit comments.
- Public Hearing exhibits, in the form of foam boards, displaying information on topics including public hearing purpose and guidelines, purpose & need, history and background, timeline, alternatives screening, traffic data, environmental studies, how to submit comments and more.

The following images shows how the public hearing materials were displayed and available to the public during the open house sessions before and after the public hearing formal presentation.

Figure 4: RPA Digital Displays



Figure 4 shows the RPA displayed on interactive smartscreens where Project Team members were able to zoom in and out of specific areas along the corridor to show the conceptual design including potential right-of-way needs, roadway alignment, interchange modifications and more.

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Figure 5 shows the exhibit boards displaying project information and the Project Team members available to answer questions and speak to members of the public. The exhibits shown here display average travel times along the I-24 and I-40 corridors with the RPA and a rendering of the plaza interchanges proposed for the corridor. Other exhibits covered topics like right-of-way, historic resources, the EA, project timeline, visual impacts and other topics.

Figure 5: Public Hearing Exhibits



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4. MEDIA COVERAGE

The table below summarizes the significant media coverage for the public hearings and the proposed project during or immediately after the public comment period (February 13 – March 31, 2026). This coverage resulted from efforts by TDOT to promote the public hearings and comment period through press release and engaging local media.

Table 2: Media Coverage

Title	Publisher	Date
State to hold public hearing about Choice Lanes on I-24	WSMV 4	Feb. 13, 2026
TDOT 'Choice Lane' maps show potential impact to Antioch's Chinatown, businesses and neighborhoods	WKRN	Feb. 16, 2026
TDOT Choice Lanes could force businesses, homeowners to move	WKRN	Feb. 16, 2026
I-24 'Choice Lanes' could reshape Nashville neighborhoods, updated TDOT map shows	WKRN	Feb. 17, 2026
REPORT: Stretch of Nashville interstate ranked among worst freight bottlenecks in the U.S.	WKRN	Feb. 17, 2026
Plan to demolish homes for toll lanes	WKRN	Feb. 17, 2026
I-24 Choice Lanes project could demolish Pan-Asia Supermarket, 20+ South Nashville businesses	WSMV 4	Feb. 20, 2026

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Title	Publisher	Date
TDOT's 'choice lanes' could cut through Nashville homes, businesses	The Tennessean	Feb. 20, 2026
Newly opened Nashville Pan-Asia may be displaced by I-24 choice lanes project	The Tennessean	Feb. 23, 2026
Antioch residents invited to shape plans for new elementary school	WSMV 4	Feb. 24, 2026
Metro Councilmembers holding community meetings across Nashville	WKRN	Feb. 25, 2026
Residents encouraged to attend meeting about TDOT Choice Lanes	WKRN	Feb. 26, 2026
$3.4 Billion I-24 Expansion: Rutherford County Residents Invited to Weigh In on Choice Lanes Plan	WGNS	Feb. 27, 2026
Public comment meetings on TDOT 'Choice Lanes' in Rutherford, Davidson counties	WKRN	Feb. 27, 2026
Metro leaders urge public action as toll lanes threaten Antioch's Chinatown and homes	WKRN	Mar. 2, 2026
Pan Asia co-owners worry about TDOT 'Choice Lanes' plan which could force relocation	WZTV	Mar. 3, 2026
I-24 Choice Lanes Public Hearings to Begin Tuesday	Rutherford Source	Mar. 3, 2026

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Title	Publisher	Date
TDOT Choice Lanes: How the project will reduce traffic, but may impact businesses and homeowners	News Channel 5	Mar. 4, 2026
TDOT'S Choice Lanes interstate project compared to Disney World pass	Murfreesboro Post	Mar. 5, 2026
Nashvillians weigh in on choice lanes. 'No one wants this.'	The Tennessean	Mar. 11, 2026
Pan-Asia Opens in Antioch, Anchors Nashville's Chinatown	Hoodline	Mar. 12, 2026
What are choice lanes and where are they coming to Middle Tennessee?	The Tennessean	Mar. 12, 2026
Meeting about TDOT's 'Choice Lanes' open for Woodbine, Glencliff and East Thompson residents	WKRN	Mar. 13, 2026
Councilmember hosting community meeting to brainstorm legal battle against TDOT Choice Lanes	WKRN	Mar. 19, 2026
Community meeting to fight Choice Lanes		Mar. 19, 2026
Nashville community to hold meeting fighting for more say in Choice Lanes project	WSMV 4	Mar. 25, 2026

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Title	Publisher	Date
TDOT extends deadline for public comment on Choice Lanes	WKRN	Mar. 26, 2026
Glencliff Fights Back as Neighbors Take On TDOT's I-24 Choice Lanes	Hoodline	Mar. 26, 2026
More time to weigh in on I-24 Choice Lanes project in Middle Tennessee	WZTV	Mar. 30, 2026
More time to weigh in on I-24 Choice Lanes project in Middle Tennessee	WZTV	Mar. 30, 2026
Deadline nears for public feedback on TDOT's Choice Lanes along I-24	WKRN	Mar. 30, 2026
Tennessee Legislature Moves Toward Approval of Nashville Bus Lanes	Nashville Banner	Mar. 31, 2026
TDOT closes Choice Lanes public comments period for third time	Murfreesboro Post	Apr. 3, 2026

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5. PUBLIC COMMENTS

The public comment period ran from February 13 to March 31, 2026. Outreach and public hearing materials indicate the comment period closed on March 26, 2026, however, TDOT extended the comment period an additional five (5) days to accommodate public requests.

Public comments were accepted through a variety of methods including:

- Email
- Hotline
- Written Comment Forms at the public hearings
- Verbal Comments at the public hearings
- Mail
- Online through the project website

Table 3: Comment Submissions

Comment Submission	Total
Email	120
Hotline	23
Written Comment Forms	14
Verbal Comments	39
Mail	2
Online	671
Other	1

In total, the Project Team collected 870 comments during the public comment period. The majority of comments were submitted online through the project website. The comments addressed a number of topics that ranged from potential right-of-way impacts, user fees, public transit, environmental resources, design, traffic and operations of the Choice Lanes. Copies of the comment response matrix, written and mailed comment forms and the court reporter transcripts are included in **Appendix D**.

Of the 870 public comments received, the primary topics and questions were categorized as follows:

- **Social and Economic Environment:** Many comments raise concerns about fairness, affordability and accessibility to transportation benefits. Many commenters

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believe the Choice Lanes could burden communities along the corridor while primarily benefiting higher-income users. These concerns are often related to cost of living and access to public infrastructure.

- **Land Use, Property and Community Impacts:** A substantial volume of comments focuses on potential impacts to residential properties, businesses, and established neighborhoods. The issues that residents raised include displacement, right-of-way acquisition, loss of homes or businesses, reductions in property values, visual impacts and long-term disruption to the community as a whole. Commenters expressed uncertainty and stress about the potential impacts, even for properties not directly acquired.
- **Cultural Resources, Neighborhood Character and Community Cohesion**: Many commenters raised concerns about impacts to emerging and established culturally significant districts and community identity. These comments focused on preserving neighborhood character, protecting communities and avoiding community fragmentation. Commenters cited a few historical highway projects that divided or displaced communities.
- **Traffic, Transportation and Mobility:** Commenters frequently questioned whether the proposed project would meaningfully improve traffic congestion, travel safety, and travel reliability. Many commenters expressed concern and skepticism about highway widening as an effective long-term solution, citing induced demand and congestion in other regions. Commenters also raise concerns about construction phasing, safety during construction, and operational safety after implementation.
- **Alternatives Analysis (Including Transit and Multimodal Options):** There is strong public interest in transit-based and multimodal solutions, including rail, bus, rapid transit, expanded bus service, carpool strategies, freight management and regional bypasses. Many commenters included that these alternatives may better address congestion while reducing land-use, environmental and displacement impacts.
- **Noise, Air Quality and Quality of Life Effects:** Numerous comments raise concerns about increased noise, air pollution, vibrations, and general quality-of-life impacts resulting from construction and the long-term operation of expanded roadway facilities.
- **Water Resources, Stormwater and Flooding:** Some commenters mentioned existing drainage or flooding issues near I-24 and expressed concern that this project and its construction could worsen stormwater runoff, flooding or erosion. These comments request assurances that drainage will be adequately studied, designed, and mitigated as part of the project.
- **Project Costs and Public-Private Partnership:** Commenters expressed concerns about the project's cost, funding and P3s in general. Commenters had questions

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regarding long-term user fees, financial risk, accountability, maintenance responsibility, and whether public assets are being leveraged primarily for private benefit.

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APPENDIX A. PUBLIC HEARING SIGN IN SHEETS

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TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Russell Cobb	[redacted]	
2.	James Roberts		
3.	Jennifer Miland		
4.	Senait Desta		
5.	Larry Vincent		
6.			
7.			
8.			
9.			
10.			

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	NEIL A. BERGMAN	[redacted]	
2.	Richard Kurtz		
3.	Ted Habermann		
4.	JOE BRIENDLE		
5.	Makini Rigsby		
6.	Stefanie Benner		
7.			
8.			
9.	TIM & TINA OLSON		
10.	Heather + Brian Hughes		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Dottie Perry Sm	[redacted]	[redacted]
2.	Shirley I McCantril		
3.	Jim + Florence Haught		
4.	Jim League		
5.	Steve Steele		
6.	Chrys Hulbert		
7.	G. S. Dismukes		
8.	Brandy Fowler		
9.	MAX BAUCOM		
10.	Nathaniel Holzmann		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	M.	[redacted]	
2.	Derry + Ray Jacob		
3.	Joyce Hall		
4.	James Hodges		
5.	Marty & Bob Lukes		
6.	Kevin Rigsby		
7.	Nelson Morgan		
8.	Timothy L Phifer		
9.	Ron Barnes		
10.	Corin Ashen		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Paul Irwin	[redacted]	
2.	Ricky McElwain		
3.	REGENIA POPE		
4.	Mark Drury		
5.	Cynthia Anderson		
6.	Kirsten Jensen		
7.	Howard Brindley		
8.	Derry J Trust		
9.	KYLE PETERS		
10.	Teresa Dew		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	David Irvin	[redacted]	
2.	MARK WALL		
3.	Rich Clifton		
4.	Calvin Hill		
5.	Walter Pope Jr		
6.	Ronnie J. Gillespie		
7.	Dozek Kebellker		
8.			
9.	Ethan Lin		
10.	Herbert Hill		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	NICK PATEL	[redacted]	
2.*	Pat Clements		
3.	Martin Webb		
4.	Colleen Gonzalina		
5.	LISA LOGAN		
6.	Eddy Tune		
7.	Gene W hisenhunt		
8.	Ginny Williams		
9.	Lynn Cauco		
10.	Emily Swearingen		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Brooks Snow	[redacted]	
2.	Kaye Logan		
3.	JAQUEZ HAAS		
4.	Connie Tolley		
5.	Anita Patel		
6.	Ryan Eckerade		
7.	RYAN BRUMFIELD		
8.	Jason Pandorf		
9.	Drew Joyner		
10.			

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Lee Smith	[redacted]	
2.	Sara Prunecki		
3.	Brian Krause		
4.	David Santacci		
5.	C Werner		
★ 6.	Bridget Moynihan		
7.	Steve Sullivan		
8.	Tracy Sa		
9.	Scarlett Coffman		
10.	Vanessa Haley		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	*Wayne Overman	[redacted]	
2.	Jerry Johnson		
3.	Sandy's Tom Padgett		
4.	Robert Pickel		
5.	Coley Ramsey		
6.	Eddie Lobdell		
7.	Shirley Roberts		
8.	Nathan Hudson		
9.			
10.			

Count: _____ | Total: _____

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Calvin Glass Jr.	[redacted]	
2.	Jason Buchanan		
3.	Steve Fields		
4.	Joseph Maddy		
5.	Jerry Cunningham Yolanda Cunningham		
6.	James Hite Cynthia Hite		
7.	KEITH + FRAN KORINEK		
8.	Daniel Cline		
9.	John Hoffelt		
10.	Jacob Schall		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Sue Ratajski	[redacted]	
2.	Mike Harris		
3.	Saskia Hoff		
4.	LaVonda Richardson		
5.	Jeremy Grover		
6.	Jim Bergs		
7.	Angela Graham		
8.	John Corzalena		
9.	Caroline Pankey		
10.	Jake Cummings ###		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Ken Holloway	[redacted]	
2.	[illegible]		
3.	Kristen Jud		
4.	Jason Sternberg		
5.	Kelli Lee		
6.	Michelle Hood		
7.	Marshal Patel		
8.	Edwin Frickle		
9.	David Chambers		
10.	Kristi Worrell		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Joseph Caska	[redacted]	
2.	Sam Coleman Jr		
3.	[illegible]		
4.	Hinal Patel		
5.	Neel Patel		
6.	Karen Gagnon-Fricke		
7.	Julie Cottingham		
8.	Sean McGary		
9.	[illegible]		
10.	J Bune		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Cecilia Watson	[redacted]	
2.	Mike & Julie James		
3.	Debbie Young		
4.	Deb Varallo		
5.	Lynda J. Collier		
6.	Cane Ridge Communityclub		
7.	Michael Martin		
8.	Maria Alfaro		
9.	John S		
10.	Nathaniel Beaver		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	SUSAN LANGENUS	[redacted]	
2.	Donovan O'Bryant		
3.	Fred Miller		
4.	Derek Hagerty		
5.	Calla Oaks		
6.	Ann Marie Anderson		
7.	Michael Glance		
8.	John Kramer		
9.	Pat Sluzka		
10.	Mark Patrick		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Daniel Sm	[redacted]	
2.	Judy Klass		
3.	Hope Bravel		
4.	Keesha Foster		
5.	Anthony Coon		
6.	Lynn Moore		
7.	Dylan Ringel		
8.	Haider Ali		
9.	Cody Durbin		
10.	Sherry Sloan		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Rebecca Mallory	[redacted]	
2.	Steven Rimmer		
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	David Lane	[redacted]	
2.			
3.			
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Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Rebecca & Eric Weiser	[redacted]	
2.	Jeffrey Smith		
3.	Amelia Workman		
4.	Kannon Conway		
5.	Gloria Bishop		
6.	J. BERGMAN		
7.	Nathan Badley		
8.	Jayla Thomas		
9.	Robert Stapleton		
10.	MARK ANDERSON		

Count: _____ | Total: _____

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Virginia Blaylock	[redacted]	
2.	Barbara Clinton		
3.	Yvonne R. Bertrand		
4.	Ruth Crutchfield		
5.	NATHAN HOLMAN		
6.	Rachel Martin		
7.	John Martin.		
8.	Jamie Agin		
9.	Dustin O'Bryant		
10.	Rachel Rios		

Count: _____ | Total: _____

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Abigail Miller	[redacted]	
2.	Robert Oaks		
3.	Melissa Harrison		
4.	Ronnie Butler		
5.	PATRICK GARNER		
6.	KAREN BECK		
7.	Lauren Gaines		
8.	Justin McPade		
9.	Andrea Barbour		
10.	Joshua Altman		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	JOHN BELL	[redacted]	
2.	Deanna Lambert		
3.	Yvette Lucas		
4.	Freddi L. Cannon Cheek		
5.	Carole Baker		
6.	Amber M Christianus		
7.	Dominic Baglione		
8.	Lauren Jenkins		
9.	Ikha (7		
10.	Kamal Phelps		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	April Gung	[redacted]	
2.	Evie Coates		
3.	Adam Nicholson		
4.	Natalie McMillan		
5.	Jennifer Milad		
6.	Hillary Kerchief		
7.	Rachel Martin		
8.	Ray Martin		
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Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Maria S. Villa	[redacted]	
2.	Dylan Ringel		
3.	Barb Clinton		
4.	Tony Easton		
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Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Peggy Reilly	[redacted]	[redacted]
2.	Michael Moore		
3.	Jody Roberts		
4.	Michael Hullett		
5.	Israel Flores		
6.	Mark Watson		
7.	Shani Glazion		
8.	Nick Thomas		
9.	Roshauna Lyons		
10.	Ryan Whittington		

Count: _____ | Total: _____

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Yu Wang	[redacted]	
2.	Ember Solis		
3.	Lindsey Hartfield		
4.	Markeith Braden		
5.	Ibraam Masoud		
6.	Mariana Flores-Chavez		
7.	SARAH Owen		
8.	Erin Jeffries		
9.	Gib Jeffries		
10.	Solomon Smith		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	CAMERUN WASHINGTON	[redacted]	
2.	T Bob		
3.	Stacey & Ed Brooks		
4.	Terry Graves		
5.	James & Kathy Morgan		
6.	Tracy Capps		
7.	John Brewton		
8.	RICHARD GREATHOUSE		
9.	Chase Berta & Katie Tays		
10.	Amado A		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Tom Brackman	[redacted]	[redacted]
2.	Debbie & Myra Moseley		
3.	Sara Croft		
4.	Iryna Frankiv		
5.	Michael Martin		
6.	Gerald Stankevich		
7.	Mapkiav		
8.	Elisa Mask		
9.	Clen Clen.		
10.	Xhymali Livi		

Count: _____ | Total: _____

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Angela Claeys	[redacted]	
2.	Eric McElroy		
3.	Alyse Hunt		
4.	Tatum Clinton-Selin		
5.	Lana White		
6.	Derek Gridley		
7.	Vera Mays		
8.	Brian Young		
9.	Aaron Grooms		
10.	MICHAEL TODD		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address	Email
1.	Allen Dyer	[redacted]	
2.	Mary Brawley		
3.	Christi Williams		
4.	Brandon Wright		
5.	Mary Ellen Niland		
6.	Kristin Hoehne		
7.	Aurora PFEIFFER		
8.	BOO PFEIFFER		
9.	Andrea Barbour		
10.	Archana Saini		

Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION
Elected Official Sign-In Sheet

I-24 Southeast Choice Lanes Public Hearing

	Name	Email	Representing
1.	Mary Esther Reed	[redacted]	Town of Smyrna
2.	Jim Kerr		Mayor
3.	Steve Sellers		TDOT Town of Smyrna
4.			
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Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION
Elected Official Sign-In Sheet

I-24 Southeast Choice Lanes Public Hearing

	Name	Email	Representing
1.	JR Clemmons	[redacted]	55
2.	Jason Powell		53
3.	Councilwoman Amy Styles		32
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Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-24 Southeast Choice Lanes Public Hearing

	Name	Address or Email
1.	Nancy Horton-Holmes	[redacted]
2.	Gabe Horton	
3.	Ashley Tauriac	
4.	Lisa Kaludzie	
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Count: _____ | Total: _____

TENNESSEE DEPARTMENT OF TRANSPORTATION
Elected Official Sign-In Sheet

I-24 Southeast Choice Lanes Public Hearing

	Name	Email	Representing
1.	Councilwoman Jay Styles	[redacted]	Metro Gov.
2.			
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Count: _____ | Total: _____

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

TENNESSEE DEPARTMENT OF TRANSPORTATION

Visual Impacts Assessment Workshop Volunteer Form

Name	Address	Email
AndRea Barbour	[redacted]	
Lindsey Hartfield		

APPENDIX B. PUBLIC HEARING OUTREACH MATERIALS

DRAFT - DELIBERATIVE

- Legal Advertisements
- Newsletters/Project Email Updates
- Elected Official Notice
- Stakeholder Notice
- Postcards
- Notice of Availability
- Notice of Comment Period Extension
- Press Release
- Flyers
- Environmental Assessment Cover Letter
- Social Media
- Digital Advertising

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AFFIDAVIT

Attn: Amanda Tidwell
TDOT Community Relations Division
James K. Polk Building
505 Deaderick Street, 7th Floor
Nashville, TN 37243

To Whom It May Concern:

The enclosed itemized statement is for publication of **"Notice Of Availability and Announcement of Public Hearing – I-24 Southeast Choice Lanes Project"** in the list of newspaper(s) on invoice **S26.7523** on the date(s) stated therein as authorized by your office.

As requested, clipping of advertisement are submitted herewith as further proof of publication. Per Tennessee Code Annotated Chapters 1 & 8, in reference to public notice sections where laws were enacted in 2014 (TCA § 1-3-120) and 2024 (HB2114), Tennessee Press Service reminded the listed newspaper(s) that this public notice should be placed in the print publication on the date(s) indicated, on the newspaper's website for the same date(s), and on the statewide public notice website (www.tnpublicnotice.com).

I, *Alisa Subhakul*, Junior Media Buyer of Tennessee Press Service, Inc., do hereby certify that the attached is true and correct.

This Twenty-seventh day of February, 2026

Alisa Subhakul

Alisa Subhakul, Junior Media Buyer

EARL GOODMAN
STATE OF TENNESSEE NOTARY PUBLIC
KNOX COUNTY

Sworn before me this 27th day of February, 2026

Earl Goodman

Earl Goodman, Notary Public
My commission expires July 1, 2028

7523

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PUBLIC NOTICES

Public Notices

12061587
IN THE CHANCERY COURT OF RUTHERFORD COUNTY, TENNESSEE
Case No. 25CV-247
CARRIE HUNSAKER PAVEL
PLAINTIFF,
VS.
CATALIN PAVEL
DEFENDANT
Order of Publication
It appearing from the bill in this cause, which is sworn to that the residence and current address of the above listed defendants, **CATALIN PAVEL**, are unknown and cannot be served with process, It is ordered that publication be made for four consecutive weeks in THE DAILY NEWS JOURNAL, a newspaper published in MURFREESBORO, TENNESSEE requiring the said defendant, **CATALIN PAVEL** to appear before the clerk of said Court on or before thirty days after the last publication hereof and make defense to the bill filed in the above cause, which seeks **COMPLAINT FOR DIVORCE** or otherwise said bill be taken for confessed and cause proceeded with exparte.
This the 3rd day of February, 2026.
Adam T. Dodd,
Clerk of said Court.
By: s/ Electra Jernigan,
Deputy Clerk.
Solicitors for Plaintiff:
CATHERINE T. MEKIS
TO BE RUN:
2/12, 2/19, 2/26 & 3/5/2026

12040175
IN THE CIRCUIT COURT FOR RUTHERFORD COUNTY, TENNESSEE
116 WEST LYSTLE ST.
MURFREESBORO, TN 37130
DOCKET NO: 25CV-83555
Irene Sanchez Castillo
Vs
Javier Leija Urbina
ORDER OF PUBLICATION
It appearing from the bill in this cause, which is sworn to that the residence and current address of the above listed defendant, **Javier Leija Urbina** is unknown and cannot be served with process. It is ordered that publication be made for four consecutive weeks in the Daily News Journal a newspaper published in Rutherford County, Tennessee requiring the said defendant, **Javier Leija Urbina,** to appear before the Clerk of said Court on or before thirty days after the last publication hereof and make defense to the bill filed in the above cause or otherwise said bill be taken for confessed and cause proceeded with exparte.
This the 21st day of January, 2026.
Melissa Harrell
Circuit Court Clerk
BY: Michelle Anderson
DEPUTY CLERK
SOLICITOR FOR COMPLAINT:
Jeffrey O. Powell
P.O. Box 672,
Joelton,TN 3708
615-973-4402
Attorney for Petitioner
Publication dates:
2/5, 2/12, 219, 2/26, 2026

Public Notices

12083684
AT&T Mobility, LLC is proposing to modify an existing 130-foot tall overall height monopole telecommunications structure at an approximate centerline heights of 100 feet and 103 feet above ground level located near 1620 Lascassas Pike, Murfreesboro, Rutherford County, Tennessee (35° 51' 48.4" N, 86° 21' 43.7" W). AT&T Mobility, LLC invites comments from any interested party on the impact of the proposed action on any districts, sites, buildings, structures or objects significant in American history, archaeology, engineering or culture that are listed or determined eligible for listing in the National Register of Historic Places and/or specific reason the proposed action may have a significant impact on the quality of the human environment. Specific information regarding the project may be sent to Environmental Corporation of America, ATTN: Annamarie Howell, 1375 Union Hill Industrial Court, Suite A, Alpharetta, GA 30004 or via email to publicnotice@eca-usa.com. Ms. Howell can be reached at (770) 667-2040 x 108 during normal business hours. Comments must be received within 30 days of the date of this notice.
26-000149/CLS

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PUBLIC NOTICES

PUBLIC NOTICES

PUBLIC NOTICES

The Tennessee Department of Transportation
Public Hearing Notice
Davidson and Rutherford Counties
Notice of Availability and Announcement of Public Hearing
I-24 Southeast Choice Lanes Project

The Tennessee Department of Transportation (TDOT) will conduct three (3) Public Hearings – on Tuesday, March 3, 2026, on Wednesday, March 4, 2026, and on Thursday, March 5, 2026 – to discuss the approved Environmental Assessment and Recommended Preferred Alternative for the proposed widening of Interstate (I-) 24 to accommodate the addition of price-managed lanes between I-40 and I-840 in Davidson and Rutherford counties, Tennessee.

Public Hearing Times and Locations
- Tuesday, March 3, 2026, 5 P.M. – 7:30 P.M. CST
Smyrna Event Center, 100 Sam Ridley Pkwy E, Smyrna, TN 27167
- Wednesday, March 4, 2026, 5 P.M. – 7:30 P.M. CST
Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211
- Thursday, March 5, 2026, 5 P.M. – 7:30 P.M. CST
Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211

These public hearings are being held in order to provide the public an opportunity to provide input on the approved I-24 Southeast Choice Lanes Environmental Assessment prior to completion of the final environmental document and meet the requirements of National Environmental Policy Act (NEPA). During the public hearings, a brief, formal presentation will be given followed by a question-and-answer period that will be recorded by a court reporter. Representatives from TDOT will be present to address questions pertaining to the design of the Recommended Preferred Alternative, along with the anticipated environmental impacts associated with it. TDOT will also have representatives available to discuss the steps that would occur following the completion of the environmental phase of the project, including answering questions on the right-of-way acquisition process. Two alternatives were evaluated in the I-24 Southeast Choice Lanes Environmental Assessment, the No-Build Alternative and Recommended Preferred Alternative:

No-Build Alternative: Under the No-Build Alternative, there would be no improvements to operations on the I-24 Southeast corridor.

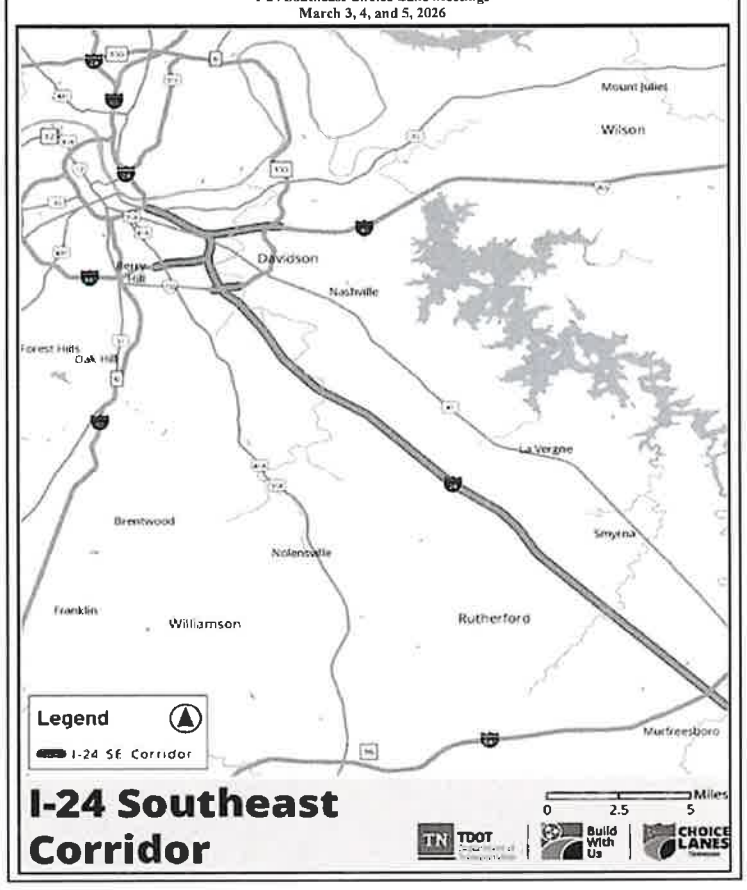
Recommended Preferred Alternative: The Recommended Preferred Alternative would widen 24.2 miles of I-24 Southeast, 1 mile on I-440 and 3.5 miles on I-40 to accommodate the construction of two (2) new Choice Lanes in each direction. Approximately 17 miles of existing general-purpose or HOV lanes would be realigned and reconstructed to accommodate Choice Lanes construction. The current number of general-purpose and HOV lanes would remain the same and would be resurfaced. Additional changes along I-24 would include construction of fourteen (14) access points, modifying existing interchanges and intersections, modifying or replacing existing bridges, adding new bridges where none currently exist and constructing retaining and noise walls as needed.

The I-24 Southeast Choice Lanes Environmental Assessment was approved by the Federal Highway Administration (FHWA) on January 30, 2026, and is available to download electronically via the I-24 Southeast Choice Lanes project website: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. The Environmental Assessment was prepared in accordance with the FHWA's implementing regulations for NEPA (23 Code of Federal Regulations (CFR) § 771). Hard copies of the I-24 Southeast Choice Lanes Environmental Assessment and technical appendices are available for public inspection at the following locations:
- TDOT Headquarters located at the William R. Snodgrass – Tennessee Tower, 312 Rosa L. Parks Ave., 24th Floor, Nashville, Tennessee
- TDOT Region 3 Office located at 6601 Centennial Boulevard, Nashville, Tennessee
- The Metropolitan Government of Nashville and Davidson County located at 1 Public Square, Nashville, Tennessee
- The Greater Nashville Regional Council located at 44 Vantage Way, Suite 450, Nashville, Tennessee
- Nashville Public Library – Pruitt Branch located at 117 Charles E. Davis Boulevard, Nashville, Tennessee
- Nashville Public Library – Thompson Lane Branch located at 308 Thompson Lane, Nashville, TN
- La Vergne Public Library located at 5063 Murfreesboro Road, La Vergne, Tennessee
- La Vergne City Hall located at 5093 Murfreesboro Road, La Vergne, Tennessee
- Smyrna Public Library located at400 Enon Springs Road West, Smyrna, Tennessee
- Smyrna Town Hall located at 315 South Lowry Street, Smyrna, Tennessee
- Linebaugh Public Library located at 105 West Vine Street, Murfreesboro, Tennessee

If you require assistance accessing the appendices or the project website, please contact the Project Team members below: Rebekah Hammonds, (615)-961-6717; Lindi Miller, (501)-266-9390; Erin McGehee, (770)-596-5943. Persons with a disability, who require aids or services to participate in the meeting, may contact TDOT ADA Coordinator Shanna Chevalier no less than 10 days prior to the date of the meeting at Shanna.Chevalier@tn.gov or by phone at (615) 741-0465, TTY Relay (877) 831-0298. Beginning March 3, public hearing materials will be available for download at: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Materials will include the approved Environmental Assessment and associated technical studies, project displays, public hearing handout, PowerPoint presentation and comment card. **Questions:** Anyone with questions regarding the Public Hearing may contact Rebekah Hammonds at 615-961-6717 or rebekah.hammonds@tn.gov. **Comments:** TDOT will be solicitating comments through Thursday, March 26, 2026, via the options below:
- Online Comment Form: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html
- Email: TDOT.24ChoiceLanes@tn.gov
- Project Hotline Recording: (615) 451-8039
- Mail: I-24 Southeast Choice Lanes Project, Tennessee Department of Transportation, William R. Snodgrass Tennessee Tower, 312 Rosa L Parks Ave., 24th Floor, Nashville, TN 37243-0332

Public Comments received or postmarked by **March 26, 2026,** will be included in the official comment summary of the Public Hearings.

Davidson, Rutherford Counties
I-24 Southeast Choice Lane Meetings
March 3, 4, and 5, 2026



I-24 Southeast Corridor

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Jennifer F. us
Verified Buyer
01/09/25
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- To post job openings, visit: **Dnj.com/jobs**

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PUBLIC NOTICES

Public Notices

12061587
IN THE CHANCERY COURT OF RUTHERFORD COUNTY, TENNESSEE
Case No. 25CV-247
CARRIE HUNSAKER PAVEL
PLAINTIFF,
VS.
CATALIN PAVEL
DEFENDANT
Order of Publication
It appearing from the bill in this cause, which is sworn to that the residence and current address of the above listed defendants, **CATALIN PAVEL**, are unknown and cannot be served with process, It is ordered that publication be made for four consecutive weeks in THE DAILY NEWS JOURNAL, a newspaper published in MURFREESBORO, TENNESSEE requiring the said defendant, **CATALIN PAVEL** to appear before the clerk of said Court on or before thirty days after the last publication hereof and make defense to the bill filed in the above cause, which seeks **COMPLAINT FOR DIVORCE** or otherwise said bill be taken for confessed and cause proceeded with exparte. This the 3rd day of February, 2026.
Adam T. Dodd,
Clerk of said Court.
By: s/ Electra Jernigan,
Deputy Clerk.
Solicitors for Plaintiff:
CATHERINE T. MEKIS
TO BE RUN:
2/12, 2/19, 2/26 & 3/5/2026

12040175
IN THE CIRCUIT COURT FOR RUTHERFORD COUNTY, TENNESSEE
116 WEST LYSTLE ST.
MURFREESBORO, TN 37130
DOCKET NO: 25CV-83555
Irene Sanchez Castillo
Vs
Javier Leija Urbina
ORDER OF PUBLICATION
It appearing from the bill in this cause, which is sworn to that the residence and current address of the above listed defendant, **Javier Leija Urbina** is unknown and cannot be served with process. It is ordered that publication be made for four consecutive weeks in the Daily News Journal a newspaper published in Rutherford County, Tennessee requiring the said defendant, **Javier Leija Urbina,** to appear before the Clerk of said Court on or before thirty days after the last publication hereof and make defense to the bill filed in the above cause or otherwise said bill be taken for confessed and cause proceeded with exparte. This the 21st day of January, 2026.
Melissa Harrell
Circuit Court Clerk
BY: Michelle Anderson
DEPUTY CLERK
SOLICITOR FOR COMPLAINT:
Jeffrey O. Powell
P.O. Box 672,
Joelton,TN 3708
615-973-4402
Attorney for Petitioner
Publication dates:
2/5, 2/12, 219, 2/26, 2026

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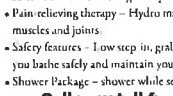
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Check all the conditions that apply to you.

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- ☐ Insomnia
- ☐ Diabetes
- ☐ Lower Back Pain
- ☐ Dry Skin
- ☐ Anxiety
- ☐ Mobility Issues
- ☐ Poor Circulation

Then read on to learn how a Safe Step Walk-In Tub can help.

Feel better, sleep better, live better
A Safe Step Walk-In Tub lets you indulge in a warm, relaxing bath that can help relieve life's aches, pains and worries.



A Safe Step Tub can help increase mubility, boost energy and improve sleep.

It's got everything you should look for in a walk-in tub:
- Heated Seat – Providing soothing warmth from start to finish.
- MicroSoothe® Air Therapy System – helps oxygenate and soften skin while offering therapeutic benefits.
- Pain-relieving therapy – Hydro massage jets target sore muscles and joints.
- Safety features – Low step in, grab bars and mute can help you bathe safely and maintain your independence.
- Shower Package – shower while seated or standing.



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PUBLIC NOTICES

PUBLIC NOTICES

PUBLIC NOTICES

The Tennessee Department of Transportation
Public Hearing Notice
Davidson and Rutherford Counties
Notice of Availability and Announcement of Public Hearing
I-24 Southeast Choice Lanes Project

The Tennessee Department of Transportation (TDOT) will conduct three (3) Public Hearings – on Tuesday, March 3, 2026, on Wednesday, March 4, 2026, and on Thursday, March 5, 2026 – to discuss the approved Environmental Assessment and Recommended Preferred Alternative for the proposed widening of Interstate (I-) 24 to accommodate the addition of price-managed lanes between I-40 and I-840 in Davidson and Rutherford counties, Tennessee.

Public Hearing Times and Locations
- Tuesday, March 3, 2026, 5 P.M. – 7:30 P.M. CST
  Smyrna Event Center, 100 Sam Ridley Pkwy E, Smyrna, TN 37167
- Wednesday, March 4, 2026, 5 P.M. – 7:30 P.M. CST
  Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211
- Thursday, March 5, 2026, 5 P.M. – 7:30 P.M. CST
  Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211

These public hearings are being held in order to provide the public an opportunity to provide input on the approved I-24 Southeast Choice Lanes Environmental Assessment prior to completion of the final environmental document and meet the requirements of National Environmental Policy Act (NEPA). During the public hearings, a brief, formal presentation will be given followed by a question-and-answer period that will be recorded by a court reporter. Representatives from TDOT will be present to address questions pertaining to the design of the Recommended Preferred Alternative, along with the anticipated environmental impacts associated with it. TDOT will also have representatives available to discuss the steps that would occur following the completion of the environmental phase of the project, including answering questions on the right-of-way acquisition process. Two alternatives were evaluated in the I-24 Southeast Choice Lanes Environmental Assessment, the No-Build Alternative and Recommended Preferred Alternative:

No-Build Alternative: Under the No-Build Alternative, there would be no improvements to operations on the I-24 Southeast corridor.

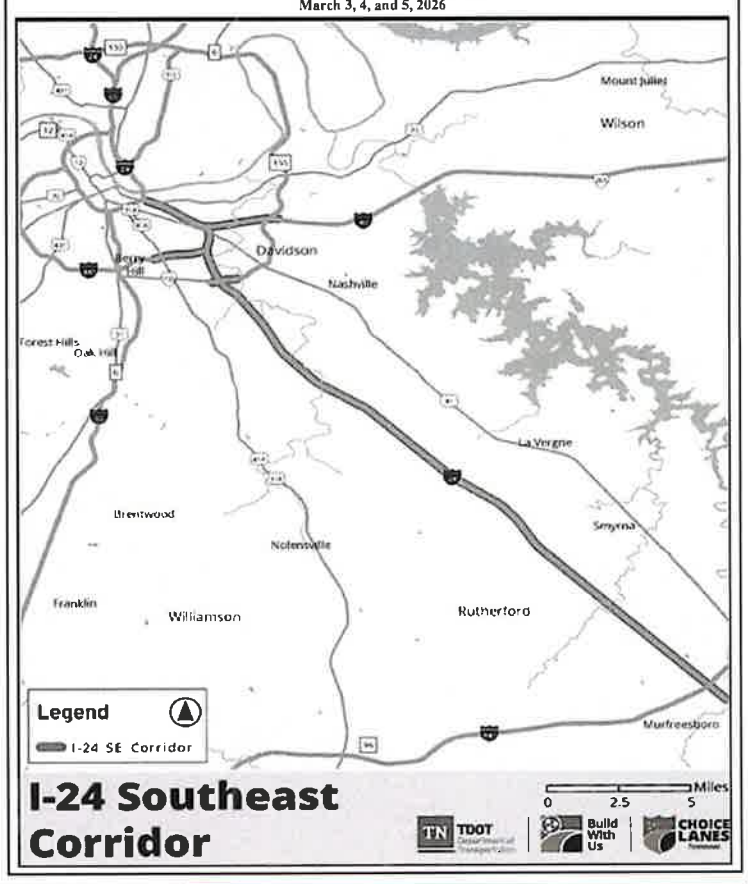
Recommended Preferred Alternative: The Recommended Preferred Alternative would widen 24.2 miles of I-24 Southeast, 1 mile on I-440 and 3.5 miles on I-40 to accommodate the construction of two (2) new Choice Lanes in each direction. Approximately 17 miles of existing general-purpose or HOV lanes would be realigned and reconstructed to accommodate Choice Lanes construction. The current number of general-purpose and HOV lanes would remain the same and would be resurfaced. Additional changes along I-24 would include construction of fourteen (14) access points, modifying existing interchanges and intersections, modifying or replacing existing bridges, adding new bridges where none currently exist and constructing retaining and noise walls as needed.

The I-24 Southeast Choice Lanes Environmental Assessment was approved by the Federal Highway Administration (FHWA) on January 30, 2026, and is available to download electronically via the I-24 Southeast Choice Lanes project website: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. The Environmental Assessment was prepared in accordance with the FHWA's implementing regulations for NEPA (23 Code of Federal Regulations (CFR) § 771). Hard copies of the I-24 Southeast Choice Lanes Environmental Assessment and technical appendices are available for public inspection at the following locations:
- TDOT Headquarters located at the William R. Snodgrass – Tennessee Tower, 312 Rosa L. Parks Ave., 24th Floor, Nashville, Tennessee
- TDOT Region 3 Office located at 6601 Centennial Boulevard, Nashville, Tennessee
- The Metropolitan Government of Nashville and Davidson County located at 1 Public Square, Nashville, Tennessee
- The Greater Nashville Regional Council located at 44 Vantage Way, Suite 450, Nashville, Tennessee
- Nashville Public Library – Pruitt Branch located at 117 Charles E. Davis Boulevard, Nashville, Tennessee
- Nashville Public Library – Thompson Lane Branch located at 308 Thompson Lane, Nashville, TN
- La Vergne Public Library located at 5063 Murfreesboro Road, La Vergne, Tennessee
- La Vergne City Hall located at 5093 Murfreesboro Road, La Vergne, Tennessee
- Smyrna Public Library located at400 Enon Springs Road West, Smyrna, Tennessee
- Smyrna Town Hall located at 315 South Lowry Street, Smyrna, Tennessee
- Linebaugh Public Library located at 105 West Vine Street, Murfreesboro, Tennessee

If you require assistance accessing the appendices or the project website, please contact the Project Team members below: Rebekah Hammonds, (615)-961-6717; Lindi Miller, (501)-266-9390; Erin McGehee, (770)-596-5943. Persons with a disability, who require aids or services to participate in the meeting, may contact TDOT ADA Coordinator Shanna Chevalier no less than 10 days prior to the date of the meeting at Shanna.Chevalier@tn.gov or by phone at (615) 741-0465, TTY Relay (877) 831-0298. Beginning March 3, public hearing materials will be available for download at: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Materials will include the approved Environmental Assessment and associated technical studies, project displays, public hearing handout, PowerPoint presentation and comment card. **Questions:** Anyone with questions regarding the Public Hearing may contact Rebekah Hammonds at 615-961-6717 or rebekah.hammonds@tn.gov. **Comments:** TDOT will be solicitating comments through Thursday, March 26, 2026, via the options below:
- Online Comment Form: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html
- Email: TDOT.24ChoiceLanes@tn.gov
- Project Hotline Recording: (615) 451-8039
- Mail: I-24 Southeast Choice Lanes Project, Tennessee Department of Transportation, William R. Snodgrass Tennessee Tower, 312 Rosa L Parks Ave., 24th Floor, Nashville, TN 37243-0332

Public Comments received or postmarked by **March 26, 2026,** will be included in the official comment summary of the Public Hearings.

Davidson, Rutherford Counties
I-24 Southeast Choice Lane Meetings
March 3, 4, and 5, 2026



THE WORLD'S LIGHTEST WHEELCHAIR

Meet the World's Lightest Wheelchair. The Featherweight Wheelchair.

If walking has become harder for you or someone you love, there's a new wheelchair that could make life easier. The Featherweight Wheelchair weighs just 13.5 pounds—less than half the weight of most wheelchairs. That means it's easy to lift into a car, take on trips, or use around the house.

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CALL NOW, and receive $50 OFF when you purchase a Matte Black Featherweight Wheelchair! Only $599!
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★★★★★ Lightweight Wheelchair
It's so light weight that it's no problem to lift in and out of the back of my car. It's also easy to set up and collapse down. It is very compact and the wheels come off for compact packing alongside luggage or groceries etc. My Mom finds it very comfortable to ride in as well and enjoys the look. We both love it

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*13.5 lbs with the rear wheels removed. Overall weight, with rear wheels, is 19 lbs.
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1523

PUBLIC NOTICE

Continued from previous page

IN THE CHANCERY COURT OF RUTHERFORD COUNTY, TENNESSEE AT MURFREESBORO
SHONA RENEE TAYLOR,
PLAINTIFF,
vs.
JERMAINE ANTHONY TAYLOR,
DEFENDANT,
TO: JERMAINE ANTHONY TAYLOR
Order of Publication
CASE NO. 25CV-2318

It appearing from the bill in this cause, which is sworn to that the residence and current address of the above-listed respondent, JERMAINE ANTHONY TAYLOR is unknown and cannot be served with process. It is ordered that publication be made for four consecutive weeks in the MURFREESBORO POST, a newspaper published in MURFREESBORO, RUTHERFORD COUNTY, TN requiring said respondent, JERMAINE ANTHONY TAYLOR to appear before the clerk of said Court on or before thirty days after the last publication hereof and make defense to the bill filed in the above cause, which seeks COMPLAINT FOR DIVORCE or otherwise said bill be taken for confessed and cause proceeded with exparte.
This the 10th day of February, 2026.
Adam T. Dodd, Clerk of said Court.
By: Electra Jernigan, Deputy Clerk
Solicitors for Plaintiff: PAUL A. RUTHERFORD
TO BE RUN: 2/17, 2/24, 3/3 & 3/10/2026
|

Notice to Creditors
Estate of Barbara Gourley Davenport
Deceased
2025-PR-45
Notice is hereby given that on January 30 of 2026, Letters Testamentary (or of Administration as the case may be) in respect of the estate Barbara Gourley Davenport, who died 12/26/2025, were issued to the undersigned by the Rutherford County Probate Court of Rutherford County, Tennessee. All persons, resident and non-resident, having claims, matured or unmatured against the estate are required to file the same with the Clerk of the above named Court on or before the earlier of the dates prescribed in (1) or (2), otherwise claims will be forever barred: (1) (A) Four (4) months from the date of the first publication (or posting, as the case may be) of this Notice if the creditor received an actual copy of the Notice to Creditors at least sixty (60) before the date of the date that is four (4) months from the date of the first publication (or posting); or (B) Sixty (60) days from the date of the creditor received an actual copy of the Notice to Creditors, if the creditor received the copy of the Notice less than sixty (60) days prior to the date that is four (4) months from the date of the first publication (or posting) as described in (1)(A); or (2) Twelve (12) months from the decedents date of death.
This 30th day of January, 2026
Joe Anderson Gourley
Executor, Administrator, Personal Representative
Ashley Stearns
Attorney
Kayla Wilson
Deputy Clerk
February 17, 2026 and February 24, 2026
|

Notice to Creditors
Estate of Raymond Shepard Elder III,
Deceased
2025-PR-44
Notice is hereby given that on January 30 of 2026, Letters Testamentary (or of Administration as the case may be) in respect of the estate Raymond Shepard Elder III, who died 01/07/2026, were issued to the undersigned by the Rutherford County Probate Court of Rutherford County, Tennessee. All persons, resident and non-resident, having claims, matured or unmatured against the estate are required to file the same with the Clerk of the above named Court on or before the earlier of the dates prescribed in (1) or (2), otherwise claims will be forever barred: (1) (A) Four (4) months from the date of the first publication (or posting, as the case may be) of this Notice if the creditor received an actual copy of the Notice to Creditors at least sixty (60) before the date of the date that is four (4) months from the date of the first publication (or posting); or (B) Sixty (60) days from the date of the creditor received an actual copy of the Notice to Creditors, if the creditor received the copy of the Notice less than sixty (60) days prior to the date that is four (4) months from the date of the first publication (or posting) as described in (1)(A); or (2) Twelve (12) months from the decedents date of death.
This 30th day of January, 2026
Victoria Lynn Elder
Executor, Administrator, Personal Representative
Seth Connell
Attorney
Tammy Spooner
Deputy Probate Clerk
February 17, 2026 and February 24, 2026
|

Notice to Creditors
Estate of Peter V. Streiff
Deceased
2025-PR-43
Notice is hereby given that on January 30th of 2026, Letters Testamentary (or of Administration as the case may be) in respect of the estate Peter V. Streiff, who died 12/12/2025, were issued to the undersigned by the Rutherford County Probate Court of Rutherford County, Tennessee. All persons, resident and non-resident, having claims, matured or unmatured against the estate are required to file the same with the Clerk of the above named Court on or before the earlier of the dates prescribed in (1) or (2), otherwise claims will be forever barred: (1) (A) Four (4) months from the date of the first publication (or posting, as the case may be) of this Notice if the creditor received an actual copy of the Notice to Creditors at least sixty (60) before the date of the date that is four (4) months from the date of the first publication (or posting); or (B) Sixty (60) days from the date of the creditor received an actual copy of the Notice to Creditors, if the creditor received the copy of the Notice less than sixty (60) days prior to the date that is four (4) months from the date of the first publication (or posting) as described in (1)(A); or (2) Twelve (12) months from the decedents date of death.
This 30th day of January, 2026
Victoria Lynn Elder
Executor, Administrator, Personal Representative
Seth Connell
Attorney
Tammy Spooner
Deputy Probate Clerk
February 17, 2026 and February 24, 2026
|

NOTICE OF SUBSTITUTE TRUSTEE'S SALE
WHEREAS, default has occurred in the performance of the covenants, terms, and conditions of a Deed of Trust dated March 28, 2005, executed by ROSE G. ANDERSON, an unmarried woman, to NLC, INC., as Trustee for MORTGAGE ELECTRONIC REGISTRATION SYSTEMS, INC., AS BENEFICIARY, AS NOMINEE FOR FIRST NLC FINANCIAL SERVICES, LLC, its successors and assigns, recorded on April 8, 2025 in Book 488, Page 1142, in Instrument Number: 1334778, in the Register of Deeds Office for Rutherford, Tennessee, to which reference is hereby made; and
WHEREAS, U.S. BANK TRUST NATIONAL ASSOCIATION, NOT IN ITS INDIVIDUAL CAPACITY BUT SOLELY AS OWNER TRUSTEE FOR RCF 2 ACQUISITION TRUST, hereinafter "Creditor", the party entitled to enforce said security interest, having appointed Robertson, Anschutz, Schneid, Crane & Partners, PLLC, as Substitute Trustee.
NOW, THEREFORE, notice is hereby given that the entire indebtedness has been declared due and payable, and that Robertson, Anschutz, Schneid, Crane & Partners, PLLC, as Substitute Trustee, or its agent, by virtue of the power, duty, and authority vested in and imposed upon said Substitute Trustee, will, on March 12, 2026, at 10:00 AM local time, at the East door of the Rutherford County Courthouse, S Public Square, Murfreesboro, TN, in Rutherford County, Tennessee, offer for sale certain property hereinafter described to the highest bidder for cash or certified funds paid at the conclusion of the sale, or credit bid from a bank or other lending entity pre-approved by the Substitute Trustee. The property to be sold is described as follows:
LAND IN RUTHERFORD COUNTY, TENNESSEE BEING LOT NO. 210 ON THE PLAN OF THE FINAL PLAT OF PHASE EIGHT, LAKE FOREST ESTATES, OF RECORD IN PLAT BOOK 17, PAGE 99, REGISTER'S OFFICE FOR RUTHERFORD COUNTY, TENNESSEE, TO WHICH PLAN REFERENCE IS HEREBY MADE FOR A MORE COMPLETE AND ACCURATE DESCRIPTION OF SAID LOT.
Commonly known as: 721 ALISA CV, LAVERGNE, TN 37086
Parcel number(s): 006J-F-020.00-000
In the event of a discrepancy between the legal description, the street address, and/or the parcel number(s), the legal description shall control.
The sale is subject to the following: tenant(s)/occupant(s) rights in possession, if any; all matters shown on any applicable recorded plat; any unpaid taxes; any restrictive covenants, easements, or setback lines that may be applicable; any statutory rights of redemption of any state or federal governmental agency; any prior liens or encumbrances; any priority created by a fixture filing; and any matter that an accurate survey of the property might disclose. Additionally, the following parties might claim an interest in the property: ROSE G. ANDERSON; UNKNOWN SPOUSE OF ROSE G. ANDERSON.
If the United States, the State of Tennessee, or any agency thereof have any liens on the property and are named herein as interested parties, timely notice has been given to them in accordance with applicable law, and the sale will be subject to any applicable rights of redemption held by such entities, as required by 26 U.S.C. § 7425 and/or T.C.A. § 67-1-1433.
The property will be sold AS IS, WHERE IS, WITH ALL FAULTS, and without warranty of any kind, express or implied, as to the condition of the property or any improvements thereon, including but not limited to merchantability or fitness for a particular purpose. The Substitute Trustee makes no covenant of seisin or warranty of title, express or implied, and will only convey the property by Substitute Trustee's Deed. Except as noted above, all right and equity of redemption, statutory or otherwise, homestead, and exemption are expressly waived in the Deed of Trust.
The sale held pursuant to this notice is subject to the express reservation that it may be rescinded by the Substitute Trustee at any time. If the sale is rescinded for any reason, the purchaser shall only be entitled to a refund of funds tendered to purchase the subject property, and shall have no further or other recourse against Creditor, the Substitute Trustee, or their successor(s), assign(s), agent(s), and attorney(s). The right is reserved to adjourn the sale to another day, time, and place certain, without further publication, upon announcement at the time and place for the sale set forth above. Notice of such adjournment will also be mailed to interested parties when required by applicable law.
If you have any questions or concerns, please contact:
Robertson, Anschutz, Schneid, Crane & Partners, PLLC
Attn: TN Foreclosure
13010 Morris Rd, Ste 450
Alpharetta, GA 30004
(423) 498-7400
tnfc@rasig.com
Please reference file number 25-378619 when contacting our office.
Investors website: https://www.rascranesalesinfo.com and https://www.BetterChoiceNotices.com
THIS OFFICE MAY BE ACTING AS A DEBT COLLECTOR ATTEMPTING TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE.
|

IN THE CIRCUIT COURT FOR RUTHERFORD COUNTY TENNESSEE
AT MURFREESBORO
JORGE O. MONTES and TERESA J. ROMERO,
Plaintiffs,
v.
RAYLIN GIBBONS (aka RAYLIN M. GIBBONS
And JOHN W. GIBBONS, Individually, and OBO the "John W. Gibbons and Raylin M. Gibbon Revocable Trust;"
NATIONSTAR MORTGAGE, LLC, (formerly Home Point Financial Corporation)
and
SUNTRUST MORTGAGE, INC.
Defendants.
Civil Action: 56877/47480
JUDGE FANN
Date and Time of Sheriff's Sale: 10:00 a.m. Saturday, April 18, 2026
Location: on the subject premises at 12838 Halls Hill Pike, Milton, Tennessee 37118-4517
ORDER FOR PUBLICATION AND JUDGMENT EXECUTION ON REAL ESTATE
1. On the 9th day of January, 2026, the Court has considered Plaintiff's Petition and Motion for in rem service of process by publication, and for a TRCP Rule 60.07 sale of the real estate interests of judgment debtor Raylin Gibbons (a/k/a Raylin M. Gibbons). To the extent detailed below, the Motion is granted.
2. As to the Defendants Raylin M. Gibbons, John W. Gibbons, and the "John W. Gibbons and Raylin M. Gibbons Revocable Trust," the Court sustains the Plaintiff's request for service of process by statutory publication, as an in rem proceeding, against the foregoing Defendants. The record reflects the Plaintiff's diligence in multiple attempts to obtain service of process on these named Defendants, with the record further suggesting that Mr. and Mrs. Gibbons have purposefully evaded service of process on the Petition for Execution Against Real Estate filed in the

The Tennessee Department of Transportation
Public Hearing Notice
Davidson and Rutherford Counties
Notice of Availability and Announcement of Public Hearing
I-24 Southeast Choice Lanes Project

The Tennessee Department of Transportation (TDOT) will conduct three (3) Public Hearings – on Tuesday, March 3, 2026, on Wednesday, March 4, 2026, and on Thursday, March 5, 2026 – to discuss the approved Environmental Assessment and Recommended Preferred Alternative for the proposed widening of Interstate (I-) 24 to accommodate the addition of price-managed lanes between I-40 and I-840 in Davidson and Rutherford counties, Tennessee.

Public Hearing Times and Locations

• Tuesday, March 3, 2026, 5 P.M. – 7:30 P.M. CST
Smyrna Event Center, 100 Sam Ridley Pkwy E, Smyrna, TN 27167
• Wednesday, March 4, 2026, 5 P.M. – 7:30 P.M. CST
Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211
• Thursday, March 5, 2026, 5 P.M. – 7:30 P.M. CST
Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211

These public hearings are being held in order to provide the public an opportunity to provide input on the approved I-24 Southeast Choice Lanes Environmental Assessment prior to completion of the final environmental document and meet the requirements of National Environmental Policy Act (NEPA). During the public hearings, a brief, formal presentation will be given followed by a question-and-answer period that will be recorded by a court reporter. Representatives from TDOT will be present to address questions pertaining to the design of the Recommended Preferred Alternative, along with the anticipated environmental impacts associated with it. TDOT will also have representatives available to discuss the steps that would occur following the completion of the environmental phase of the project, including answering questions on the right-of-way acquisition process. Two alternatives were evaluated in the I-24 Southeast Choice Lanes Environmental Assessment, the No-Build Alternative and Recommended Preferred Alternative:

No-Build Alternative: Under the No-Build Alternative, there would be no improvements to operations on the I-24 Southeast corridor.

Recommended Preferred Alternative: The Recommended Preferred Alternative would widen 24.2 miles of I-24 Southeast, 1 mile on I-440 and 3.5 miles on I-40 to accommodate the construction of two (2) new Choice Lanes in each direction. Approximately 17 miles of existing general-purpose or HOV lanes would be realigned and reconstructed to accommodate Choice Lanes construction. The current number of general-purpose and HOV lanes would remain the same and would be resurfaced. Additional changes along I-24 would include construction of fourteen (14) access points, modifying existing interchanges and intersections, modifying or replacing existing bridges, adding new bridges where none currently exist and constructing retaining and noise walls as needed.

The I-24 Southeast Choice Lanes Environmental Assessment was approved by the Federal Highway Administration (FHWA) on January 30, 2026, and is available to download electronically via the I-24 Southeast Choice Lanes project website: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes- html. The Environmental Assessment was prepared in accordance with the FHWA's implementing regulations for NEPA (23 Code of Federal Regulations (CFR) § 771). Hard copies of the I-24 Southeast Choice Lanes Environmental Assessment and technical appendices are available for public inspection at the following locations:

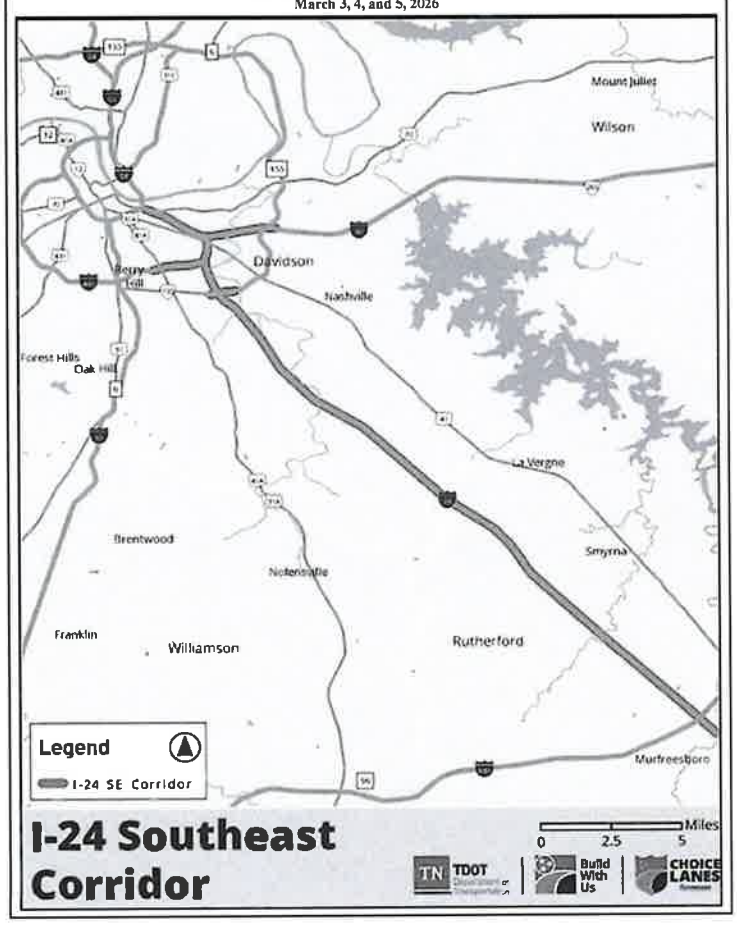
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- The Metropolitan Government of Nashville and Davidson County located at 1 Public Square, Nashville, Tennessee
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- Email: TDOT.24ChoiceLanes@tn.gov
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- Mail: I-24 Southeast Choice Lanes Project, Tennessee Department of Transportation, William R. Snodgrass Tennessee Tower, 312 Rosa L Parks Ave., 24th Floor, Nashville, TN 37243-0332

Public Comments received or postmarked by **March 26, 2026,** will be included in the official comment summary of the Public Hearings.

Davidson, Rutherford Counties
I-24 Southeast Choice Lane Meetings
March 3, 4, and 5, 2026



NOTICE OF PUBLIC HEARING

The Town Council of the Town of Smyrna will hold a public hearing March 10, 2026, at 5:00 p.m., Smyrna Town Hall, 315 South Lowry Street, Smyrna, TN, in order to receive public opinion on amending the approved PRD of property located on Tax Map 28, Parcels 44.07, 44.26, and 44.32 owned by Vintage Harbor Brook, LLC, Vintage Smyrna Block 1 Owner, LLC, and Vester Waldron Family Limited Partnership, LLC containing 91.66 acres. The properties requested are located on Needham Drive, White Birch Avenue, and Old Nashville Highway.



Bordered on the north by the Stonehenge and Chelsea Estates developments, and Tax Map 18, Parcel 15.01, owned by the Vester Waldron Family Revocable Living Trust; on the east by the Olara and Pointe developments; on the south by Tax Map 28, Parcel 49.00, Mullins Cemetery, Parcel 44.21, owned by Vester Waldron Family Limited Partnership, LLC, and Genie Lane; and on the west by Tax Map 28, Parcel 20.01, owned by Atmos Energy Corp, Parcel 20.00, owned by David Wills, Parcel 21.00, owned by Beverly Mullins Vaughn, Parcel 22.00, owned by Jacqueline Mullins and Eva G. Mullins, Parcel 23.00, owned by Vallie Reed and Howard Mullins, Parcel 16.00, owned by Ernest M. and Louise Marie Still, and the right-of-way of Old Nashville Highway.

Area requested to be amended from PRD to PUD contains approximately 91.66 acres.

To run: February 17, 2026
Amber Hobbs
Town Clerk

NOTICE OF PUBLIC HEARING

The Town Council of the Town of Smyrna will hold a public hearing March 10, 2026, at 5:00 p.m., Smyrna Town Hall, 315 South Lowry Street, Smyrna, TN, in order to receive public opinion relative to the rezoning of Tax Map 51, Parcel 8.26, from PRD to R-3 requested by Hollingshead Land, LLC. The property requested to be rezoned contains approximately 12.94 acres and is located south of Lee Road.



Bordered on the south by Parcel 28.00, owned by Ole South Properties; on the south and east by Parcel 9.00, owned by Ole South Properties; on the north by Parcel 8.12, owned by John Mitchell Byrnes, and Parcel 8.14, owned by David M. and Donna Oldham; and on the west by Parcel 8.02, owned by Julio Benevides Rivera.

Area requested to be rezoned from PRD to R-3 contains approximately 12.49 acres.

To run: February 17, 2026
Amber Hobbs
Town Clerk

7523

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IN THE CHANCERY COURT OF RUTHERFORD COUNTY, TENNESSEE AT MURFREESBORO
MIDFIRST BANK,
PLAINTIFF,
vs.
JOHN RANKIN; DEBORAH HOOD RANKIN; RONNIE IHMEIDAN; TRUIST BANK AND SECRETARY OF HOUSING AND URBAN DEVELOPMENT, DEFENDANT,
TO: JOHN RANKIN AND RONNIE IHMEIDAN Order of Publication
CASE NO. 24CV-602

It appearing from the bill in this cause, which is sworn to that the residence and current address of the above-listed respondent, JOHN RANKIN AND RONNIE IHMEIDAN is unknown and cannot be served with process. It is ordered that publication be made for four consecutive weeks in the MURFREESBORO POST, a newspaper published in MURFREESBORO, RUTHERFORD COUNTY, TN requiring said respondent, JOHN RANKIN AND RONNIE IHMEIDAN to appear before the clerk of said Court on or before thirty days after the last publication hereof and make defense to the bill filed in the above cause, which seeks COMPLAINT FOR JUDICIAL FORECLOSURE or otherwise said bill be taken for confessed and cause proceeded with exparte.

This the 22nd day of January, 2026.
Adam T. Dodd, Clerk of said Court.
By: Electra Jernigan, Deputy Clerk
Solicitors for Plaintiff: BONNIE S. CULP
TO BE RUN: 2/3, 2/10, 2/17, & 2/24/2026

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NOTICE OF SUBSTITUTE TRUSTEE'S SALE

WHEREAS, default has occurred in the performance of the covenants, terms and conditions of a Deed of Trust dated May 27, 2021, executed by WILLIAM RICHARD HERINGLAKE and LAURA CHRISTIANSON HERINGLAKE conveying certain real property therein described to ARK TITLE GROUP, LLC, as Trustee, as same appears of record in the Register's Office of Rutherford County, Tennessee recorded May 28, 2021, in Deed Book 2087, Page 3563; and

WHEREAS, the beneficial interest of said Deed of Trust was last transferred and assigned to PennyMac Loan Services, LLC who is now the owner of said debt; and

WHEREAS, the undersigned, Rubin Lublin TN, PLLC, having been appointed as Substitute Trustee by instrument to be filed for record in the Register's Office of Rutherford County, Tennessee.

NOW, THEREFORE, notice is hereby given that the entire indebtedness has been declared due and payable, and that the undersigned, Rubin Lublin TN, PLLC, as Substitute Trustee or his duly appointed agent, by virtue of the power, duty and authority vested and imposed upon said Substitute Trustee will, on March 12, 2026 at or about 11:00 AM at the Auction.com Room of the DoubleTree by Hilton Hotel Murfreesboro, 1850 Old Fort Parkway, Murfreesboro, TN 37129, proceed to sell at public outcry to the highest and best bidder for cash or certified funds ONLY, the following described property situated in Rutherford County, Tennessee, to wit:

LAND IN RUTHERFORD COUNTY, TENNESSEE, BEING LOT NO. 165 ON THE PLAN OF FINAL PLAT, SECTION 4, AND RE-SUBDIVISIONS OF LOT 33 AND LOT 100, GRIFFITH PARK SUBDIVSION OF RECORD IN PLAT BOOK 44, PAGE 240, IN THE REGISTER'S OFFICE FOR RUTHERFORD COUNTY, TENNESSEE, TO WHICH PLAN REFERENCE IS HEREBY MADE FOR A MORE COMPLETE DESCRIPTION OF THE PROPERTY. BEING THE SAME PROPERTY CONVEYED TO WILLIAM RICHARD HERINGLAKE AND LAURA CHRISTIANSON HERINGLAKE BY DEED FROM D.R. HORTON, INC., A DELAWARE CORPORATION, RECORDED IN BOOK 2087, PAGE 3560, IN THE OFFICE OF THE REGISTER'S OFFICE FOR RUTHERFORD COUNTY, TENNESSEE.

Parcel ID: 025L-E-008.00

PROPERTY ADDRESS: The street address of the property is believed to be 269 WILLY MAE RD., MURFREESBORO, TN 37129. In the event of any discrepancy between this street address and the legal description of the property, the legal description shall control.

CURRENT OWNER(S): WILLIAM RICHARD HERINGLAKE, LAURA CHRISTIANSON HERINGLAKE

OTHER INTERESTED PARTIES: DNF ASSOCIATES LLC–STERLING JEWELERS, DBA JARED , CASTLE CREDIT CO HOLDINGS, LLC

The sale of the above-described property shall be subject to all matters shown on any recorded plat; any unpaid taxes; any restrictive covenants, easements or set-back lines that may be applicable; any prior liens or encumbrances as well as any priority created by a fixture filing; and to any matter that an accurate survey of the premises might disclose. This property is being sold with the express reservation that it is subject to confirmation by the lender or Substitute Trustee. This sale may be rescinded at any time. The right is reserved to adjourn the day of the sale to another day, time, and place certain without further publication, upon announcement at the time and place for the sale set forth above. All right and equity of redemption, statutory or otherwise, homestead, and dower are expressly waived in said Deed of Trust, and the title is believed to be good, but the undersigned will sell and convey only as Substitute Trustee. The Property is sold as is, where is, without representations or warranties of any kind, including fitness for a particular use or purpose.

THIS LAW FIRM IS ATTEMPTING TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE.

Rubin Lublin TN, PLLC, Substitute Trustee
3145 Avalon Ridge Place, Suite 100
Peachtree Corners, GA 30071
rlselaw.com/property-listing
Tel: (877) 813-0992
Fax: (470) 508-9401
A copy of this notice is being published at www.BetterChoiceNotices.com

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Notice to Creditors
Estate of Wendell C. Boyd
Deceased
2025-PR-40

Notice is hereby given that on January 21 of 2026, Letters Testamentary (or of Administration as the case may be) in respect of the estate Wendell C. Boyd, who died 12/12/2025, were issued to the undersigned by the Rutherford County Probate Court of Rutherford County, Tennessee. All persons, resident and non-resident, having claims, matured or unmatured against the estate are required to file the same with the Clerk of the above named Court on or before the earlier of the dates prescribed in (1) or (2), otherwise claims will be forever barred: (1) (A) Four (4) months from the date of the first publication (or posting, as the case may be) of this Notice if the creditor received an actual copy of the Notice to Creditors at least sixty (60) before the date of the date that is four (4) months from the date of the first publication (or posting); or (B) Sixty (60) days from the date of the creditor received an actual copy of the Notice to Creditors, if the creditor received the copy of the Notice less than sixty (60) days prior to the date that is four (4) months from the date of the first publication (or posting) as described in (1)(A); or (2) Twelve (12) months from the decedents date of death.

This 21st day of January, 2026
Melinda K. Brown
Executor, Administrator, Personal Representative
Justin M. Gilbert
Attorney
Tammy Spooner
Deputy Probate Clerk
February 17, 2026 and February 24, 2026

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IN THE CHANCERY COURT OF RUTHERFORD COUNTY, TENNESSEE AT MURFREESBORO
SHONA RENEE TAYLOR,
PLAINTIFF,
vs.
JERMAINE ANTHONY TAYLOR,
DEFENDANT,
TO: JERMAINE ANTHONY TAYLOR Order of Publication
CASE NO. 25CV-2318

It appearing from the bill in this cause, which is sworn to that the residence and current address of the above-listed respondent, JERMAINE ANTHONY TAYLOR is unknown and cannot be

Continued from previous page

The Tennessee Department of Transportation
Public Hearing Notice
Davidson and Rutherford Counties
Notice of Availability and Announcement of Public Hearing
I-24 Southeast Choice Lanes Project

The Tennessee Department of Transportation (TDOT) will conduct three (3) Public Hearings – on Tuesday, March 3, 2026, on Wednesday, March 4, 2026, and on Thursday, March 5, 2026 – to discuss the approved Environmental Assessment and Recommended Preferred Alternative for the proposed widening of Interstate (I-) 24 to accommodate the addition of price-managed lanes between I-40 and I-840 in Davidson and Rutherford counties, Tennessee.

Public Hearing Times and Locations

- Tuesday, March 3, 2026, 5 P.M. – 7:30 P.M. CST
  Smyrna Event Center, 100 Sam Ridley Pkwy E, Smyrna, TN 27167
- Wednesday, March 4, 2026, 5 P.M. – 7:30 P.M. CST
  Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211
- Thursday, March 5, 2026, 5 P.M. – 7:30 P.M. CST
  Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211

These public hearings are being held in order to provide the public an opportunity to provide input on the approved I-24 Southeast Choice Lanes Environmental Assessment prior to completion of the final environmental document and meet the requirements of National Environmental Policy Act (NEPA). During the public hearings, a brief, formal presentation will be given followed by a question-and-answer period that will be recorded by a court reporter. Representatives from TDOT will be present to address questions pertaining to the design of the Recommended Preferred Alternative, along with the anticipated environmental impacts associated with it. TDOT will also have representatives available to discuss the steps that would occur following the completion of the environmental phase of the project, including answering questions on the right-of-way acquisition process. Two alternatives were evaluated in the I-24 Southeast Choice Lanes Environmental Assessment, the No-Build Alternative and Recommended Preferred Alternative:

No-Build Alternative: Under the No-Build Alternative, there would be no improvements to operations on the I-24 Southeast corridor.

Recommended Preferred Alternative: The Recommended Preferred Alternative would widen 24.2 miles of I-24 Southeast, 1 mile on I-440 and 3.5 miles on I-40 to accommodate the construction of two (2) new Choice Lanes in each direction. Approximately 17 miles of existing general-purpose or HOV lanes would be realigned and reconstructed to accommodate Choice Lanes construction. The current number of general-purpose and HOV lanes would remain the same and would be resurfaced. Additional changes along I-24 would include construction of fourteen (14) access points, modifying existing interchanges and intersections, modifying or replacing existing bridges, adding new bridges where none currently exist and constructing retaining and noise walls as needed.

The I-24 Southeast Choice Lanes Environmental Assessment was approved by the Federal Highway Administration (FHWA) on January 30, 2026, and is available to download electronically via the I-24 Southeast Choice Lanes project website: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. The Environmental Assessment was prepared in accordance with the FHWA's implementing regulations for NEPA (23 Code of Federal Regulations (CFR) § 771). Hard copies of the I-24 Southeast Choice Lanes Environmental Assessment and technical appendices are available for public inspection at the following locations:

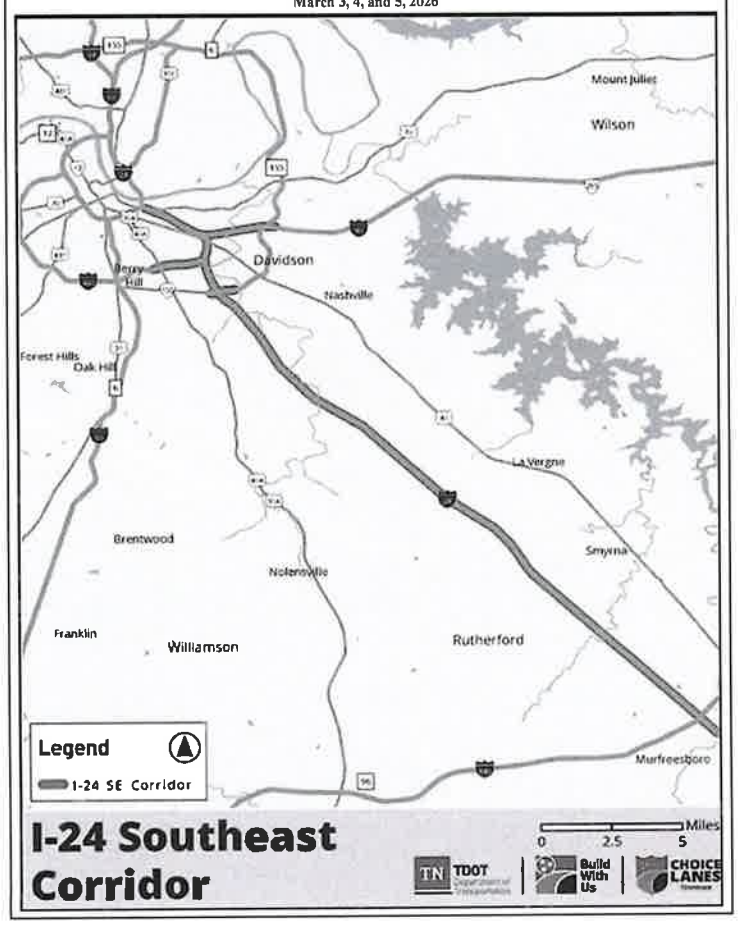
- TDOT Headquarters located at the William R. Snodgrass – Tennessee Tower, 312 Rosa L. Parks Ave., 24th Floor, Nashville, Tennessee
- TDOT Region 3 Office located at 6601 Centennial Boulevard, Nashville, Tennessee
- The Metropolitan Government of Nashville and Davidson County located at 1 Public Square, Nashville, Tennessee
- The Greater Nashville Regional Council located at 44 Vantage Way, Suite 450, Nashville, Tennessee
- Nashville Public Library – Pruitt Branch located at 117 Charles E. Davis Boulevard, Nashville, Tennessee
- Nashville Public Library – Thompson Lane Branch located at 308 Thompson Lane, Nashville, TN
- La Vergne Public Library located at 5063 Murfreesboro Road, La Vergne, Tennessee
- La Vergne City Hall located at 5093 Murfreesboro Road, La Vergne, Tennessee
- Smyrna Public Library located at400 Enon Springs Road West, Smyrna, Tennessee
- Smyrna Town Hall located at 315 South Lowry Street, Smyrna, Tennessee
- Linebaugh Public Library located at 105 West Vine Street, Murfreesboro, Tennessee

If you require assistance accessing the appendices or the project website, please contact the Project Team members below: Rebekah Hammonds, (615)-961-6717; Lindi Miller, (501)-266-9390; Erin McGehee, (770)-596-5943. Persons with a disability, who require aids or services to participate in the meeting, may contact TDOT ADA Coordinator Shanna Chevalier no less than 10 days prior to the date of the meeting at Shanna.Chevalier@tn.gov or by phone at (615) 741-0465, TTY Relay (877) 831-0298. Beginning March 3, public hearing materials will be available for download at: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Materials will include the approved Environmental Assessment and associated technical studies, project displays, public hearing handout, PowerPoint presentation and comment card. **Questions:** Anyone with questions regarding the Public Hearing may contact Rebekah Hammonds at 615-961-6717 or rebekah.hammonds@tn.gov. **Comments:** TDOT will be solicitating comments through Thursday, March 26, 2026, via the options below:

- Online Comment Form: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html
- Email: TDOT.24ChoiceLanes@tn.gov
- Project Hotline Recording: (615) 451-8039
- Mail: I-24 Southeast Choice Lanes Project, Tennessee Department of Transportation, William R. Snodgrass Tennessee Tower, 312 Rosa L Parks Ave., 24th Floor, Nashville, TN 37243-0332

Public Comments received or postmarked by **March 26, 2026,** will be included in the official comment summary of the Public Hearings.

Davidson, Rutherford Counties
I-24 Southeast Choice Lane Meetings
March 3, 4, and 5, 2026



LEGAL NOTICE OF PUBLIC MEETINGS

The Rutherford County Regional Planning Commission announces the following meetings, which will be held in the Historic County Courthouse located on the Public Square, Murfreesboro, TN:

- March 9, 2026, at 6:00 PM
- March 23, 2026, at 9:00 AM

An agenda for these meetings may be obtained at the Planning and Engineering Office located at 1 South Public Square, Room 200, by calling 615.898.7730, or on our website at http://planning.rutherfordcountytn.gov/. Public electronic access to these meetings can be found at: https://www.youtube.com/user/RutherfordGovernment/live. All interested parties are invited to participate.

Individuals desiring to provide public comment may request to speak during the designated Public Comment period of the Planning Commission meeting by having their names placed on a sign-in form by 4:30 PM on the business day prior to said meeting in the Rutherford County Planning and Engineering Department Office. Individuals who wish to speak during scheduled public hearings do not have to sign up to speak.

TO BE RUN IN THE MURFREESBORO POST: February 24, 2026

LEGAL NOTICE OF PUBLIC HEARING

The Rutherford County Board of Zoning Appeals will meet March 11, 2026, at 4:30 p.m. in the Commission Chambers of the Historic Rutherford County Courthouse, center of Public Square, in Murfreesboro, Tennessee to act on the following request:

A. Deborah Fox – BZA 2026-004
Location: 5206 Hargis Road, Map No.:159, Parcel: 15.03, Request for variance relief of 13.1' from the front setback requirement of 40' and relief from the maximum square footage for detached accessory structures involving a property located in the RM, Medium Density Residential zoning district.

B. Lasscassas Baptist Church – BZA 2026-007
Location: 4750 East Jefferson Pike, Map No.:45M, Group: A, Parcel: 16, Request for variance relief to allow an internally illuminated sign with more than 25% automatic changeable copy located within the RC, Rural Center zoning district.

C. Melanie M. Ching – BZA 2026-008
Location: 2752 Thompson Road, Map No.:138, Parcel: 11, Request for temporary special exception approval for an outdoor event involving the Music City Uke Fest for a property located in the RM, Medium Density Residenital zoning district.

D. Jeffery D. Turner – BZA 2026-009
Location: 3147 Franklin Road, Map No.:092O, Group: A, Parcel: 14, Request for temporary special exception approval allowing the outdoor sale of food upon a property located in the OP, Office Professional zoning district.

E. Joan and Richard Reeves – BZA 2026-011
Location: In the vicinity of 950 East Jefferson Pike, Map No.:46, Parcels: 31.12 and 31.08, Request for temporary special exception approval for a borrow pit with relief from the setback and area requirements for borrow pits in the RM-Medium Density Residential zone.

F. Jose Manuel Aldaba Rincon – BZA 2026-002
Location: 1944 Weeks Road, Map No.:111, Parcel: 62, Request for special exception for the establishment of a major home based business involving a concrete construction business upon a property located in the RM, Medium Density Residential zoning district.

G. Ezekiel Lee Watkins – BZA 2026-010
Location: 1472 Highway 41A South, Map No.:163, Parcel: 35.07, Request for special exception approval to allow the establishment of a major home-based business permitting the outdoor storage of concrete materials used in association with an excavation company in the RL- Low Density Residential zoning district.

An agenda for these meetings may be obtained at the Planning and Engineering Office located at 1 South Public Square, Room 200, by calling 615.898.7730, or on our website at http://planning.rutherfordcountytn.gov/. Public electronic access to these meetings can be found at: https://www.youtube.com/user/RutherfordGovernment/live. All interested parties are invited to participate.

Individuals desiring to provide public comment may do so by being present at the public meeting during the designated public comment period.

Zane Cantrell, Chairman – Rutherford County Board of Zoning Appeals
To be published February 24, 2026

7523

Maria M. Salas, Clerk and Master
By Deputy Clerk and Master
s/ Robert J. Notestine, III
B.P.R. 12195
Attorney for Plaintiff
Attorney's Address and Telephone Number
109 Kenner Avenue, Ste. 201,
Nashville, TN 37207
615-297-1568
ADA Coordinator, Maria M. Salas
(862-5710)
Feb. 13, 20, 27, Mar. 6, 2026 Cl307861

IN THE CHANCERY COURT FOR DAVIDSON COUNTY, TENNESSEE
AT NASHVILLE
Case No: 25-0816-II

TERRELL STARKS
Plaintiff,
vs.
RACHEL BEAL, JAMIE MEADOWS, NEKI RATHBURN, PAULA SIMPSON, AMANDA STRANGE, MISHA THOMAS, and their heirs successors, personal assigns, and representatives.
Defendants.

ORDER OF PUBLICATION

Pursuant to T.C.A. §21-1-204, appearing from allegations of the Complaint in this cause, being duly sworn to or from affidavit, that Jamie Meadows, the Defendant, cannot be served with the ordinary process of law for the following reason -
___ non-resident of Tennessee
_X_ after diligent inquiry the whereabouts of the defendant cannot be ascertained
___ other

It is therefore ordered, that said Defendant(s) enter an appearance 30 days after the last publication and file an answer to the complaint, or judgment by default may be taken against you for the relief demanded in the complaint. A copy of this order is to be published for four consecutive weeks in the TN Ledger
The last known address for this defendant is 3871 Whites Creek Pike, Nashville, TN 37207
Date: Feb. 9, 2026
Maria M. Salas, Clerk and Master
By Deputy Clerk and Master
s/ Robert J. Notestine, III
B.P.R. 12195
Attorney for Plaintiff
Attorney's Address and Telephone Number
109 Kenner Avenue, Ste. 201,
Nashville, TN 37207
615-297-1568
ADA Coordinator, Maria M. Salas
(862-5710)
Feb. 13, 20, 27, Mar. 6, 2026 Cl307862

IN THE CHANCERY COURT FOR DAVIDSON COUNTY, TENNESSEE
AT NASHVILLE
Case No: 25-0816-II

TERRELL STARKS
Plaintiff,
vs.
RACHEL BEAL, JAMIE MEADOWS, NEKI RATHBURN, PAULA SIMPSON, AMANDA STRANGE, MISHA THOMAS, and their heirs successors, personal assigns, and representatives.
Defendants.

ORDER OF PUBLICATION

Pursuant to T.C.A. §21-1-204, appearing from allegations of the Complaint in this cause, being duly sworn to or from affidavit, that Rachel Beal, the Defendant, cannot be served with the ordinary process of law for the following reason -
___ non-resident of Tennessee
_X_ after diligent inquiry the whereabouts of the defendant cannot be ascertained
___ other

It is therefore ordered, that said Defendant(s) enter an appearance 30 days after the last publication and file an answer to the complaint, or judgment by default may be taken against you for the relief demanded in the complaint. A copy of this order is to be published for four consecutive weeks in the TN Ledger
The last known address for this defendant is 3871 Whites Creek Pike, Nashville, TN 37207
Date: Feb. 9, 2026
Maria M. Salas, Clerk and Master
By Deputy Clerk and Master
s/ Robert J. Notestine, III
B.P.R. 12195
Attorney for Plaintiff
Attorney's Address and Telephone Number
109 Kenner Avenue, Ste. 201,
Nashville, TN 37207
615-297-1568
ADA Coordinator, Maria M. Salas
(862-5710)
Feb. 13, 20, 27, Mar. 6, 2026 Cl307863

Miscellaneous

Notices

The Tennessee Department of Transportation
Public Hearing Notice
Davidson and Rutherford Counties
Notice of Availability and Announcement of Public Hearing
I-24 Southeast Choice Lanes Project

The Tennessee Department of Transportation (TDOT) will conduct three (3) Public Hearings – on Tuesday, March 3, 2026, on Wednesday, March 4, 2026, and on Thursday, March 5, 2026 – to discuss the approved Environmental Assessment and Recommended Preferred Alternative for the proposed widening of Interstate (I-) 24 to accommodate the addition of price-managed lanes between I-40 and I-840 in Davidson and Rutherford counties, Tennessee.

Public Hearing Times and Locations

- Tuesday, March 3, 2026, 5 P.M. – 7:30 P.M. CST
  Smyrna Event Center
  100 Sam Ridley Pkwy E, Smyrna, TN 27167
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  Coleman Park Community Center
  384 Thompson Ln, Nashville, TN 37211
- Thursday, March 5, 2026, 5 P.M. – 7:30 P.M. CST
  Coleman Park Community Center
  384 Thompson Ln, Nashville, TN 37211

These public hearings are being held in order to provide the public an opportunity to provide input on the approved I-24 Southeast Choice Lanes Environmental Assessment prior to completion of the final environmental document and meet the requirements of National Environmental Policy Act (NEPA). During the public hearings, a brief, formal presentation will be given followed by a question-and-answer period that will be recorded by a court reporter. Representatives from TDOT will be present to address questions pertaining to the design of the Recommended Preferred Alternative, along with the anticipated environmental impacts associated with it. TDOT will also have representatives available to discuss the steps that would occur following the completion of the environmental phase of the project, including answering questions on the right-of-way acquisition process.

Two alternatives were evaluated in the I-24 Southeast Choice Lanes Environmental Assessment, the No-Build Alternative and Recommended Preferred Alternative:

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The I-24 Southeast Choice Lanes Environmental Assessment was approved by the Federal Highway Administration (FHWA) on January 30, 2026, and is available to download electronically via the I-24 Southeast Choice Lanes project website: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. The Environmental Assessment was prepared in accordance with the FHWA's implementing regulations for NEPA (23 Code of Federal Regulations (CFR) § 771).

Hard copies of the I-24 Southeast Choice Lanes Environmental Assessment and technical appendices are available for public inspection at the following locations:

- TDOT Headquarters located at the William R. Snodgrass – Tennessee Tower, 312 Rosa L. Parks Ave., 24th Floor, Nashville, Tennessee
- TDOT Region 3 Office located at 6601 Centennial Boulevard, Nashville, Tennessee
- The Metropolitan Government of Nashville and Davidson County located at 1 Public Square, Nashville, Tennessee
- The Greater Nashville Regional Council located at 44 Vantage Way, Suite 450, Nashville, Tennessee
- Nashville Public Library – Pruitt Branch located at 117 Charles E. Davis Boulevard, Nashville, Tennessee
- Nashville Public Library – Thompson Lane Branch located at 308 Thompson Lane, Nashville, TN
- La Vergne Public Library located at 5063 Murfreesboro Road, La Vergne, Tennessee
- La Vergne City Hall located at 5093 Murfreesboro Road, La Vergne, Tennessee
- Smyrna Public Library located at 400 Enon Springs Road West, Smyrna, Tennessee
- Smyrna Town Hall located at 315 South Lowry Street, Smyrna, Tennessee
- Linebaugh Public Library located at 105 West Vine Street, Murfreesboro, Tennessee

If you require assistance accessing the appendices or the project website, please contact the Project Team members below.

- Rebekah Hammonds (615)-961-6717
- Lindi Miller (501)-266-9390
- Erin McGehee (770)-596-5943

Persons with a disability, who require aids or services to participate in the meeting, may contact TDOT ADA Coordinator Shanna Chevalier no less than 10 days prior to the date of the meeting at Shanna.Chevalier@tn.gov or by phone at (615) 741-0465, TTY Relay (877) 831-0298.

Beginning March 3, public hearing materials will be available for download at: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Materials will include the approved Environmental Assessment and associated technical studies, project displays, public hearing handout, PowerPoint presentation and comment card.

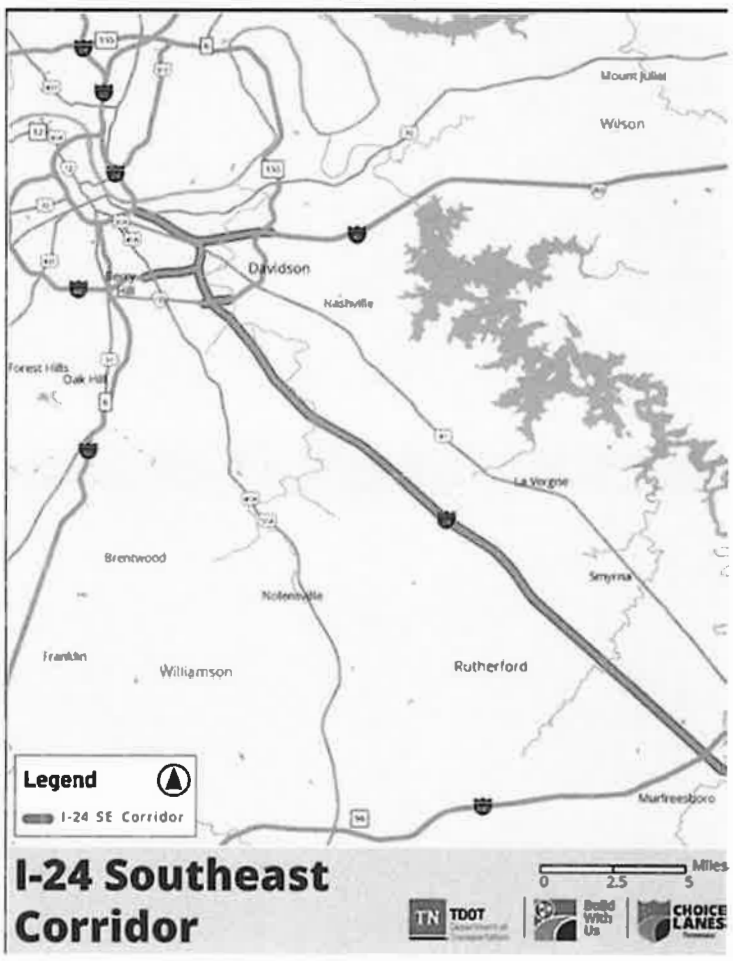
Questions: Anyone with questions regarding the Public Hearing may contact Rebekah Hammonds at 615-961-6717 or rebekah.hammonds@tn.gov.

Comments: TDOT will be solicitating comments through Thursday, March 26, 2026, via the options below:

- Online Comment Form: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html
- Email: TDOT.24ChoiceLanes@tn.gov
- Project Hotline Recording: (615) 451-8039
- Mail:
  I-24 Southeast Choice Lanes Project
  Tennessee Department of Transportation
  William R. Snodgrass Tennessee Tower
  312 Rosa L Parks Ave., 24th Floor
  Nashville, TN 37243-0332

Public Comments received or postmarked by **March 26, 2026,** will be included in the official comment summary of the Public Hearings.

Davidson, Rutherford Counties
I-24 Southeast Choice Lane Meetings
March 3, 4, and 5, 2026



Feb. 13, 27, 2026 MI307805

Notice Of Public Auction
Donelson Wrecker Service LLC
LEGAL NOTICE
Date of Sale: 03/04/2026
8:00 AM Sharp

Pursuant To Tennessee Law, the following vehicles will be sold at public auction for charges and storage to the highest bidder at Donelson Wrecker Service LLC, 3551 Central Pike Hermitage, TN 37076

AUCTION CARS

2005 CHEVROLET AVEO, Vin# KL1TD66677B723852
2014 CHEVROLET CRUZE, Vin# 1G1PC5SB1E7277202
2005 CHEVROLET SILVERADO 1500, Vin# 2GCEK19T551215839
2014 CHEVROLET SPARK, Vin# KL8CB6S91EC553955
2018 DODGE CHARGER, Vin# 2C3CDXCT1JH289259
1988 FORD E-150, Vin# 1FTDE14N5JHB00810
2006 HONDA ACCORD, Vin# 1HGCM66556A032356
2013 HYUNDAI SONATA, Vin# 5NPEB4AC7DH580579
2015 KIA FORTE, Vin# KNAFZ4A85F5379520
2006 KIA SORENTO, Vin# KNDJD733665507682
2011 NISSAN MAXIMA, Vin# 1N4AA5AP8BC856289
1994 TOYOTA CAMRY, Vin# 4T1SK12E1RU466653
2011 TOYOTA CAMRY, Vin# 4T1BF3EK8BU161383
2020 FORREST RIVER MINI-Lite / Rockwood Lite Weight Trailers, Vin# 4X4TRLA27LD434699
2013 HYUNDAI SONATA, Vin# 5NPEB4AC2DH686325

Feb. 13, 20, 2026 MI307865

NOTICE
Vehicles to be sold on 2/25/2026 @10 Am.
E&E Towing and Recovery LLC
6345 US 41 Alt. Pleasant View TN 37146
2015 Ford Fusion VIN 1FA6P0H79F5111090
2020 Ford Fusion VIN 3FA6P0D98LR127992
2014 Nissan Altima VIN 1N4AL3AP8EN229132
1994 Dodge Ram 1500 VIN 3B7HF16Z4RM531094
2012 Nissan JUKE VIN JN8AF5MR5CT115385
2008 GMC Yukon VIN 1GKFC13018R163755
2009 Jeep Patriot VIN 1J8FT48B99D141081
2016 Dodge Journey VIN 3C4PDCGB0GT107512
2005 Toyota Tacoma VIN 5TEJU62N05Z043832
2002 Oldsmobile Bravada VIN 1GHDS13S122172747
1990 Nissan Stanza VIN JN1FU21P9LX824339
Vehicles to be sold on 2/25/2026 @10 Am
Dukes Wrecker Service INC.
934B Louisville Hwy Goodlettsville TN
2009 Nissan Versa VIN 3N1BC13E09L401368
2020 Nissan Kicks VIN 3N1CP5CV7LL565465
1991 Dodge RAM 250 VIN 1B7KE268XMS269765
1995 Chevrolet C/K 1500 VIN 1GCEC14Z1SZ173911
2004 Dodge Neon VIN 1B3ES56CX4D530300
2018 Nissan Sentra VIN 3N1AB7AP7JY209457
Feb. 6, 13, 2026 MI307752

Advertisement of Public Auction

The following vehicles will be sold online at www.urvms.com/nashville public auction on or after 2/27/2026 at 10:00 AM

VEHICLE	VIN	REGISTERED OWNER
2007 Honda Accord	3HGCM56467G710469	Giovanni G Moreno
2011 Honda Accord	1HGCP2F38BA144786	Rony Roldany Roman Garcia
2013 Audi TT	TRUKFAFK0D1000656	Kelvin Urtado

URVMS - Metro Impound Facility 1201 Freightliner Drive Nashville, TN 37210 615-862-7800
Feb. 13, 2026 MI307848

7523

155 Petro Rd., Kingston Springs, TN 37082
2007 HYUNDAI
3H3V532C97T344202
1704 W Main St., Franklin, TN 37064
2008 CADILLAC
1G6DV57V980184404
2021 CHEVY
1G1ZD5ST4MF029951
2010 TOYOTA
JTDKN3DU0A0118429
1990 FORD
1FTCR10X5LUA99658
2011 KIA
KNAFT4A28B5372715
2024 TOYOTA
5TDKDRAH3RS052979
2016 NISSAN
1N4AA6AP3GC376108
2014 TOYOTA
4T1BD1FKXEU140418
1010 5th Ave E, Springfield, TN 37172
2000 CHEVY
1GBFG15R9Y1108730
2009 ACURA
19UUA86579A010209
2010 CHEVY
2G1WA5EK8A1202467
Feb. 27, 2026 MI308009

Auction
12:00 Noon, April 6, 2026
Located at Elm Hill Marina
3361 Bell Road Nashville, TN 37214
The following list of vessels will be set for auction:

1. Kawasaki 1100 D1
   WS 4541 JJ
   HULL: KAW11241A202
   Slip: PWC L-10
2. 1972 Catalina
   TN 1320 BL
   HULL: N/A
   Slip: H-101
3. 1976 Carlcraft
   TN 5698 AS
   HULL: CAQJA0928119
   Slip: G-28
4. 1978 O'Day
   TN 6551 AK
   HULL: ZDYM0831M78C
   Slip: H-125
5. 1989 Sylvan
   TN 0927 CC
   HULL: SYL5832SF989
   Slip: E-56
6. 2014 Sun Lounger
   TN 4075 EG
   HULL: BSV35634B414
   Slip: K-84
7. 2014 Yamaha
   TN 0037 NC
   HULL: YAMC0249D414
   Slip: L-49

Feb. 27, Mar. 6, 13, 20, 2026 MI308010

NOTICE
Mrs. B's Title Search
The following vehicles will be listed for auction on March 14th, 2026 at 10am at the addresses below:
LaVergne Towing and Service- 113 Blue Valley Rd, La Vergne, TN 37086
1998 Dodge Ram 1B7HC16X5WS623857
1990 Ford F-350 2FTJW35M9LCB29402
2004 Buick Rendezvous
3G5DA03E94S554844
Sophia Towing & Recovery- 4121-B Old Nashville Hwy, Murfreesboro, TN 37124
2009 Lincoln MKX 2LMDU68C89BJ09177
Southern Belle Towing and Recovery- 1307 S Lowry St, Smyrna, TN 37167
2015 Dodge Charger 2C3CDXCT3FH754048
2016 Ford Fusion 1FA6P0HDXG5107928
Feb. 27, 2026 MI308011

NOTICE
All Out Towing gives notice the following vehicle/s will be sold at 2610 Eugenia Ave, Nashville, TN 37211 (615) 506-8181 at 9:00 a.m. on: March 14th, 2026
2002 Chevrolet Impala
2G1WF52E229182882
Feb. 27, 2026 MI308012

NOTICE
TitlExpediter
(615) 243-3356 ~ kimfarrar@comcast.net
Auctions

BARBALENA'S AUTO BODY

3007 Dickerson Pike ~ Nashville, TN 37207
(615) 429-9891
March 24, 2026 ~ 9 am - 10 am
1) 2016 Ford F150
1FTEW1CP5GKF02200
Feb. 27, 2026 MI308015

The Tennessee Department of Transportation
Public Hearing Notice
Davidson and Rutherford Counties
Notice of Availability and Announcement of Public Hearing
I-24 Southeast Choice Lanes Project

The Tennessee Department of Transportation (TDOT) will conduct three (3) Public Hearings – on Tuesday, March 3, 2026, on Wednesday, March 4, 2026, and on Thursday, March 5, 2026 – to discuss the approved Environmental Assessment and Recommended Preferred Alternative for the proposed widening of Interstate (I-) 24 to accommodate the addition of price-managed lanes between I-40 and I-840 in Davidson and Rutherford counties, Tennessee.

Public Hearing Times and Locations

- Tuesday, March 3, 2026, 5 P.M. – 7:30 P.M. CST
  Smyrna Event Center
  100 Sam Ridley Pkwy E, Smyrna, TN 27167
- Wednesday, March 4, 2026, 5 P.M. – 7:30 P.M. CST
  Coleman Park Community Center
  384 Thompson Ln, Nashville, TN 37211
- Thursday, March 5, 2026, 5 P.M. – 7:30 P.M. CST
  Coleman Park Community Center
  384 Thompson Ln, Nashville, TN 37211

These public hearings are being held in order to provide the public an opportunity to provide input on the approved I-24 Southeast Choice Lanes Environmental Assessment prior to completion of the final environmental document and meet the requirements of National Environmental Policy Act (NEPA). During the public hearings, a brief, formal presentation will be given followed by a question-and-answer period that will be recorded by a court reporter. Representatives from TDOT will be present to address questions pertaining to the design of the Recommended Preferred Alternative, along with the anticipated environmental impacts associated with it. TDOT will also have representatives available to discuss the steps that would occur following the completion of the environmental phase of the project, including answering questions on the right-of-way acquisition process.

Two alternatives were evaluated in the I-24 Southeast Choice Lanes Environmental Assessment, the No-Build Alternative and Recommended Preferred Alternative:

No-Build Alternative: Under the No-Build Alternative, there would be no improvements to operations on the I-24 Southeast corridor.

Recommended Preferred Alternative: The Recommended Preferred Alternative would widen 24.2 miles of I-24 Southeast, 1 mile on I-440 and 3.5 miles on I-40 to accommodate the construction of two (2) new Choice Lanes in each direction. Approximately 17 miles of existing general-purpose or HOV lanes would be realigned and reconstructed to accommodate Choice Lanes construction. The current number of general-purpose and HOV lanes would remain the same and would be resurfaced. Additional changes along I-24 would include construction of fourteen (14) access points, modifying existing interchanges and intersections, modifying or replacing existing bridges, adding new bridges where none currently exist and constructing retaining and noise walls as needed.

The I-24 Southeast Choice Lanes Environmental Assessment was approved by the Federal Highway Administration (FHWA) on January 30, 2026, and is available to download electronically via the I-24 Southeast Choice Lanes project website: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. The Environmental Assessment was prepared in accordance with the FHWA's implementing regulations for NEPA (23 Code of Federal Regulations (CFR) § 771).

Hard copies of the I-24 Southeast Choice Lanes Environmental Assessment and technical appendices are available for public inspection at the following locations:

- TDOT Headquarters located at the William R. Snodgrass – Tennessee Tower, 312 Rosa L. Parks Ave., 24th Floor, Nashville, Tennessee
- TDOT Region 3 Office located at 6601 Centennial Boulevard, Nashville, Tennessee
- The Metropolitan Government of Nashville and Davidson County located at 1 Public Square, Nashville, Tennessee
- The Greater Nashville Regional Council located at 44 Vantage Way, Suite 450, Nashville, Tennessee
- Nashville Public Library – Pruitt Branch located at 117 Charles E. Davis Boulevard, Nashville, Tennessee
- Nashville Public Library – Thompson Lane Branch located at 308 Thompson Lane, Nashville, TN
- La Vergne Public Library located at 5063 Murfreesboro Road, La Vergne, Tennessee
- La Vergne City Hall located at 5093 Murfreesboro Road, La Vergne, Tennessee
- Smyrna Public Library located at 400 Enon Springs Road West, Smyrna, Tennessee
- Smyrna Town Hall located at 315 South Lowry Street, Smyrna, Tennessee
- Linebaugh Public Library located at 105 West Vine Street, Murfreesboro, Tennessee

If you require assistance accessing the appendices or the project website, please contact the Project Team members below.

- Rebekah Hammonds (615)-961-6717
- Lindi Miller (501)-266-9390
- Erin McGehee (770)-596-5943

Persons with a disability, who require aids or services to participate in the meeting, may contact TDOT ADA Coordinator Shanna Chevalier no less than 10 days prior to the date of the meeting at Shanna.Chevalier@tn.gov or by phone at (615) 741-0465, TTY Relay (877) 831-0298.

Beginning March 3, public hearing materials will be available for download at: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Materials will include the approved Environmental Assessment and associated technical studies, project displays, public hearing handout, PowerPoint presentation and comment card.

Questions: Anyone with questions regarding the Public Hearing may contact Rebekah Hammonds at 615-961-6717 or rebekah.hammonds@tn.gov.

Comments: TDOT will be soliciting comments through Thursday, March 26, 2026, via the options below:

- Online Comment Form: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html
- Email: TDOT.24ChoiceLanes@tn.gov
- Project Hotline Recording: (615) 451-8039
- Mail:
  I-24 Southeast Choice Lanes Project
  Tennessee Department of Transportation
  William R. Snodgrass Tennessee Tower
  312 Rosa L Parks Ave., 24th Floor
  Nashville, TN 37243-0332

Public Comments received or postmarked by **March 26, 2026,** will be included in the official comment summary of the Public Hearings.

Davidson, Rutherford Counties
I-24 Southeast Choice Lane Meetings
March 3, 4, and 5, 2026

Feb. 13, 27, 2026 MI307805

Public Notice

The Tennessee Highway Patrol has recovered the vehicles listed below:

Case #	Year	Make	Model	VIN	Vehicle Location
326009729	1996	Toyota	Corolla	2T1BA02E7TC148137	Greenbrier, TN (615) 643-0050
326010188	2003	Saturn	l300	1G8JW54R33Y574603	Lebanon, TN (615) 758-6369
326010686	2008	Saturn	Vue	3GSCL33P28S508879	Lebanon, TN (615) 444-7594
326010696	2011	Nissan	Maxima	1N4AA5AP8BC856289	Hermitage, TN (615) 889-6218
326010808	2002	Honda	Civic	2HGES267X2H501459	Cross Plains, TN (615) 543-0743
326010838	2005	Dodge	Neon	1B3ES56C45D117810	Goodlettsville, TN (615) 859-4004
326011274	2013	Chrysler	Town & Country	1C3CCBCG3DN522319	Franklin, TN (615) 519-3938
326012806	2003	Hyundai	Santa Fe	KM8SC13D23U416483	Mt. Juliet, TN (615) 582-9525
326014440	2004	Honda	Pilot	2HKYF18684H500836	Cross Plains, TN (615) 543-0743

Upon payment of all towing, preservation, and storage charges, the owner and any lienholder may reclaim the vehicle within twenty (20) working days. Failure to respond to this notice within those twenty (20) working days serves as a waiver of all ownership rights and gives consent to the holder of said vehicle for its sale. For more information, please contact the *Tennessee Highway Patrol* Records Department (615) 741-3181.
Feb. 27, 2026 MI307995

Reach Middle Tennessee's top business leaders and decision makers.
Call 615 254-5522 today for advertising rates and information
Ledger
The power of information.
222 Second Ave. N., Suite 101 | 615.254.5522

7523

Classifieds

To Advertise, visit our website: **Classifieds.tennessean.com**
Public Notices/Legals email: **Publicnotice@tnmedia.com**
Business & Services email: **Servicedirectory@tennessean.com**
To post job openings, visit: **Tennessean.com/Jobs**

TO ADVERTISE
Visit Our Website:
Classifieds.tennessean.com

All classified ads are subject to the applicable rate card, copies of which are available from our Advertising Dept. All ads are subject to approval before publication. The Nashville Tennessean reserves the right to edit, refuse, reject, classify or cancel any ad at any time. Errors must be reported in the first day of publication. The Nashville Tennessean shall not be liable for any loss or expense that results from an error in or omission of an advertisement. No refunds for early cancellation of order.

PETS

Domestic Pets



Yorkshire Terrier (Yorkie) Bring joy to your heart 4 beautiful yorkies puppies 7 weeks old 3 girls 1 boy cks reg./first shots (615)585-0850



English Teddy Bear Goldendoodles Mini-Med 15#'s-30#'s. Parents AKC, OFA, CERF, multi gen healthtested. Temperament tested and raised with early neurological stimulation. Perfect cuddly babies! Call or text (937)-707-0468



STUFF

Wanted to Buy

INSTANT CASH PAID for sports cards, sports memorabilia, autographs, comic books, toys, trains, gold, silver, coins, diamonds, jewelry, watches, antiques, advertising, military, autographs, entire estates
Call Scott 513-295-5634

WE PAY TOP DOLLAR FOR OLD BOOZE!



We are in search of Bourbon, Rum, Scotch, Gin, Tequila, Congnac, Liqueur etc. Please reach us at contact@revivalky.com or call/text us at 859-479-2676 with what you have.

JOBS

General

Hiring Window Installer Looking for an experienced Window Installer, Full-time. Send Text message to 718-207-8227

REAL ESTATE

Acreage

TRINITY, ALABAMA 80 acres level land with power, water and sewer adjacent to industrial park. No restrictions, and within 23 miles of Huntsville, AL. $1,749,000. Call Sandra 256-642-9903, Coldwell Banker McMillan

Homes



RENTALS

PUBLISHER'S NOTICE
All real estate advertised herein is subject to the Federal Fair Housing Act, which makes it illegal to advertise any preference, limitation, or discrimination because of race, color, religion, sex, handicap, familial status, or national origin, or intention to make any such preference, limitation, or discrimination. We will not knowingly accept any advertising for real estate which is in violation of the law. All persons are hereby informed that all dwellings advertised are available on an equal opportunity basis.

Apartments

KNIGHTS INN
Studio apts. Fully furn. Free local calls, Wifi,& cable TV. Utilies incl. Weekly rates $300 per wk & up Monthly call for details!
☎ 615-678-6526 ☎

Duplexes

INGLEWOOD
Fully Renovated 2BR, 1BA with New Flooring, Appls & Cabinets. Sec. 8 Welcomed. $1395/mo. w/ 2yr lease. 615-838-6252

AUTO

Classic / Antique

Looking to Buy an Old Foreign Project Car in any condition running or not: Porsche, Jaguar, Mercedes, Maserati, Ferrari, and much more! Fast and easy transaction. Cash on the spot. If you have any of these, or any other old foreign cars, sitting around, please call **571-259-9656**

PUBLIC NOTICES

Public Notices

NOTICE
JESSICA DAWN SMITH
The State of Tennessee, Department of Children's Services, has filed a petition against you seeking to terminate forever your parental rights to I.R.D.S. It appears that ordinary process of law cannot be served upon you because your whereabouts are unknown. You are hereby ORDERED to serve upon Carolyn Jennings, Attorney for the Tennessee Department of Children's Services, 1200 Belmont Drive, McMinnville, Tennessee 37110, (931) 473-0191, an Answer to the Petition to Terminate Parental Rights filed by the Tennessee Department of Children's Services within thirty (30) days of the last day of publication of this notice, which will be February 13, 2026 and pursuant to Rule 103(c)(3) of the Tenn. R. Juv. P. you must also appear in the Juvenile Court of Warren County, Tennessee at 111 S. Court Square, McMinnville, Tennessee 37110 on March 18, 2026 at 9:00 A.M. for the Final Adjudicatory Hearing on the Petition to Terminate Parental Rights filed by the State

Public Notices

Applying for title
Notification for application for a title on a 2013 Honda cb500x in my possession. Motorcycle is a black. VIN MLHPC461XD5001109. Requesting any and all parties holding an interest in this motorcycle to contact me within 10 days of this publication by certified mail, return receipt requested.
February 11, 2026.
February 13 2026
LOKR0458743

NOTIFICATION OF INTENT TO APPLY FOR A CERTIFICATE OF NEED
This is to provide official notice to the Health Facilities Commission and all interested parties, in accordance with T.C.A. §68-11-1601 et seq., and the Rules of the Health Facilities Commission, that Saint Thomas West Hospital, a/an Hospital owned by Saint Thomas Health with an ownership type of Corporation (Not-for-Profit) and to be managed by itself intends to file an application for a Certificate of Need for the establishment of a freestanding emergency department (FSED) in Fairview, Williamson County. The FSED will consist of approximately 11,250 square feet with 10 exam rooms, including 1 trauma room, imaging services, lab and associated support space. The address of the project will be 1866 Fairview Blvd, Fairview, Williamson County, Tennessee, 37062. The estimated project cost will be $20,702,000.

The anticipated date of filing the application is 02/27/2026.

The contact person for this project is Ms. Darcy Schaeffer who may be reached at Research and Planning Consultants – 6300 La Calma Drive, Suite 170, Austin, Texas, 78752 – Contact No. 512-371-8011.

The published Letter of Intent must contain the following statement pursuant to T.C.A. §68-11-1607 (c)(1). (A) Any healthcare institution wishing to oppose a Certificate of Need application must file a written notice with the Health Facilities Commission no later than fifteen (15) days before the regularly scheduled Health Facilities Commission meeting at which the application is originally scheduled; and (B) Any other person wishing to oppose the application may file a written objection with the Health Facilities Commission at or prior to the consideration of the application by the Commission, or may appear in person to express opposition. Written notice may be sent to: Health Facilities Commission, Andrew Jackson Building, 9th Floor, 502 Deaderick Street, Nashville, TN 37243 or email at hsda.staff@tn.gov.
February 13 2026
LOKR0456687

Public Notices

of Tennessee, Department of Children's Services. If you fail to do so, a default judgment will be taken against you pursuant to Tenn. Code Ann. § 36-1-117(n) and Rule 55 of the Tenn. R. of Civ. P. for the relief demanded in the Petition. You may view and obtain a copy of the Petition and any other subsequently filed legal documents at the Juvenile Court Clerk's Office, 111 S. Court Square, McMinnville, TN 37110.
January 23, 30, February 6, 13 2026
LOKR0437501

IN THE CHANCERY COURT FOR DAVIDSON COUNTY TENNESSEE
TWENTIETH JUDICIAL DISTRICT
Docket No. 25-495-III
644 FOGG PARTNERS LLC,
Petitioner,
v.
WILLIE EVANS, et al.,
Respondents.
ORDER FOR PUBLICATION
Pursuant to T.C.A. § 21-1-204, it appears from the allegations of the Petition in this cause, being duly sworn to or from affidavit, that the whereabouts of Respondents Mattie Louise Martin, Freddie Martin, Kim Akins, Jennell Brown, Travis Brown, Lenise Hayes, Clara Bell Richardson, and Shawn Richardson cannot be ascertained after diligent inquiry, and that the identity of Respondents the Unknown Heirs of John Webb, Monroe Webb, and Mary Lou Webb cannot be ascertained after diligent inquiry.
It is therefore ordered that said Respondents enter an appearance 30 days after the last publication and file an answer to the Petition, or judgment by default may be taken against you for the relief demanded in the Petition. A copy of this order is to be published for four consecutive weeks in the The Tennessean. The last known address for these Respondents is unknown.
Sarah M. Ingalls, Esq.
BPR No. 038383
Attorney for Petitioner
1801 West End Ave, Suite 1550
Nashville, TN 37203
(615) 465-6000
January 23, 30, February 6, 13 2026
LOKR0443363



Public Notices

PUBLIC NOTICES

The Tennessee Department of Transportation
Public Hearing Notice
Davidson and Rutherford Counties
Notice of Availability and Announcement of Public Hearing
I-24 Southeast Choice Lanes Project

The Tennessee Department of Transportation (TDOT) will conduct three (3) Public Hearings – on Tuesday, March 3, 2026, on Wednesday, March 4, 2026, and on Thursday, March 5, 2026 – to discuss the approved Environmental Assessment and Recommended Preferred Alternative for the proposed widening of Interstate (I-) 24 to accommodate the addition of price-managed lanes between I-40 and I-840 in Davidson and Rutherford counties, Tennessee.

Public Hearing Times and Locations
- Tuesday, March 3, 2026, 5 P.M. – 7:30 P.M. CST
Smyrna Event Center, 100 Sam Ridley Pkwy E, Smyrna, TN 27167
- Wednesday, March 4, 2026, 5 P.M. – 7:30 P.M. CST
Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211
- Thursday, March 5, 2026, 5 P.M. – 7:30 P.M. CST
Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211

These public hearings are being held in order to provide the public an opportunity to provide input on the approved I-24 Southeast Choice Lanes Environmental Assessment prior to completion of the final environmental document and meet the requirements of National Environmental Policy Act (NEPA). During the public hearings, a brief, formal presentation will be given followed by a question-and-answer period that will be recorded by a court reporter. Representatives from TDOT will be present to address questions pertaining to the design of the Recommended Preferred Alternative, along with the anticipated environmental impacts associated with it. TDOT will also have representatives available to discuss the steps that would occur following the completion of the environmental phase of the project, including answering questions on the right-of-way acquisition process. Two alternatives were evaluated in the I-24 Southeast Choice Lanes Environmental Assessment, the No-Build Alternative and Recommended Preferred Alternative:

No-Build Alternative: Under the No-Build Alternative, there would be no improvements to operations on the I-24 Southeast corridor.

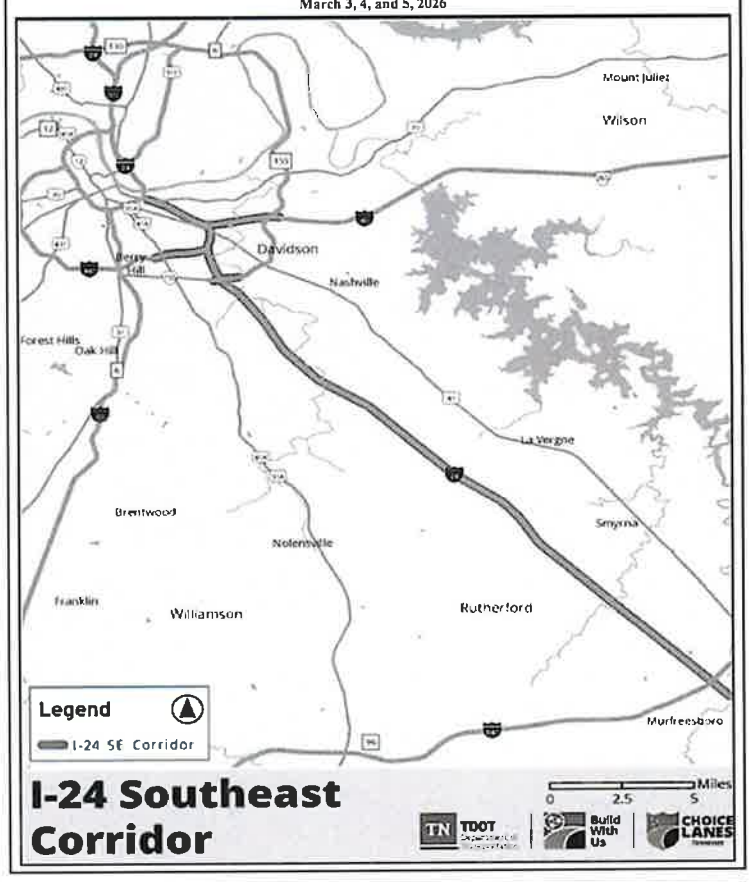
Recommended Preferred Alternative: The Recommended Preferred Alternative would widen 24.2 miles of I-24 Southeast, 1 mile on I-440 and 3.5 miles on I-40 to accommodate the construction of two (2) new Choice Lanes in each direction. Approximately 17 miles of existing general-purpose or HOV lanes would be realigned and reconstructed to accommodate Choice Lanes construction. The current number of general-purpose and HOV lanes would remain the same and would be resurfaced. Additional changes along I-24 would include construction of fourteen (14) access points, modifying existing interchanges and intersections, modifying or replacing existing bridges, adding new bridges where none currently exist and constructing retaining and noise walls as needed.

The I-24 Southeast Choice Lanes Environmental Assessment was approved by the Federal Highway Administration (FHWA) on January 30, 2026, and is available to download electronically via the I-24 Southeast Choice Lanes project website: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. The Environmental Assessment was prepared in accordance with the FHWA's implementing regulations for NEPA (23 Code of Federal Regulations (CFR) § 771). Hard copies of the I-24 Southeast Choice Lanes Environmental Assessment and technical appendices are available for public inspection at the following locations:
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- Nashville Public Library – Pruitt Branch located at 117 Charles E. Davis Boulevard, Nashville, Tennessee
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- La Vergne Public Library located at 5063 Murfreesboro Road, La Vergne, Tennessee
- La Vergne City Hall located at 5093 Murfreesboro Road, La Vergne, Tennessee
- Smyrna Public Library located at400 Enon Springs Road West, Smyrna, Tennessee
- Smyrna Town Hall located at 315 South Lowry Street, Smyrna, Tennessee
- Linebaugh Public Library located at 105 West Vine Street, Murfreesboro, Tennessee

If you require assistance accessing the appendices or the project website, please contact the Project Team members below: Rebekah Hammonds, (615)-961-6717; Lindi Miller, (501)-266-9390; Erin McGehee, (770)-596-5943. Persons with a disability, who require aids or services to participate in the meeting, may contact TDOT ADA Coordinator Shanna Chevalier no less than 10 days prior to the date of the meeting at Shanna.Chevalier@tn.gov or by phone at (615) 741-0465, TTY Relay (877) 831-0298. Beginning March 3, public hearing materials will be available for download at: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Materials will include the approved Environmental Assessment and associated technical studies, project displays, public hearing handout, PowerPoint presentation and comment card. **Questions:** Anyone with questions regarding the Public Hearing may contact Rebekah Hammonds at 615-961-6717 or rebekah.hammonds@tn.gov. **Comments:** TDOT will be soliciting comments through Thursday, March 26, 2026, via the options below:
- Online Comment Form: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html
- Email: TDOT.24ChoiceLanes@tn.gov
- Project Hotline Recording: (615) 451-8039
- Mail: I-24 Southeast Choice Lanes Project, Tennessee Department of Transportation, William R. Snodgrass Tennessee Tower, 312 Rosa L Parks Ave., 24th Floor, Nashville, TN 37243-0332

Public Comments received or postmarked by **March 26, 2026,** will be included in the official comment summary of the Public Hearings.

Davidson, Rutherford Counties
I-24 Southeast Choice Lane Meetings
March 3, 4, and 5, 2026





Find your new best friend.
Check the classified listings everyday.

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Classifieds

To Advertise, visit our website: **Classifieds.tennessean.com**
Public Notices/Legals email: **Publicnotice@tnmedia.com**
Business & Services email: **Servicedirectory@tennessean.com**
To post job openings, visit: **Tennessean.com/jobs**

TO ADVERTISE
Visit Our Website:
Classifieds.tennessean.com

All classified ads are subject to the applicable rate card, copies of which are available from our Advertising Dept. All ads are subject to approval before publication. The Nashville Tennessean reserves the right to edit, refuse, reject, classify or cancel any ad at any time. Errors must be reported in the first day of publication. The Nashville Tennessean shall not be liable for any loss or expense that results from an error in or omission of an advertisement. No refunds for early cancellation of order.

ANNOUNCE

Announcements

DENTAL INSURANCE from Physicians Mutual Insurance Company. Coverage for 400 plus procedures. Real dental insurance-NOT just a discount plan. Do not wait! Call now! Get your FREE Dental Information Kit with all the details! 1-844-278-8285 www.dental50plus.com/tnpress #6258 (TnScan)

PETS

Domestic Pets



Yorkshire Terrier (Yorkie) Bring joy to your heart 4 beautiful yorkies puppies 7 weeks old 3 girls 1 boy cks reg./first shots (615)585-0850



English Teddy Bear Goldendoodles Mini-Med 15#'s-30#'s. Parents AKC, OFA, CERF, multi gen healthtested. Temperament tested and raised with early neurological stimulation. Perfect cuddly babies! Call or text (937)-707-0468

STUFF

Wanted to Buy

INSTANT CASH PAID for sports cards, sports memorabilia, autographs, comic books, toys, trains, gold, silver, coins, diamonds, jewelry, watches, antiques, advertising, military, autographs, entire estates
Call Scott 513-295-5634

WE PAY TOP DOLLAR FOR OLD BOOZE!



We are in search of Bourbon, Rum, Scotch, Gin, Tequila, Congnac, Liqueur etc. Please reach us at contact@revivalky.com or call/text us at 859-479-2676 with what you have.

JOBS

General

Hiring Window Installer Looking for an experienced Window Installer, Full-time. Send Text message to 718-207-8227

Garage Sales Work
Clear out your clutter!
Place your ad today.

REAL ESTATE

Acreage

TRINITY, ALABAMA 80 acres level land with power, water and sewer adjacent to industrial park. No restrictions, and within 23 miles of Huntsville, AL. $1,749,000. Call Sandra 256-642-9903, Coldwell Banker McMillan

RENTALS

PUBLISHER'S NOTICE
All real estate advertised herein is subject to the Federal Fair Housing Act, which makes it illegal to advertise any preference, limitation, or discrimination because of race, color, religion, sex, handicap, familial status, or national origin, or intention to make any such preference, limitation, or discrimination. We will not knowingly accept any advertising for real estate which is in violation of the law. All persons are hereby informed that all dwellings advertised are available on an equal opportunity basis.

Apartments

KNIGHTS INN
Studio apts. Fully furn. Free local calls, Wifi,& cable TV. Utilies incl. Weekly rates $300 per wk & up! Monthly call for details!
☎ 615-678-6526 ☎



Bids & Proposals

12084884
WCS LEGAL NOTICE REQUEST FOR BIDS
RFB #1395 Page Middle School Clinic Expansion
Williamson County Schools (WCS) is currently accepting sealed bids from qualified general Contractors for the expansion of Page Middle School Clinic. Bids will be received from Prime Bidders only, a Prime Bidder is one who registers, obtains plans and specification documents from Wold Architects and Engineers who is representing-handling this project on behalf of WCS.
Bids must be submitted in a sealed envelope, mailed or hand delivered to WCS Central Office, 1320 West Main Street, Suite 202, Franklin, TN 37064, Attn: Skip Decker, Faxed or emailed bids will not be accepted.
Sealed bids will be received until 10:30 am on Wednesday, March 25, 2026 at which time they will be officially opened. In the event WCS must reschedule a bid opening date or time, the specifications obtained from the WCS Purchasing Department shall reflect the actual date and time. Once the sealed envelope is submitted to WCS, the Purchasing Department will stamp the face of the envelope to authenticate the actual date and time received.
A pre-bid meeting will be conducted for this project on Friday, March 6, 2026 beginning at 1:00 pm. The meeting will take place at Page Middle School, 6262 Arno Road, Franklin, TN 37064. Although the pre-bid is not mandatory for bid submission, it is strongly encouraged as important information concerning the bid project will be discussed. Project plans, specifications, will be available through Wold Architects and Engineers, 214 Centerview Drive, Suite 300, Brentwood, TN 37027 phone 615-370-8500. Please note only bidders who have obtained plans from Wold will be accepted. This legal advertisement is continued in the WCS RFB #1395 Invitation to Bid document which will be posted on the WCS website www.wcs.edu. Nothing contained in the commissioned Architects documents or amendments thereto shall eliminate or reduce the requirements contained in the legal advertisement. All WCS bids are subject to funding.

Public Notices

12089290
WCS LEGAL NOTICE – REQUEST FOR BID
RFB #1398 Jib Cranes

Williamson County Schools (WCS) is currently accepting sealed bids for **RFB #1398 Jib Cranes** to be delivered to the WCS Innovation Hub located at 106 Claude Yates Drive, Franklin, TN 37064. The base bid shall include the furnishing of the products, shipping, inside delivery and required training of Jib Cranes with a separate Add Alternate price for complete installation services. Bidders shall clearly identify pricing for the base bid and the add alternate cost.

Sealed bids must be mailed, or hand delivered to WCS Central Office, 1320 West Main Street, Suite 202 Franklin, TN 37064, Attn: Amanda Waycaster. **Sealed envelopes will be received until 2:00 p.m. on Wednesday, March 18, 2026**, at which time they will be publicly opened. Bids received after the specified opening time will not be accepted. In the event WCS must reschedule a bid opening date or time, the specifications obtained from the WCS Purchasing Department shall reflect the actual date and time. Once the sealed bid envelope is submitted to WCS, the Purchasing Department will stamp the face of the envelope to authenticate the actual date and time received.

This legal advertisement is extended and continued in full and appropriate detail in the WCS – RFB #1398 Invitation to Bid Document which will be posted in the public domain, on the WCS website www.wcs.edu by clicking on the Resources link, then the Budget & Finance link to Open Projects. Nothing contained in the RFB documents or amendments thereto shall eliminate or reduce the requirement contained in the extended legal advertisement.

12090432
WCS LEGAL NOTICE REQUEST FOR BIDS

RFB #1399 Flight Simulator #1 Stationary Open Cockpit and Basic Aviation Training Device

Williamson County Schools (WCS) is currently accepting sealed bids from qualified Electronic Simulated Aviation Equipment Dealers for the new WCS Innovation Hub. Bids must be submitted in a sealed envelope, mailed or hand delivered to WCS Central Office, 1320 West Main Street, Suite 202, Franklin, TN 37064, Attn: Skip Decker, Faxed or emailed bids will not be accepted.

Sealed bids will be received until 2:30 pm on Tuesday, March 17, 2026 at which time they will be officially opened. In the event WCS must reschedule a bid opening date or time, the specifications obtained from the WCS Purchasing Department shall reflect the actual date and time. Once the sealed envelope is submitted to WCS, the Purchasing Department will stamp the face of the envelope to authenticate the actual date and time received.

This legal advertisement is extended and continued in full and appropriate detail in the WCS – RFB #1399 Invitation to Bid Document which will be posted in the public domain, on the WCS website www.wcs.edu by clicking on the Resources link, then the Budget & Finance link to Open Projects. Nothing contained in the RFB documents or amendments thereto shall eliminate or reduce the requirement contained in the extended legal advertisement.

Duplexes

INGLEWOOD
Fully Renovated 2BR, 1BA with New Flooring, Appls & Cabinets. Sec. 8 Welcomed. $1395/mo. w/ 2yr lease. 615-838-6252

AUTO

Classic / Antique

Looking to Buy an Old Foreign Project Car in any condition running or not: Porsche, Jaguar, Mercedes, Maserati, Ferrari, and much more! Fast and easy transaction. Cash on the spot. If you have any of these, or any other old foreign cars, sitting around, please call **571-259-9656**

PUBLIC NOTICES

Public Notices

12090332
WCS LEGAL NOTICE REQUEST FOR BIDS

RFB #1400 Flight Simulator #2 Immersive Training Device

Williamson County Schools (WCS) is currently accepting sealed bids from qualified Electronic Simulated Aviation Equipment Dealers for the new WCS Innovation Hub. Bids must be submitted in a sealed envelope, mailed or hand delivered to WCS Central Office, 1320 West Main Street, Suite 202, Franklin, TN 37064, Attn: Skip Decker, Faxed or emailed bids will not be accepted.

Sealed bids will be received until 2:30 pm on Tuesday, March 17, 2026 at which time they will be officially opened. In the event WCS must reschedule a bid opening date or time, the specifications obtained from the WCS Purchasing Department shall reflect the actual date and time. Once the sealed envelope is submitted to WCS, the Purchasing Department will stamp the face of the envelope to authenticate the actual date and time received.

This legal advertisement is extended and continued in full and appropriate detail in the WCS – RFB #1400 Invitation to Bid Document which will be posted in the public domain, on the WCS website www.wcs.edu by clicking on the Resources link, then the Budget & Finance link to Open Projects. Nothing contained in the RFB documents or amendments thereto shall eliminate or reduce the requirement contained in the extended legal advertisement.

Love the house. Know the neighborhood.
Homes

The Tennessee Department of Transportation
Public Hearing Notice
Davidson and Rutherford Counties
Notice of Availability and Announcement of Public Hearing
I-24 Southeast Choice Lanes Project

The Tennessee Department of Transportation (TDOT) will conduct three (3) Public Hearings – on Tuesday, March 3, 2026, on Wednesday, March 4, 2026, and on Thursday, March 5, 2026 – to discuss the approved Environmental Assessment and Recommended Preferred Alternative for the proposed widening of Interstate (I-) 24 to accommodate the addition of price-managed lanes between I-40 and I-840 in Davidson and Rutherford counties, Tennessee.

Public Hearing Times and Locations
• Tuesday, March 3, 2026, 5 P.M. – 7:30 P.M. CST
Smyrna Event Center, 100 Sam Ridley Pkwy E, Smyrna, TN 37167
• Wednesday, March 4, 2026, 5 P.M. – 7:30 P.M. CST
Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211
• Thursday, March 5, 2026, 5 P.M. – 7:30 P.M. CST
Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211

These public hearings are being held in order to provide the public an opportunity to provide input on the approved I-24 Southeast Choice Lanes Environmental Assessment prior to completion of the final environmental document and meet the requirements of National Environmental Policy Act (NEPA). During the public hearings, a brief, formal presentation will be given followed by a question-and-answer period that will be recorded by a court reporter. Representatives from TDOT will be present to address questions pertaining to the design of the Recommended Preferred Alternative, along with the anticipated environmental impacts associated with it. TDOT will also have representatives available to discuss the steps that would occur following the completion of the environmental phase of the project, including answering questions on the right-of-way acquisition process. Two alternatives were evaluated in the I-24 Southeast Choice Lanes Environmental Assessment, the No-Build Alternative and Recommended Preferred Alternative.

No-Build Alternative: Under the No-Build Alternative, there would be no improvements to operations on the I-24 Southeast corridor.

Recommended Preferred Alternative: The Recommended Preferred Alternative would widen 24.2 miles of I-24 Southeast, 1 mile on I-440 and 3.5 miles on I-40 to accommodate the construction of two (2) new Choice Lanes in each direction. Approximately 17 miles of existing general-purpose or HOV lanes would be realigned and reconstructed to accommodate Choice Lanes construction. The current number of general-purpose and HOV lanes would remain the same and would be resurfaced. Additional changes along I-24 would include construction of fourteen (14) access points, modifying existing interchanges and intersections, modifying or replacing existing bridges, adding new bridges where none currently exist and constructing retaining and noise walls as needed.

The I-24 Southeast Choice Lanes Environmental Assessment was approved by the Federal Highway Administration (FHWA) on January 30, 2026, and is available to download electronically via the I-24 Southeast Choice Lanes project website: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. The Environmental Assessment was prepared in accordance with the FHWA's implementing regulations for NEPA (23 Code of Federal Regulations (CFR) § 771). Hard copies of the I-24 Southeast Choice Lanes Environmental Assessment and technical appendices are available for public inspection at the following locations:

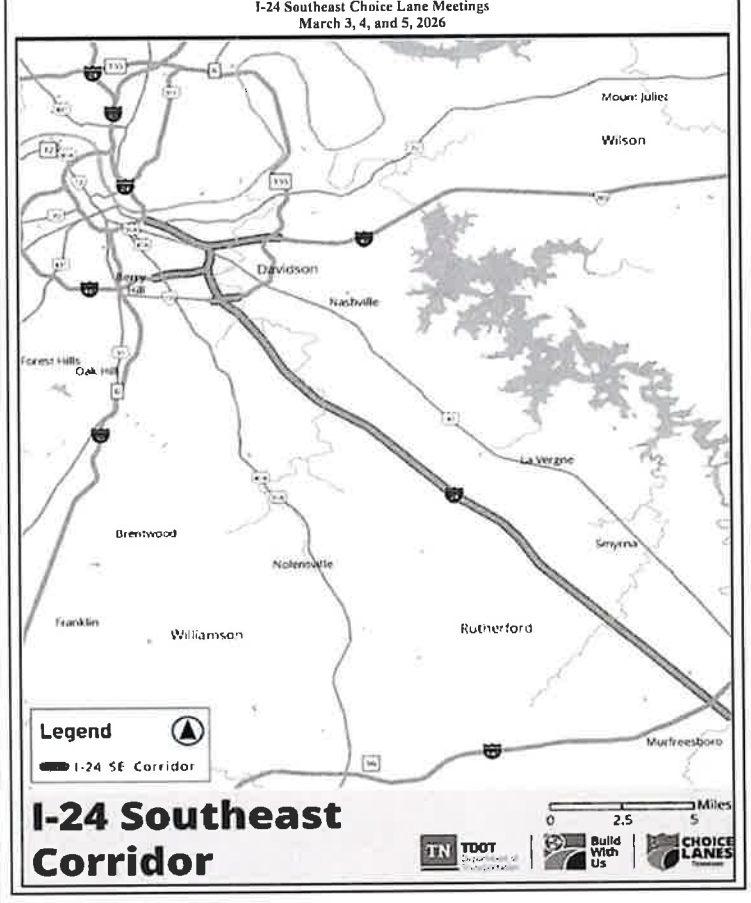
- TDOT Headquarters located at the William R. Snodgrass – Tennessee Tower, 312 Rosa L. Parks Ave., 24th Floor, Nashville, Tennessee
- TDOT Region 3 Office located at 6601 Centennial Boulevard, Nashville, Tennessee
- The Metropolitan Government of Nashville and Davidson County located at 1 Public Square, Nashville, Tennessee
- The Greater Nashville Regional Council located at 44 Vantage Way, Suite 450, Nashville, Tennessee
- Nashville Public Library – Pruitt Branch located at 117 Charles E. Davis Boulevard, Nashville, Tennessee
- Nashville Public Library – Thompson Lane Branch located at 308 Thompson Lane, Nashville, TN
- La Vergne Public Library located at 5063 Murfreesboro Road, La Vergne, Tennessee
- La Vergne City Hall located at 5093 Murfreesboro Road, La Vergne, Tennessee
- Smyrna Public Library located at400 Enon Springs Road West, Smyrna, Tennessee
- Smyrna Town Hall located at 315 South Lowry Street, Smyrna, Tennessee
- Linebaugh Public Library located at 105 West Vine Street, Murfreesboro, Tennessee

If you require assistance accessing the appendices or the project website, please contact the Project Team members below: Rebekah Hammonds, (615)-961-6717; Lindi Miller, (501)-266-9390; Erin McGehee, (770)-596-5943. Persons with a disability, who require aids or services to participate in the meeting, may contact TDOT ADA Coordinator Shanna Chevalier no less than 10 days prior to the date of the meeting at Shanna.Chevalier@tn.gov or by phone at (615) 741-0465, TTY Relay (877) 831-0298. Beginning March 3, public hearing materials will be available for download at: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Materials will include the approved Environmental Assessment and associated technical studies, project displays, public hearing handout, PowerPoint presentation and comment card. **Questions:** Anyone with questions regarding the Public Hearing may contact Rebekah Hammonds at 615-961-6717 or rebekah.hammonds@tn.gov. **Comments:** TDOT will be solicitating comments through Thursday, March 26, 2026, via the options below:

- Online Comment Form: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html
- Email: TDOT.24ChoiceLanes@tn.gov
- Project Hotline Recording: (615) 451-8039
- Mail: I-24 Southeast Choice Lanes Project, Tennessee Department of Transportation, William R. Snodgrass Tennessee Tower, 312 Rosa L. Parks Ave., 24th Floor, Nashville, TN 37243-0332

Public Comments received or postmarked by **March 26, 2026,** will be included in the official comment summary of the Public Hearings.

Davidson, Rutherford Counties
I-24 Southeast Choice Lane Meetings
March 3, 4, and 5, 2026





Find the Purr-fect Pet Supplies
Check the classified listings everyday.

7523

PUBLIC NOTICES

Public Notices

12087366

NOTICE
JAMES GOODWIN, JR.

The State of Tennessee, Department of Children's Services, has filed a Petition for Termination of Parental Rights as to Serenity Wallace, DOB 02/13/2024. It appears that ordinary process of law cannot be served upon you because your whereabouts are unknown. You are hereby ORDERED to serve upon Lee McDougal, Attorney for the Tennessee Department of Children Services, 393 Maple Street, Suite 201, Gallatin, Tennessee 37066 an Answer to the Petition for Termination of Parental Rights filed by the Tennessee Department of Children Services, within thirty (30) days of the last day of publication of this notice, and pursuant to Rule 39(e)(1) of the Tenn. R. Juv. P. you must also appear in the Juvenile Court of Sumner County, Tennessee at Gallatin, Tennessee on the 14th day of May, 2026, at 1:30 p.m., for the Hearing on the Petition for Termination of Parental Rights by the State of Tennessee, Department of Children's Services If you fail to do so, a default judgment will be taken against you pursuant to Tenn. Code Ann. § 36-1-117(n) and Rule 55 of the Tenn. R. of Civ. P. for the relief demanded in the Petition. You may view and obtain a copy of the Petition and any other subsequently filed legal documents at the Juvenile Court Clerk's Office, Gallatin, Tennessee.



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Homes



Bids & Proposals

ADVERTISEMENT FOR BIDS

Bids are invited for General Contract for the Work of following project(s). Examine documents at Designer's office or Plan Rooms. Obtain documents from Designer per Instructions to Bidders. Plan Deposits must be certified or cashier's check payable to STATE OF TENNESSEE. Five percent (5%) Bid Security may be required. Non-Discrimination policy applies. **PROJECT: Spencer Youth Development Center Demolition, Woodland Hills Development Center, Nashville, Davidson County, Tennessee; SBC Project No. 144/002-01-2025.** Bids sent by mail or express mail should be directed to the attention listed below, and must be received before 2:00 p.m. Local Time (Central Time) on Wednesday, March 25, 2026. **To: Penny L. DiPiazza, Bidding and Contract Officer, William R. Snodgrass Tennessee Tower, 22nd Floor, 312 Rosa L. Parks Avenue, Nashville, Tennessee 37243-1102, Phone: (615) 476-4910.** Drop off or courier service Bids shall be submitted to the Contract Administration Group or Loretta Baltz after 9:00 a.m. and before 2:00 p.m. Local Time (Central Time) on Wednesday, March 25, 2026. ***Note: It is requested that Bids are NOT dropped off at any other date or time. Follow signs on 22nd floor for bid drop off location.*** **To: Contract Administration Group, William R. Snodgrass Tennessee Tower, 22nd Floor, Nashville, Tennessee 37243-1102, Attn: Penny L. DiPiazza, Bidding and Contract Officer.** Bids will be publicly opened by the Owner on behalf of the State of Tennessee via Webex at: **Meeting Number (access code): 2304 861 3736; Meeting Password: 144-002-01-2025; Join by phone: (415) 655-0001 At 9:00 a.m. Local Time (Central Time) on Thursday, March 26, 2026.** Plan Rooms: **Nashville – Nashville Contractors Association, Associated General Contractors; Norcross, GA – ConstructConnect; Grand Prairie, TX – Dodge Construction Network.** Plan Deposit: **$1,000.00. DESIGNER:** Sanders/Pace Architecture, LLC, 514 West Jackson Avenue, Suite 102, Knoxville, Tennessee 37902; Contact: Mickey Sutliff, Phone: (865) 329-0316. **PRE-BID CONFERENCE:** A Pre-Bid Conference will be held **at the facility, Parking Lot in Front of Abandoned Buildings, on Thursday, March 05, 2026 at 10:30 a.m. Local Time (Central Time).** Please call the Designer for special procedures required during the Pre-Bid Conference.

ADVERTISEMENT FOR BIDS

Bids are invited for General Contract for the Work of following project(s). Examine documents at Designer's office or Plan Rooms. Obtain documents from Designer per Instructions to Bidders. Plan Deposits must be certified or cashier's check payable to STATE OF TENNESSEE. Five percent (5%) Bid Security may be required. Non-Discrimination policy applies. **PROJECT: RMSI Food Service Upgrades, Riverbend Maximum Security Institution, Nashville, Davidson County, Tennessee; SBC Project No. 142/020-01-2023.** Bids sent by mail or express mail should be directed to the attention listed below, and must be received before 2:00 p.m. Local Time (Central Time) on Wednesday, April 01, 2026. **To: Penny L. DiPiazza, Bidding and Contract Officer, William R. Snodgrass Tennessee Tower, 22nd Floor, 312 Rosa L. Parks Avenue, Nashville, Tennessee 37243-1102, Phone: (615) 476-4910.** Drop off or courier service Bids shall be submitted to the Contract Administration Group or Loretta Baltz after 9:00 a.m. and before 2:00 p.m. Local Time (Central Time) on Wednesday, April 01, 2026. ***Note: It is requested that Bids are NOT dropped off at any other date or time. Follow signs on 22nd floor for bid drop off location.*** **To: Contract Administration Group, William R. Snodgrass Tennessee Tower, 22nd Floor, Nashville, Tennessee 37243-1102, Attn: Penny L. DiPiazza, Bidding and Contract Officer.** Bids will be publicly opened by the Owner on behalf of the State of Tennessee via Webex at: **Meeting Number (access code): 2308 399 7282; Meeting Password: 142-020-01-2023; Join by phone: (415) 655-0001 At 9:00 a.m. Local Time (Central Time) on Thursday, April 02, 2026.** Plan Rooms: **Nashville – Nashville Contractors Association, Associated General Contractors; Norcross, GA – ConstructConnect; Grand Prairie, TX – Dodge Construction Network.** Plan Deposit: **$1,000.00. DESIGNER:** Kline Swinney Associates, LLC, 22 Middleton Street, Nashville, Tennessee 37210; Contact: Jacob Davis, Phone: (615) 838-8733. **PRE-BID CONFERENCE:** A Pre-Bid Conference will be held **at the facility, Administration Building, on Wednesday, March 04, 2026 at 10:30 a.m. Local Time (Central Time).** Please call the Designer for special procedures required during the Pre-Bid Conference.

Public Notices

12109691

PUBLIC NOTICE FOR MARCH 2026
Notice of Regular Public Meetings and Public Comment Opportunities related to the Greater Nashville Regional Council (GNRC) and its Boards and Committees

Public Meetings

Notice is hereby given that the following will meet during regular sessions for the purpose of considering and transacting business on behalf of GNRC and its membership.

- **Transportation Coordinating Committee** – The committee will meet at GNRC offices, 44 Vantage Way, Suite 450, Nashville, TN 37228 on March 4 at 10:30 a.m. to develop recommendations for the Transportation Policy Board.
- **Aging Advisory Committee**: The committee will meet at GNRC offices, 44 Vantage Way, Suite 450, Nashville, TN 37228 on Mar. 5 at 10:00 a.m. for the purposes of developing recommendations for the Regional Council.
- Transportation Policy Board – The board will meet at the GNRC offices, 44 Vantage Way, Suite 450, Nashville, TN 37228, on March 18 at 10:15 a.m. to conduct business related to regional transportation plans of the Nashville Area Metropolitan Planning Organization.

Further notice is given that the most up-to-date information about these and other public meetings, including those scheduled after the date

Opportunities for Public Comment

GNRC provides an opportunity for public comment as part of the regular agenda for in-person meetings of public bodies. Those wishing to provide comments must be in attendance and will be asked to approach the podium by the chair of applicable boards or committees as listed on meeting agendas. Comments may also be submitted in writing at any time to comments@gnrc.org. Emailed comments will be reviewed by staff but will not be read or distributed at the public meeting. GNRC posts items available for public review and comment at https://www.gnrc.org/PublicNotices. Public comment is being requested for the following item.

- **Area Plan for Programs on Aging and Disability** – A public hearing will be held at the FiftyForward Knowles Center, 174 Rains Ave., Nashville, TN 37203 on March 19 from 10 a.m. to 12 p.m. for purpose of presenting the plan for public review and comment. As the federally-recognized Area Agency on Aging and Disability for the northern Middle Tennessee region, GNRC is required to prepare a 4-year 'Area Plan' to address the needs of older adults and adults with disabilities with available funding. The draft plan will be available for public review on February 27.
- **Transportation Improvement Program** (TIP) – A public hearing to consider amendments to the TIP is scheduled in conjunction with the Transportation Policy Board (TPB) meeting on March 18. The TIP is a federally required document that includes all regionally significant and federally funded transportation projects planned for Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties through September 30, 2026. In addition, the TIP satisfies the public participation requirements for the program of projects for WeGo Public Transit, the Franklin Transit Authority, and the Murfreesboro Rover. The draft amendments will be available for public review on March 9.
- Regional Transportation Plan (RTP) – A public hearing to consider a major update to the RTP is scheduled in conjunction with the Transportation Policy Board (TPB) meeting on March 18. The RTP is a federally-required document which represents the collective transportation goals of Middle Tennessee city and county governments, transit agencies, and TDOT. The purpose of the RTP is to identify how governmental partners intend to allocate federal transportation funding to improve transportation options across Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties. Projects identified in RTP are proposed by city and county governments, public transit agencies, and TDOT. The draft RTP will be available for public review on February 18.

About GNRC

GNRC was established by the TN General Assembly as an association of local governments empowered to convene local and state leaders for the purposes of planning and programming state and federal investments into a range of social services and public infrastructure. GNRC serves as the region's federally recognized Area Agency on Aging and Disability (AAAD) and Economic Development District (EDD) and administers the Metropolitan Planning Organization (MPO) on behalf of the Nashville Area MPO Transportation Policy Board.

Non-Discrimination Policy

GNRC does not discriminate on the basis of race, creed, color, religion, sex (including pregnancy, gender identity, and sexual orientation), family status, national origin, age, disability, genetic information (including family medical history), political affiliation, military service, limited English proficiency, any other class protected by applicable law in admission to, access to, or operations of its programs, services, or activities, and GNRC does not permit retaliation in response to engaging in protected activities. This policy applies to applicants for employment and current employees as well as sub-recipients and subcontractors of the GNRC that receive federal funding. A copy of the Non-Discrimination Policy is available at GNRC.org/Legal. Complaints or requests for accommodation should be directed to Grant Kehler, Non-Discrimination Coordinator, 44 Vantage Way, Ste. 450, Nashville, TN 37228, or by calling 615-862-8828. GNRC meetings may be audio and video recorded.



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PUBLIC NOTICES

The Tennessee Department of Transportation
Public Hearing Notice
Davidson and Rutherford Counties
Notice of Availability and Announcement of Public Hearing
I-24 Southeast Choice Lanes Project

The Tennessee Department of Transportation (TDOT) will conduct three (3) Public Hearings – on Tuesday, March 3, 2026, on Wednesday, March 4, 2026, and on Thursday, March 5, 2026 – to discuss the approved Environmental Assessment and Recommended Preferred Alternative for the proposed widening of Interstate (I-) 24 to accommodate the addition of price-managed lanes between I-40 and I-840 in Davidson and Rutherford counties, Tennessee.

Public Hearing Times and Locations

- Tuesday, March 3, 2026, 5 P.M. – 7:30 P.M. CST
  Smyrna Event Center, 100 Sam Ridley Pkwy E, Smyrna, TN 37167
- Wednesday, March 4, 2026, 5 P.M. – 7:30 P.M. CST
  Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211
- Thursday, March 5, 2026, 5 P.M. – 7:30 P.M. CST
  Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211

These public hearings are being held in order to provide the public an opportunity to provide input on the approved I-24 Southeast Choice Lanes Environmental Assessment prior to completion of the final environmental document and meet the requirements of National Environmental Policy Act (NEPA). During the public hearings, a brief, formal presentation will be given followed by a question-and-answer period that will be recorded by a court reporter. Representatives from TDOT will be present to address questions pertaining to the design of the Recommended Preferred Alternative, along with the anticipated environmental impacts associated with it. TDOT will also have representatives available to discuss the steps that would occur following the completion of the environmental phase of the project, including answering questions on the right-of-way acquisition process. Two alternatives were evaluated in the I-24 Southeast Choice Lanes Environmental Assessment, the No-Build Alternative and Recommended Preferred Alternative:

No-Build Alternative: Under the No-Build Alternative, there would be no improvements to operations on the I-24 Southeast corridor.

Recommended Preferred Alternative: The Recommended Preferred Alternative would widen 24.2 miles of I-24 Southeast, 1 mile on I-440 and 3.5 miles on I-40 to accommodate the construction of two (2) new Choice Lanes in each direction. Approximately 17 miles of existing general-purpose or HOV lanes would be realigned and reconstructed to accommodate Choice Lanes construction. The current number of general-purpose and HOV lanes would remain the same and would be resurfaced. Additional changes along I-24 would include construction of fourteen (14) access points, modifying existing interchanges and intersections, modifying or replacing existing bridges, adding new bridges where none currently exist and constructing retaining and noise walls as needed.

The I-24 Southeast Choice Lanes Environmental Assessment was approved by the Federal Highway Administration (FHWA) on January 30, 2026, and is available to download electronically via the I-24 Southeast Choice Lanes project website: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. The Environmental Assessment was prepared in accordance with the FHWA's implementing regulations for NEPA (23 Code of Federal Regulations (CFR) § 771). Hard copies of the I-24 Southeast Choice Lanes Environmental Assessment and technical appendices are available for public inspection at the following locations:

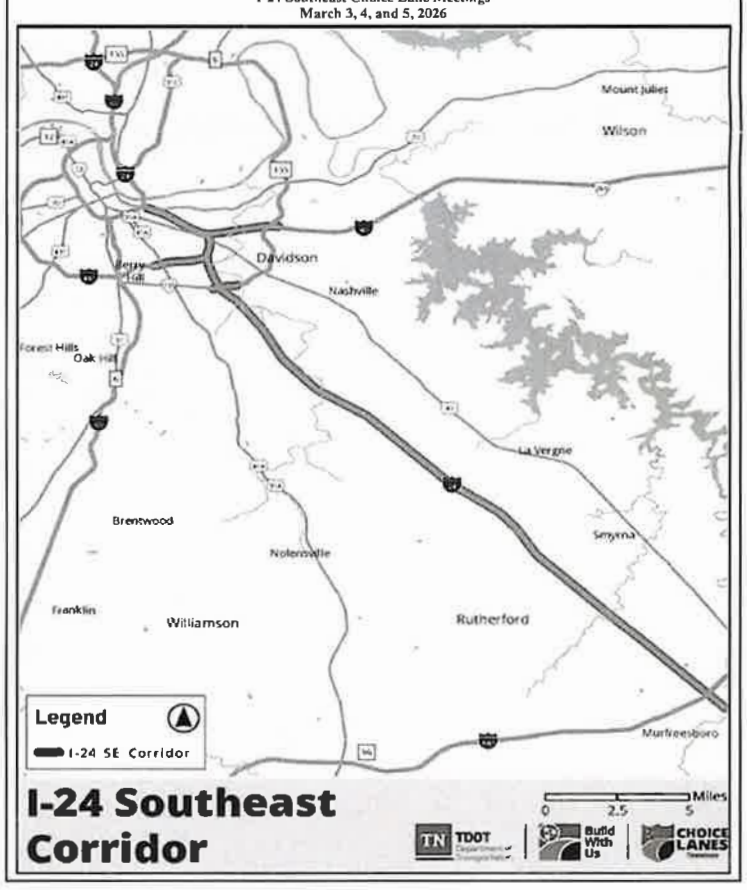
- TDOT Headquarters located at the William R. Snodgrass – Tennessee Tower, 312 Rosa L. Parks Ave., 24th Floor, Nashville, Tennessee
- TDOT Region 3 Office located at 6601 Centennial Boulevard, Nashville, Tennessee
- The Metropolitan Government of Nashville and Davidson County located at 1 Public Square, Nashville, Tennessee
- The Greater Nashville Regional Council located at 44 Vantage Way, Suite 450, Nashville, Tennessee
- Nashville Public Library – Pruitt Branch located at 117 Charles E. Davis Boulevard, Nashville, Tennessee
- Nashville Public Library – Thompson Lane Branch located at 308 Thompson Lane, Nashville, TN
- La Vergne Public Library located at 5063 Murfreesboro Road, La Vergne, Tennessee
- La Vergne City Hall located at 5093 Murfreesboro Road, La Vergne, Tennessee
- Smyrna Public Library located at400 Enon Springs Road West, Smyrna, Tennessee
- Smyrna Town Hall located at 315 South Lowry Street, Smyrna, Tennessee
- Linebaugh Public Library located at 105 West Vine Street, Murfreesboro, Tennessee

If you require assistance accessing the appendices or the project website, please contact the Project Team members below: Rebekah Hammonds, (615)-961-6717; Lindi Miller, (501)-266-9390; Erin McGehee, (770)-596-5943. Persons with a disability, who require aids or services to participate in the meeting, may contact TDOT ADA Coordinator Shanna Chevalier no less than 10 days prior to the date of the meeting at Shanna.Chevalier@tn.gov or by phone at (615) 741-0465, TTY Relay (877) 831-0298. Beginning March 3, public hearing materials will be available for download at: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Materials will include the approved Environmental Assessment and associated technical studies, project displays, public hearing handout, PowerPoint presentation and comment card. **Questions:** Anyone with questions regarding the Public Hearing may contact Rebekah Hammonds at 615-961-6717 or rebekah.hammonds@tn.gov. **Comments:** TDOT will be solicitating comments through Thursday, March 26, 2026, via the options below:

- Online Comment Form: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html
- Email: TDOT.24ChoiceLanes@tn.gov
- Project Hotline Recording: (615) 451-8039
- Mail: I-24 Southeast Choice Lanes Project, Tennessee Department of Transportation, William R. Snodgrass Tennessee Tower, 312 Rosa L Parks Ave., 24th Floor, Nashville, TN 37243-0332

Public Comments received or postmarked by **March 26, 2026,** will be included in the official comment summary of the Public Hearings.

Davidson, Rutherford Counties
I-24 Southeast Choice Lane Meetings
March 3, 4, and 5, 2026



THE WORLD'S LIGHTEST WHEELCHAIR

Meet the World's Lightest Wheelchair. The Featherweight Wheelchair.

If walking has become harder for you or someone you love, there's a new wheelchair that could make life easier. The Featherweight Wheelchair weighs just 13.5 pounds—less than half the weight of most wheelchairs. That means it's easy to lift into a car, take on trips, or use around the house.

It's not just light—it's strong, easy to push, and looks great too. With a sleek design and color choices, it's a chair you'll feel proud to use every day.

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Easy to Transport and Store

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Mention **CODE 50FEATHER** to start your journey towards effortless mobility.

Scan Me

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*13.5 lbs with the rear wheels removed. Overall weight, with rear wheels, is 19 lbs.

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Are you ready to see your input in action?

Thanks to YOUR feedback, TDOT has published its Environmental Assessment and Recommended Preferred Alternative for the I-24 Southeast Choice Lanes project! You can review the document and its appendices on the **I-24 Southeast Choice Lanes project website** now!

The next opportunity to share your thoughts on materials such as new conceptual drawings and visualizations is at an upcoming Public Hearing:

- **March 3, 2026** at Smyrna Event Center, 100 Sam Ridley Parkway East, Smyrna, TN 37167
- **March 4, 2026** at Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211
- **March 5, 2026** at Coleman Park Community Center, 384 Thompson Ln, Nashville, TN 37211

All hearings begin at 5:00 p.m. and end at 7:30 p.m. The formal presentation and Q&A will begin at 5:30 p.m. All hearings will cover the same information.

What to Expect

In-person Public Hearings will include a formal presentation, followed by a question-and-answer session and an opportunity to submit formal verbal comments. After the formal presentation, the hearings will move to an open-house setting where you can follow up on specific aspects of the proposed project. A certified court reporter will record the formal Public Hearing and will be available to transcribe public comments if you prefer to dictate your comment.

Persons with a disability who require aids or services to participate in the hearing may contact **TDOT ADA Coordinator Shanna Chevalier** no less than 10 days prior to the date of the hearing over email at **Shanna.Chevalier@tn.gov** or by phone at **(615) 741-0465**, TTY Relay **(877) 831-0298**.

Want to Participate on Your Own Schedule?

Information shared at these Public Hearings will be published on the **I-24 Southeast Choice Lanes project website** for review and public comment beginning **March 3, 2026**. You can visit the website to provide feedback and comments until **March 26, 2026**.
You can also submit your public comment by:

- **Phone** – (615) 451-8039
- **Email** – **TDOT.24ChoiceLanes@tn.gov**
- **Mail** –
  I-24 Southeast Choice Lanes Project Comments
  Tennessee Department of Transportation
  William R. Snodgrass – Tennessee Tower
  312 Rosa L Parks Ave., 24th Floor
  Nashville, TN 37243-0332

Comments must be received by the end of the public comment period on March 26, 2026 to be included as part of the official project record.

For locations where you can access a hard copy of the I-24 Southeast Choice Lanes Environmental Assessment, please visit the **project website** or call **(615) 451-8039**.

Tennessee Department of Transportation | 312 Rosa L Parks Ave. 24th Floor | Nashville , TN 37243 US

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The Public Hearings for the I-24 Southeast Choice Lanes project are almost here!

We are hosting three in-person Public Hearings on **March 3, 4 & 5 from 5 - 7:30 p.m.** Additionally, you can view the same materials and submit comments on **the project website** starting on March 3. The same information will be presented at each hearing and the project website provides the same information and opportunities to review materials and submit your comments.

What will take place at the hearings?

It begins with a formal presentation, a session for verbal questions and answers and an opportunity to submit comments **starting at 5:30 p.m**. Attendees wishing to ask questions or make formal verbal comments are encouraged to sign up on designated forms at the Public Hearing. Following the Q&A, the hearing will move into an open house setting. Project information and materials will be displayed providing you the opportunity to speak directly with the Project Team. This is your chance to review and provide feedback on the **Environmental Assessment** and Recommended Preferred Alternative.

Anyone unable to attend is encouraged to view the Environmental Assessment and public hearing materials on the project website and submit comments from **March 3 to March 26** by visiting **www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html**.

Hard copies of the Environmental Assessment are also available for public review until March 26 at the following locations:

- **TDOT Headquarters**: William R. Snodgrass – Tennessee Tower, 312 Rosa L Parks Ave Nashville, TN
- **TDOT Region 3 Office**: 6601 Centennial Boulevard, Nashville, TN
- **Metropolitan Government of Nashville and Davidson County**: 1 Public Square, Nashville, TN
- **Greater Nashville Regional Council**: 44 Vantage Way, Suite 450, Nashville, TN
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- **Linebaugh Public Library**: 105 West Vine Street, Murfreesboro, TN

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Join the conversation and don't miss the opportunity to provide feedback on Tennessee's first-ever proposed Choice Lanes project, and submit your comments by March 26!

Tennessee Department of Transportation | 312 Rosa L Parks Ave. 24th Floor | Nashville , TN 37243 US

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We want to hear from you!

Provide feedback on the I-24 Southeast Choice Lanes project by March 26! **Click here** to review the Environmental Assessment, Recommended Preferred Alternative and additional materials.

Public feedback is crucial to the proposed Project and the Environmental Assessment is a critical milestone, so join the conversation and give your thoughts on the first proposed Choice Lanes Project in Tennessee!

Click here to leave your feedback!

Tennessee Department of Transportation | 312 Rosa L Parks Ave. 24th Floor | Nashville , TN 37243 US

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TDOT to Extend Public Comment Period for the I-24 Choice Lanes Project

The Tennessee Department of Transportation (TDOT) will extend the public comment period on the approved Environmental Assessment (EA) and the Recommended Preferred Alternative (RPA) for the proposed I-24 Southeast Choice Lanes project. The comment period will now close on **March 31, 2026**.

The 47-day public comment period opened on February 13, 2026, when TDOT issued public notices announcing that the approved EA and the RPA were available for public review on the project website and at designated locations within or near the I-24 corridor. The notices also announced the public hearings held on March 3, 4 and 5.

TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act of 1969 (NEPA). This process includes conducting extensive studies to assess potential impacts on the natural and built environments.

Public involvement is a key component of the NEPA process. In accordance with TDOT's Public Involvement Plan, which requires a 21-day comment period after the last public hearing, this extension provides a total of 47 days to submit comments.

Comments can be submitted via the **project website**, emailed to **TDOT.24ChoiceLanes@tn.gov**, recorded via the Project Hotline at (615) 451-8039 or mailed to:
I-24 Southeast Choice Lanes Project Comments Tennessee Department of Transportation
William R. Snodgrass – Tennessee Tower
312 Rosa L Parks Ave., 24th Floor

Persons with a disability, who require aids or services to review materials or comment, can contact TDOT ADA Coordinator Shanna Chevalier at **Shanna.Chevalier@tn.gov** or by phone at (615) 741-0465, TTY Relay (877) 831-0298.

Tennessee Department of Transportation | 312 Rosa L Parks Ave. 24th Floor | Nashville , TN 37243 US

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Outlook

Invitation & Notice of Availability: I-24 Choice Lanes Public Hearings

From TDOT 24ChoiceLanes <TDOT.24ChoiceLanes@tn.gov>
Date Fri 2/13/2026 9:41 AM
To [redacted]

1 attachment (165 KB)
reedletter.pdf;

Mayor Reed,

The Tennessee Department of Transportation is pleased to announce the I-24 Southeast Choice Lanes Project has reached a new milestone in its development. TDOT has released, for public input, an Environmental Assessment (EA) and Recommended Preferred Alternative (RPA) for the proposed Choice Lanes project.

We invite you to attend one of the National Environmental Policy Act (NEPA) Public Hearings at the dates, times and locations in the attached Notice of Availability letter. All public hearings will provide the same information. The purpose of the Public Hearing is to present and solicit comments from the public on the RPA and the EA. The hearings will include a formal presentation and a session for verbal questions and answers and public comments that will start at 5:30 p.m. Please review the attached letter for additional information.

Also, please utilize the Public Hearing Stakeholder Toolkit linked here to share this information with your community: https://drive.google.com/drive/folders/1vnRSENLGIiTpr9C_QMoRN1b-V9kD45i2?usp=drive_link

Hope to see you there!

TN TDOT Department of Transportation

Rebekah Hammonds | Public Private Partnership Communications Officer
P3 Division
William R. Snodgrass – Tennessee Tower
312 Rosa L Parks Ave., 14th Floor
Nashville, TN 37243
Rebekah.Hammonds@tn.gov
c. 615-961-6717

tn.gov/tdot

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PUBLIC-PRIVATE PARTNERSHIPS DIVISION
14TH FLOOR, WILLIAM R. SNODGRASS TENNESSEE TOWER
312 ROSA L. PARKS AVE
NASHVILLE, TENNESSEE, 37243

WILL REID P.E.
COMMISSIONER

BILL LEE
GOVERNOR

To: Mayor Mary Esther Reed

From: Paige Heintzman, P3 Director and Rebekah Hammonds, P3 Communications Officer, Tennessee Department of Transportation

Date: February 13, 2026

Subject: Notice of Availability of the I-24 Southeast Choice Lanes Environmental Assessment and Announcement of Public Hearings

Notice of Availability of the Environmental Assessment

The Tennessee Department of Transportation (TDOT) will conduct three (3) Public Hearings – on Tuesday, March 3, 2026, on Wednesday, March 4, 2026, and on Thursday, March 5, 2026 – to discuss the approved Environmental Assessment and Recommended Preferred Alternative for the proposed widening of Interstate (I-) 24 to accommodate the addition of price-managed lanes between I-40 and I-840 in Davidson and Rutherford counties, Tennessee.

Public Hearing Times and Locations

- Tuesday, March 3, 2026, 5 P.M. – 7:30 P.M. CST
  Smyrna Event Center
  100 Sam Ridley Pkwy E, Smyrna, TN 27167
- Wednesday, March 4, 2026, 5 P.M. – 7:30 P.M. CST
  Coleman Park Community Center
  384 Thompson Ln, Nashville, TN 37211
- Thursday, March 5, 2026, 5 P.M. – 7:30 P.M. CST÷
  Coleman Park Community Center
  384 Thompson Ln, Nashville, TN 37211

These public hearings are being held in order to provide the public an opportunity to provide input on the approved I-24 Southeast Choice Lanes Environmental Assessment prior to completion of the final environmental document and meet the requirements of National Environmental Policy Act (NEPA). During the public hearings, a brief, formal presentation will be given followed by a question-and-answer period that will be recorded by a court reporter. Representatives from TDOT will be present to address questions pertaining to the design of the Recommended Preferred Alternative, along with the anticipated environmental impacts associated with it. TDOT will also have representatives available to discuss the steps that would occur following the completion of the environmental phase of the project, including answering questions on the right-of-way acquisition process.

Two alternatives were evaluated in the I-24 Southeast Choice Lanes Environmental Assessment, the No-Build Alternative and Recommended Preferred Alternative:

No-Build Alternative: Under the No-Build Alternative, there would be no improvements to operations on the I-24 Southeast corridor.

Recommended Preferred Alternative: The Recommended Preferred Alternative would widen 24.2 miles of I-24 Southeast, 1 mile on I-440 and 3.5 miles on I-40 to accommodate the construction of two (2) new Choice Lanes in each direction. Approximately 17 miles of existing general-purpose or HOV lanes would be realigned and reconstructed to accommodate Choice Lanes construction. The current number of general-purpose and HOV lanes would remain the same and would be resurfaced. Additional changes along I-24 would include construction of fourteen (14) access points, modifying existing interchanges and intersections, modifying or replacing existing bridges, adding new bridges where none currently exist and constructing retaining and noise walls as needed.

The I-24 Southeast Choice Lanes Environmental Assessment was approved by the Federal Highway Administration (FHWA) on January 30, 2026, and is available to download electronically via the I-24 Southeast Choice Lanes project website: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. The Environmental Assessment was prepared in accordance with the FHWA's implementing regulations for NEPA (23 Code of Federal Regulations (CFR) § 771).

Hard copies of the I-24 Southeast Choice Lanes Environmental Assessment and technical appendices are available for public inspection at the following locations:

- TDOT Headquarters located at the William R. Snodgrass – Tennessee Tower, 312 Rosa L. Parks Ave., 24th Floor, Nashville, Tennessee
- TDOT Region 3 Office located at 6601 Centennial Boulevard, Nashville, Tennessee
- The Metropolitan Government of Nashville and Davidson County located at 1 Public Square, Nashville, Tennessee
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If you require assistance accessing the appendices or the project website, please contact the Project Team members below.

- Rebekah Hammonds (615)-961-6717
- Lindi Miller (501)-266-9390
- Erin McGehee (770)-596-5943

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Beginning March 3, public hearing materials will be available for download at: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Materials will include the approved Environmental Assessment and associated technical studies, project displays, public hearing handout, PowerPoint presentation and comment card.

Questions: Anyone with questions regarding the Public Hearing may contact Rebekah Hammonds at 615-961-6717 or rebekah.hammonds@tn.gov.

Comments: TDOT will be solicitating comments through Thursday, March 26, 2026 via the options below:

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- Email: TDOT.24ChoiceLanes@tn.gov
- Project Hotline Recording: (615) 451-8039
- Mail:

  I-24 Southeast Choice Lanes Project
  Tennessee Department of Transportation
  William R. Snodgrass Tennessee Tower
  312 Rosa L Parks Ave., 24th Floor
  Nashville, TN 37243-0332

Public Comments received or postmarked by **March 26, 2026,** will be included in the official comment summary of the Public Hearings.

Please contact Rebekah Hammonds at 615-961-6717 or rebekah.hammonds@tn.gov if you have any questions.

Outlook

Invitation & Notice of Availability: I-24 Choice Lanes Public Hearings

From TDOT 24ChoiceLanes <TDOT.24ChoiceLanes@tn.gov>
Date Fri 2/13/2026 9:57 AM
Bcc [redacted]

1 attachment (165 KB)
stakeholder letter.pdf;

The Tennessee Department of Transportation is pleased to announce the I-24 Southeast Choice Lanes Project has reached a new milestone in its development. TDOT has released, for public input, an Environmental Assessment (EA) and Recommended Preferred Alternative (RPA) for the proposed Choice Lanes project.

We invite you to attend one of the National Environmental Policy Act (NEPA) Public Hearings at the dates, times and locations in the attached Notice of Availability letter. All public hearings will provide the same information. The purpose of the Public Hearing is to present and solicit comments from the public on the RPA and the EA. The hearings will include a formal presentation and a session for verbal questions and answers and public comments that will start at 5:30 p.m. Please review the attached letter for additional information.

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Hope to see you there!

TN TDOT Department of Transportation

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PUBLIC-PRIVATE PARTNERSHIPS DIVISION
14TH FLOOR, WILLIAM R. SNODGRASS TENNESSEE TOWER
312 ROSA L. PARKS AVE
NASHVILLE, TENNESSEE, 37243

WILL REID P.E.
COMMISSIONER

BILL LEE
GOVERNOR

To: I-24 Southeast Choice Lanes Stakeholder

From: Paige Heintzman, P3 Director and Rebekah Hammonds, P3 Communications Officer, Tennessee Department of Transportation

Date: February 13, 2026

Subject: Notice of Availability of the I-24 Southeast Choice Lanes Environmental Assessment and Announcement of Public Hearings

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These public hearings are being held in order to provide the public an opportunity to provide input on the approved I-24 Southeast Choice Lanes Environmental Assessment prior to completion of the final environmental document and meet the requirements of National Environmental Policy Act (NEPA). During the public hearings, a brief, formal presentation will be given followed by a question-and-answer period that will be recorded by a court reporter. Representatives from TDOT will be present to address questions pertaining to the design of the Recommended Preferred Alternative, along with the anticipated environmental impacts associated with it. TDOT will also have representatives available to discuss the steps that would occur following the completion of the environmental phase of the project, including answering questions on the right-of-way acquisition process.

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TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

I-24 Southeast Choice Lanes Project

PUBLIC HEARING NOTICE

5 p.m. – 7:30 p.m. | Formal Presentation and Q&A begins at 5:30 p.m.

All public hearings will provide the same information.

MARCH 3, 2026
Smyrna Event Center
100 Sam Ridley Pkwy E
Smyrna, TN 37167

MARCH 4, 2026
Coleman Park Community Center
384 Thompson Ln,
Nashville, TN 37211

MARCH 5, 2026
Coleman Park Community Center
384 Thompson Ln,
Nashville, TN 37211



Provide Your Feedback!

Comments accepted through March 26, 2026

For more information on the project and alternative ways you can participate, visit our website or reach out to us.

bit.ly/I-24SEChoiceLanes02 | (615) 451-8039 | TDOT.24ChoiceLanes@tn.gov

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

ECRWSS

Local
Postal Customer

Project Comments
William R. Snodgrass
Tennessee Tower, 24th Floor
312 Rosa L. Parks Avenue
Nashville, TN 37243

Scan the QR code or contact us to learn more about this project.

bit.ly/I-24SEChoiceLanes02 | (615) 451-8039
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12345

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PUBLIC-PRIVATE PARTNERSHIPS DIVISION
14TH FLOOR, WILLIAM R. SNODGRASS TENNESSEE TOWER
312 ROSA L. PARKS AVE
NASHVILLE, TENNESSEE, 37243

WILL REID P.E.
COMMISSIONER

BILL LEE
GOVERNOR

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  I-24 Southeast Choice Lanes Project
  Tennessee Department of Transportation

William R. Snodgrass Tennessee Tower
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TN TDOT Department of Transportation

FOR IMMEDIATE RELEASE:
March 26, 2026

CONTACT: Rebekah Hammonds
PHONE: (615) 961-6717

TDOT Extends Public Comment Period for the I-24 Choice Lanes Project
Comment Period to Close March 31

Nashville, Tenn – The Tennessee Department of Transportation (TDOT) will extend the public comment period on the approved Environmental Assessment (EA) and the Recommended Preferred Alternative (RPA) for the proposed I-24 Southeast Choice Lanes project. The comment period will now close on March 31, 2026.

The 47-day public comment period opened on February 13, 2026, when TDOT issued public notices announcing that the approved EA and the RPA were available for public review on the project website and at designated locations within or near the I-24 corridor. The notices also announced the public hearings held on March 3, 4 and 5.

TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act of 1969 (NEPA). This process includes conducting extensive studies to assess potential impacts on the natural and built environments.

Public involvement is a key component of the NEPA process. In accordance with TDOT's Public Involvement Plan which requires a 21-day comment period after the last public hearing, this extension provides a total of 47 days to submit comments.

Comments can be submitted via the project website, emailed to TDOT.24ChoiceLanes@tn.gov, recorded via the Project Hotline at (615) 451-8039 or mailed to:

I-24 Southeast Choice Lanes Project Comments Tennessee Department of Transportation
William R. Snodgrass – Tennessee Tower
312 Rosa L Parks Ave., 24th Floor

Persons with a disability, who require aids or services to review materials or comment, contact TDOT ADA Coordinator Shanna Chevalier at Shanna.Chevalier@tn.gov or by phone at (615) 741-0465, TTY Relay (877) 831-0298.

TN TDOT Department of Transportation

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Tennessee Department of Transportation • 312 Rosa L Parks Ave. 24th Floor,
Nashville, TN 37243
Tel: 615-741-7736 • Fax: 615-741-9093 • tn.gov/tdot

FOR IMMEDIATE RELEASE
February 13, 2026

CONTACT: Rebekah Hammonds
CELL: 615-961-6717

TDOT to Hold Public Hearings For Choice Lanes on I-24

Project Team Reveals Recommended Preferred Alternative for Tennessee's First Choice Lanes

Nashville, Tenn. — The Tennessee Department of Transportation (TDOT) will conduct three (3) Public Hearings to discuss the approved Environmental Assessment and Recommended Preferred Alternative for the proposed widening of Interstate (I-) 24 to accommodate the addition of price-managed lanes between I-40 and I-840 in Davidson and Rutherford counties, Tennessee.

Public Hearing Times and Locations

- Tuesday, March 3, 2026, 5 P.M. – 7:30 P.M. CST
  Smyrna Event Center
  100 Sam Ridley Pkwy E, Smyrna, TN 27167
- Wednesday, March 4, 2026, 5 P.M. – 7:30 P.M. CST
  Coleman Park Community Center
  384 Thompson Ln, Nashville, TN 37211
- Thursday, March 5, 2026, 5 P.M. – 7:30 P.M. CST:
  Coleman Park Community Center
  384 Thompson Ln, Nashville, TN 37211

Each hearing will begin at 5:00 p.m. and end at 7:30 p.m. The schedule includes a formal presentation beginning at 5:30 p.m., a session for verbal questions and answers and opportunities to submit comments. Attendees wishing to ask questions or make verbal comments are encouraged to sign up on designated forms at the public hearing.

The public will have until March 26, 2026, to submit comments. The Environmental Assessment is available now on the project website. **Anyone unable to attend is encouraged to view the Public Hearing materials on the project website: www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html beginning March 3.**

Comments on the I-24 Southeast Choice Lanes EA will be received through March 26, 2026. They can be submitted via the project website, emailed to TDOT.24ChoiceLanes@tn.gov, recorded via the Project Hotline at (615) 451-8039 or mailed to:

I-24 Southeast Choice Lanes Project Comments Tennessee Department of Transportation
William R. Snodgrass – Tennessee Tower
312 Rosa L Parks Ave., 24th Floor
Nashville, TN 37243-0332

Hard copies of the Environmental Assessment are also available for public review until March 26, 2026, at the following locations:

- TDOT Headquarters located at the William R. Snodgrass – Tennessee Tower, 312 Rosa L. Parks Ave., 24th Floor, Nashville, Tennessee
- TDOT Region 3 Office located at 6601 Centennial Boulevard, Nashville, Tennessee
- The Metropolitan Government of Nashville and Davidson County located at 1 Public Square, Nashville, Tennessee
- The Greater Nashville Regional Council located at 44 Vantage Way, Suite 450, Nashville, Tennessee
- Nashville Public Library – Pruitt Branch located at 117 Charles E. Davis Boulevard, Nashville, Tennessee
- Nashville Public Library – Thompson Lane Branch located at 308 Thompson Lane, Nashville, TN
- La Vergne Public Library located at 5063 Murfreesboro Road, La Vergne, Tennessee
- La Vergne City Hall located at 5093 Murfreesboro Road, La Vergne, Tennessee
- Smyrna Public Library located at 400 Enon Springs Road West, Smyrna, Tennessee
- Smyrna Town Hall located at 315 South Lowry Street, Smyrna, Tennessee
- Linebaugh Public Library located at 105 West Vine Street, Murfreesboro, Tennessee

Persons with a disability, who require aids or services to participate in the hearing, may contact TDOT ADA Coordinator Shanna Chevalier no less than 10 days prior to the date of the hearing at Shanna.Chevalier@tn.gov or by phone at (615) 741-0465, TTY Relay (877) 831-0298.

###

Tennessee Department of Transportation • William R. Snodgrass Tennessee Tower 312 Rosa L. Parks Ave., Nashville, TN 37203 Cell: 615-961-6717 • Email: Rebekah.Hammonds@tn.gov

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast



I-24 Southeast Choice Lanes Project

PUBLIC HEARING NOTICE

Attend a **Public Hearing** and Provide **YOUR Input** on the Environmental Assessment and the Recommended Preferred Alternative!

5 p.m. – 7:30 p.m. | Formal Presentation and Q&A begins at 5:30 p.m.

All public hearings will provide the same information.

MARCH 3, 2026
Smyrna Event Center
100 Sam Ridley Pkwy East
Smyrna, TN 37167

MARCH 4, 2026
Coleman Park Community Center
384 Thompson Ln
Nashville, TN 37211

MARCH 5, 2026
Coleman Park Community Center
384 Thompson Ln
Nashville, TN 37211

PROVIDE YOUR INPUT!

Comments accepted through March 26, 2026

Provide an official public comment on the Recommended Preferred Alternative by visiting the link below. Public comments will be accepted until March 26, 2026.

Click the link below to learn more about the project.

https://bit.ly/I-24SEChoiceLanes02

For more information on the project and alternative ways you can participate:

Call our Project Hotline
(615) 451-8039

Email us at
TDOT.24ChoiceLanes@tn.gov

Persons with a disability, who require aids or services to participate in the meeting, may contact TDOT ADA Coordinator Shanna Chevalier no less than 10 days prior to the date of the meeting at ShannaChevalier@tn.gov or by phone at (615) 741-0465, TTY Relay (877) 831-0298.

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

PUBLIC-PRIVATE PARTNERSHIPS DIVISION
14TH FLOOR, WILLIAM R. SNODGRASS TENNESSEE TOWER
312 ROSA L. PARKS AVE
NASHVILLE, TENNESSEE, 37243

WILL REID P.E.
COMMISSIONER

BILL LEE
GOVERNOR

Notice of Availability of the I-24 Southeast Choice Lanes Environmental Assessment and Announcement of Public Hearings

The Tennessee Department of Transportation (TDOT) will conduct three (3) Public Hearings to discuss the approved Environmental Assessment and Recommended Preferred Alternative for the proposed widening of Interstate (I-) 24 to accommodate the addition of price-managed lanes between I-40 and I-840 in Davidson and Rutherford counties, Tennessee.

The I-24 Southeast Choice Lanes Environmental Assessment was approved by the Federal Highway Administration (FHWA) on January 30, 2026, and is available to download electronically via the I-24 Southeast Choice Lanes project website: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. The Environmental Assessment was prepared in accordance with the FHWA's implementing regulations for NEPA (23 Code of Federal Regulations (CFR) § 771).

To visit the project website or view the EA appendices scan the QR code below.

If you require assistance accessing the appendices or the project website, please contact the Project Team members below.

Rebekah Hammonds	Lindi Miller	Erin McGehee
(615)-961-6717	(501) 266-9390	(770) 596-5943

Public Hearing Times and Locations

- Tuesday, March 3, 2026, 5 P.M. – 7:30 P.M. CST
  Smyrna Event Center
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  Coleman Park Community Center
  384 Thompson Ln, Nashville, TN 37211

These public hearings are being held in order to provide the public an opportunity to provide input on the approved I-24 Southeast Choice Lanes Environmental Assessment prior to completion of the final environmental document and meet the requirements of National Environmental Policy Act (NEPA). During the public hearings, a brief, formal presentation will be given followed by a question-and-answer period that will be recorded by a court reporter. Representatives from TDOT will be present to address questions pertaining to the design of the Recommended Preferred Alternative, along with the anticipated environmental impacts associated with it. TDOT will also have representatives available to discuss the steps that would occur following the completion of the environmental phase of the project, including answering questions on the right-of-way acquisition process.

Beginning March 3, information shared at these public hearings will be published and made available online on the project website: http://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html. Comments on the I-24 Southeast Choice Lanes EA will be received through March 26, 2026. They can be submitted via the project website, emailed to TDOT.24ChoiceLanes@tn.gov, recorded via the Project Hotline at (615) 451-8039 or mailed to:

I-24 Southeast Choice Lanes Project Comments Tennessee Department of Transportation
William R. Snodgrass – Tennessee Tower
312 Rosa L Parks Ave., 24th Floor
Nashville, TN 37243-0332

Comments received or postmarked by March 26, 2026, will be included in the official summary of the public hearing and incorporated into the final environmental document.

Persons with a disability, who require aids or services to participate in the meeting, may contact TDOT ADA Coordinator Shanna Chevalier no less than 10 days prior to the date of the meeting at Shanna.Chevalier@tn.gov or by phone at (615) 741-0465, TTY Relay (877) 831-0298.

Thank you for your interest in the I-24 Southeast Choice Lanes project. Public input is a vital part of the environmental review process, and your feedback will help shape the future of transportation. We look forward to hearing from you.

Sincerely,

Rebekah Hammonds
Public Private Partnership Communications Officer P3 Division
Tennessee Department of Transportation

TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

I-24 Southeast Choice Lanes Project

PUBLIC HEARING NOTICE

5 p.m - 7:30 p.m.

Formal Presentation and Q&A begins at 5:30 p.m.

MARCH 3

Smyrna Event Center
100 Sam Ridley Pkwy E
Smyrna, TN 37167

MARCH 4

Coleman Park Community Center
384 Thompson Ln
Nashville, TN 37211

MARCH 5

Coleman Park Community Center
384 Thompson Ln
Nashville, TN 37211

All public hearings will provide the same information.

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

I-24 Southeast Choice Lanes Project

PUBLIC HEARING NOTICE

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

I-24 Southeast Choice Lanes Project

PUBLIC HEARING NOTICE

MARCH 3

Smyrna Event Center
100 Sam Ridley Pkwy E
Smyrna, TN 37167

5 p.m - 7:30 p.m.

Formal Presentation and Q&A begins at 5:30 p.m.

All public hearings will provide the same information.

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

I-24 Southeast Choice Lanes Project

PUBLIC HEARING NOTICE

MARCH 4

Coleman Park Community Center
384 Thompson Ln
Nashville, TN 37211

5 p.m - 7:30 p.m.

Formal Presentation and Q&A begins at 5:30 p.m.

All public hearings will provide the same information.

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

I-24 Southeast Choice Lanes Project

PUBLIC HEARING NOTICE

MARCH 5

Coleman Park Community Center
384 Thompson Ln
Nashville, TN 37211

5 p.m - 7:30 p.m.

Formal Presentation and Q&A begins at 5:30 p.m.

All public hearings will provide the same information.

CHOICE LANES
I-24 Southeast

Share Your FEEDBACK

BY MARCH 26



CHOICE LANES

I-24 Southeast

Public Hearing

NOTICE

MAR 3, 4 and 5



APPENDIX C. PUBLIC HEARING MATERIALS

DRAFT - DELIBERATIVE

- Handout
- Exhibit Boards
- Public Hearing Presentation
- Recommended Preferred Alternative Rollplot Maps

FAQs

What are Choice Lanes?

Choice Lanes manage demand and provide improved travel times. Choice Lanes allow motorists to maintain consistent travel speeds even when the adjacent general-purpose lanes are congested. Choice Lanes are new lanes and typically operate at around 45 mph during rush hours. Choice Lanes are not a toll road where ALL motorists must pay to use the road to get from point A to point B. The new, additional lanes are optional for motorists to use but require a user fee. The existing general-purpose lanes along I-24 will not be removed or changed, so there will always be a free option for motorists.

How will TDOT work with impacted landowners?

TDOT follows a federally mandated process to acquire property for both state and federally funded projects. Please direct specific property questions to TDOT's right-of-way staff, who will explain the process of working with impacted landowners and share TDOT's right-of-way manual.

Will noise barriers be constructed?

The Noise Technical Report predicts noise impacts could increase. Further development of the proposed Project will consider and evaluate reasonableness and feasibility of noise barriers to mitigate impacts. Final decisions will be made through the final design process.

What if the Project is not built?

If the Choice Lanes are not built this area will continue to see increased congestion, longer travel times and no expanded travel options or enhanced transit routes that Choice Lanes would provide.

How will the Project be funded?

TDOT is utilizing a P3, where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads. This would allow Tennessee to better allocate the limited resources for transportation projects by leveraging private-sector innovation and capital.

How are Choice Lanes different from a toll road?

Unlike toll roads, with Choice Lanes, motorists have the choice of using existing lanes (general-purpose lanes) where a user fee is never assessed. TDOT is not proposing toll roads, just Choice Lanes.

Contact Us

Comments may be submitted online until **March 26, 2026**. Comments may also be submitted via the email and hotline below or mailed to:

I-24 Southeast Choice Lanes Project
Tennessee Department of Transportation
William R. Snodgrass Tennessee Tower
312 Rosa L Parks Ave.
24th Floor
Nashville, TN 37243-0332

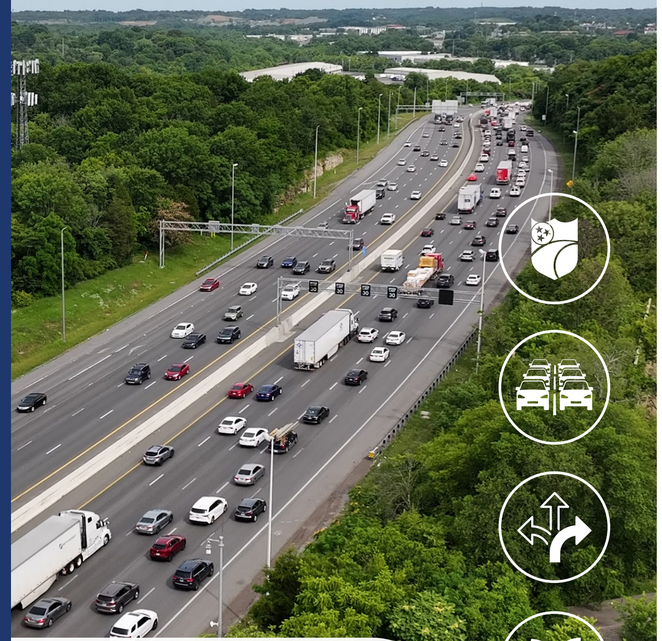
Public Hearing materials are available online by visiting **https://bit.ly/I-24SEChoiceLanes02**.

A mailed copy of the public hearing meeting handout, or translated project materials, may be requested by calling (615) 451-8039 or emailing TDOT.24ChoiceLanes@tn.gov.

WELCOME TO THE

I-24 Southeast Choice Lanes

Public Hearing



TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

The purpose of the Public Hearing is to:

- Present the Recommended Preferred Alternative for the proposed Project
- Share information from the Environmental Assessment
- Collect public feedback and answer questions about the project

SCAN HERE

Scan the QR code or visit **https://bit.ly/I-24SEChoiceLanes02** to learn more about the I-24 Southeast Choice Lanes.

The Public Hearing is your opportunity to provide feedback and ask questions to understand and review the items presented. Following the in-person hearings, you will have the opportunity to **submit additional comments and questions until March 26, 2026** online or through the other methods outlined in this handout.

Project Overview

The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 in Davidson and Rutherford counties, Tennessee.

Today, this stretch of interstate is the most congested highway in Tennessee. Upwards of 174,000 vehicles travel the corridor daily in the Project corridor.

Why Choice Lanes

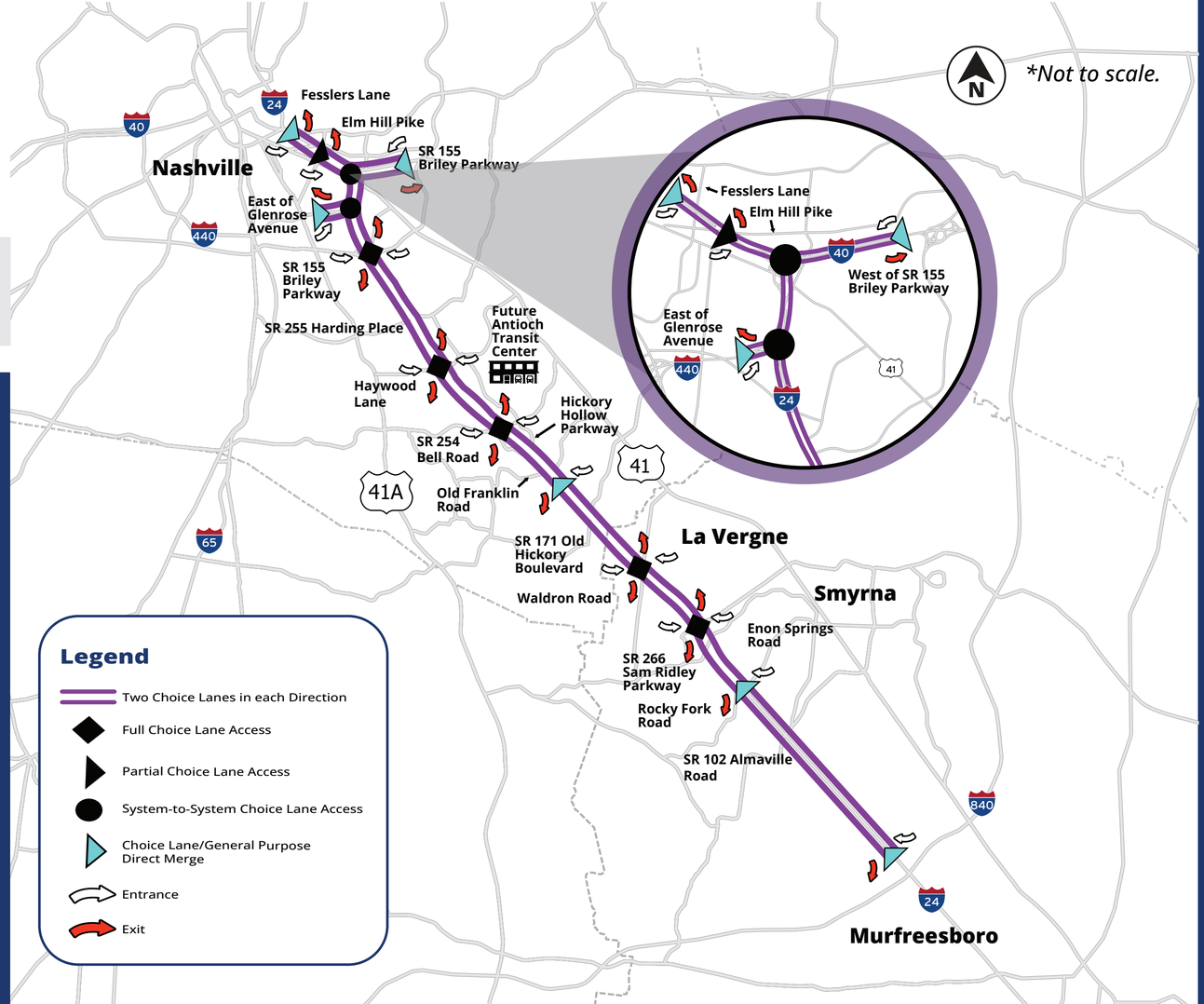
Choice Lanes provide another option for motorists to bypass congestion, allowing motorists to maintain consistent travel speeds. Choice Lanes are new, optional lanes designed, built, financed, operated and maintained by a private sector partner through a Public-Private Partnership, or P3, funded by the private sector.

Funding Limitations

$1.2B+
TDOT Annual Work Program

$4.5B+
I-24 Southeast Corridor

Programmatic approach to relieving congestion



Project Purpose & Need

The Purpose & Need is the foundation of any project and explains why the project is being proposed and what it is meant to accomplish. This serves as a guide for all project work including design and helps us identify the best possible solutions for the public.

Purpose

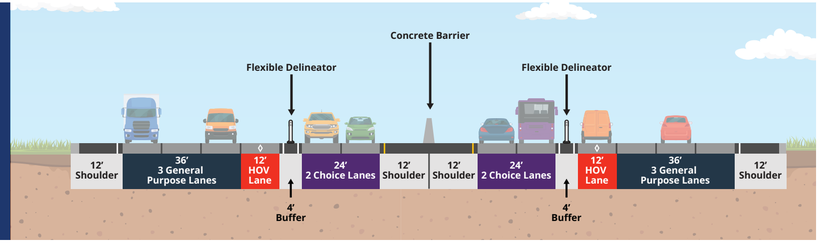
- **Capacity**
- **Travel Time Advantages**
- **Limited funding & Accelerate Project Delivery**

Need

- **Increased Urban Congestion**
- **Insufficient Capacity**
  Slow speeds | high demand | weaving issues | geometric constraints at key interchanges

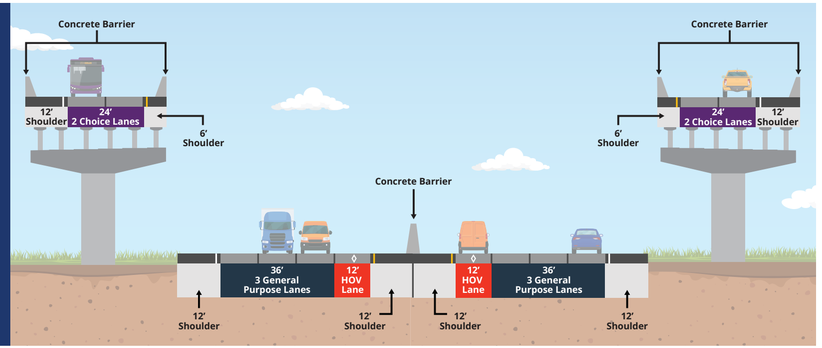
At-Grade Typical Section

(Widening to the Inside)



Variation 1

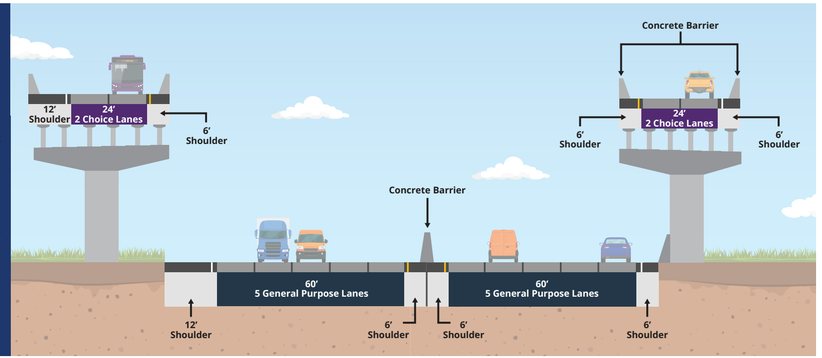
(Widening to the outside)



Variation 2

(Widening to the outside)

The typical section presented only applies to a short section of the project where we are constrained by environmentally sensitive areas on each side of I-24 just southeast of the I-24/I-440 interchange. This reduced typical section would be utilized adjacent to the historic Mill Creek Baptist Church/Whitsett Cemetery and will require a shoulder width design exception. Mill Creek and the Mill Creek Greenway are located on the opposite side of I-24 at this location which constrains the corridor.



How Long Would It Take To Drive The I-24 Southeast Corridor?

24 EAST

	OPENING YEAR 2032			DESIGN YEAR 2052		
		RPA			RPA	
	No-Build	General Purpose	Choice Lanes	No-Build	General Purpose	Choice Lanes
Average minutes during **morning** peak	22 min	22 min	23 min	24 min	22 min	23 min
Average minutes during **afternoon** peak	51 min	23 min	23 min	54 min	28 min	24 min

24 WEST

	OPENING YEAR 2032			DESIGN YEAR 2052		
		RPA			RPA	
	No-Build	General Purpose	Choice Lanes	No-Build	General Purpose	Choice Lanes
Average minutes during **morning** peak	75 min	21 min	22 min	138 min	34 min	22 min
Average minutes during **afternoon** peak	30 min	23 min	22 min	53 min	30 min	22 min

How Long Would It Take To Drive The I-40 Corridor?

40 EAST

	OPENING YEAR 2032			DESIGN YEAR 2052		
		RPA			RPA	
	No-Build	General Purpose	Choice Lanes	No-Build	General Purpose	Choice Lanes
Average minutes during **morning** peak	3 min	3 min	2 min	3 min	3 min	2 min
Average minutes during **afternoon** peak	7 min	4 min	2 min	8 min	4 min	2 min

40 WEST

	OPENING YEAR 2032			DESIGN YEAR 2052		
		RPA			RPA	
	No-Build	General Purpose	Choice Lanes	No-Build	General Purpose	Choice Lanes
Average minutes during **morning** peak	18 min	8 min	2 min	21 min	17 min	5 min
Average minutes during **afternoon** peak	17 min	14 min	2 min	22 min	26 min	3 min

*Time shown in minutes. The acronym **RPA** denotes the **Recommended Preferred Alternative.***

Why We Complete An Environmental Assessment

Defines the proposed Project and the purpose and need.

Develops and screens alternatives.

Evaluates the impacts on social, physical, natural and cultural environments.

Documents the coordination with agencies/stakeholders.

Informs and solicits feedback from the public.

Documents proposed mitigation efforts.

What Alternatives Did We Screen?

Over the last several years, we took a hard look at all the ways to improve I-24. We started wide, evaluated each option against the project's Purpose and Need, listened to feedback, and narrowed to the solution that delivers the most benefit with the least impact. The result was the Recommend Preferred Alternative which is evaluated in the EA.

Screening Level 1 — Preliminary Alternatives

What Alternatives Did We Screen	What Moved Forward
• No-Build • Two additional general-purpose lanes in each direction • Two Choice Lanes in each direction • One Choice Lane in each direction • Two reversible Choice Lanes	• No-Build • Two Choice Lanes in each direction

Screening Level 2 —Refined Alternatives

What Alternatives Did We Screen	What Moved Forward
• No-Build • Mainline widening templates comparing Choice Lanes located on the inside versus on the outside • Twenty-six potential access points	• No-Build • A hybrid mainline design • Targeted use of elevated segments • Seventeen access locations

Screening Level 3 —Reasonable Alternatives

What Alternatives Did We Screen	What Moved Forward
• No-Build • Alternative 1 and Alternative 2, with differences in inside/outside placement, at-grade versus elevated segments, and access layouts • Alternative 1 included thirteen access points • Alternative 2 included eleven	• No-Build • Alternative 1/Recommended Preferred Alternative • Select elements from Alternative 2 were retained

Summary of Direct Resource Impacts

Resource	Anticipated Resource Impacts
SOCIAL ENVIRONMENT	
Land Use	**35 acres** to be converted for transportation use, all parcels currently zoned for development
Economy	Employment, increased revenue from user fees
Community Facilities	**No Impacts**
Recreational Section 4(f)/6(f)	**No Impacts**
Visual Resources	Temporary and permanent visual impacts to travelers, residents and businesses
How many commercial and residential properties are impacted?	**51 total:** 18 commercial and 33 residential (29 single-family units and 2 multi-family units accounting for 4 displacements)
PHYSICAL ENVIRONMENT	
Air Quality	Meets conformance requirements; minor increase in Mobile Source Air Toxics (MSAT), but lower than existing conditions
Noise	**3,281.54 impacted** receptors
Hazardous Materials	**7 high-risk, 17 low-risk** properties expected to require full or partial parcel acquisition
Geology/Karst Formation Sinkholes/Cave	**No Impacts**
Mineral Resources	**No Impacts**
Construction/Utilities	**Utility relocations may be required;** temporary access, including temporary detours, to businesses and residences may also be required during construction
Railroads	**No Impacts**
NATURAL ENVIRONMENT	
Water Quality	No further water quality impairment to 303(d) listed streams; some stormwater runoff anticipated
Wetlands & Waters of the United States (WOTUS)	**36 wetlands:** 4.05 Acres of permanent fill in wetlands; 59 streams: 12,282 linear feet of impacts to streams
Floodplains	Subject to final hydrologic study results
Natural Habitats and Protected Species	**1 Federally listed species** – Nashville Crayfish; May Affect, Likely to Adversely Affect
Farmland	**No impacts**
CULTURAL ENVIRONMENT	
Historic Resources	**2** NRHP potentially eligible and 2 NRHP **eligible sites**
Archaeological Resources	**No impacts**
COSTS	
Total Project Costs (including ROW and Utilities)	**Approximately $4.5 Billion**

TDOT Department of Transportation

CHOICE LANES I-24 Southeast

Welcome!

The purpose of this public hearing is to:

Present the Recommended Preferred Alternative for the proposed Project

Share information from the Environmental Assessment

Collect public feedback and answer questions about the proposed Project

TDOT WELCOMES YOU TO THE I-24 SOUTHEAST CHOICE LANES PUBLIC HEARING

Please sign in and **grab a handout** with project information and let a member of the Project Team know if you have any questions or need assistance.

Want to make a formal verbal comment? Ask how to sign up!

¿Necesitas ayuda? Contacta con un miembro del Equipo del Proyecto.

Public Hearing Guidelines

The Project Team seeks to incorporate feedback from a wide range of stakeholders and members of the public. During the public hearing please remember to:

- Be respectful of other attendees and their comments and concerns.
- Allow others to speak without interruption or distractions.
- Keep questions and comments pertinent to the topic at hand.
- Respect the two-minute time limit on comments and questions so others can speak.

Why Choice Lanes

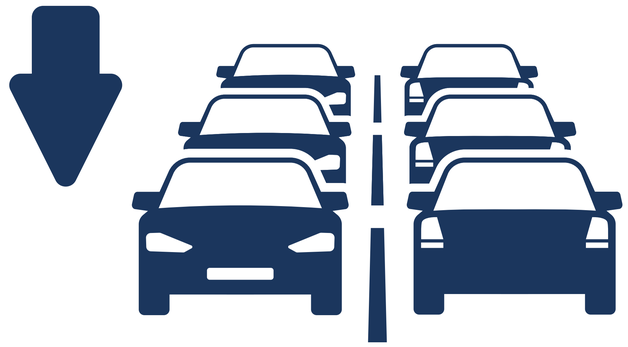
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Funding Limitations

$1.2B+
TDOT Annual Work Program

$4.5B+
I-24 Southeast Corridor

Programmatic approach to relieving congestion



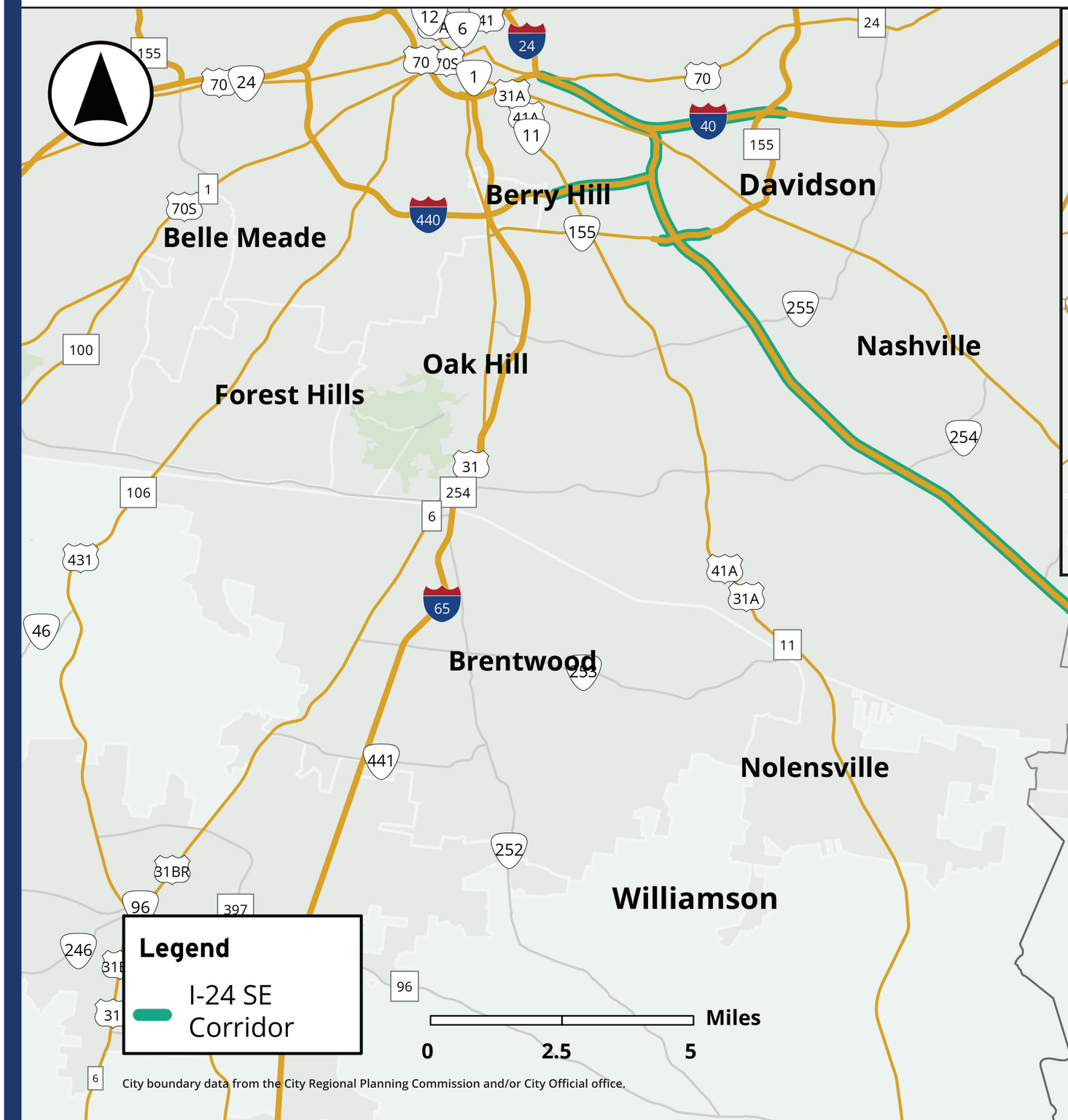
TN TDOT Department of Transportation

CHOICE LANES *I-24 Southeast*

I-24 Southeast Corridor

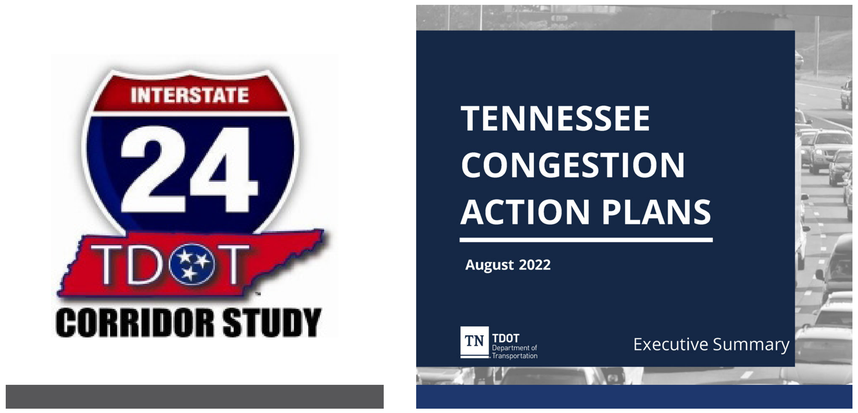
TN TDOT Department of Transportation

CHOICE LANES I-24 Southeast





Project History and Background



2015

TDOT Multimodal Corridor Study to address issues along the entire I-24 corridor from Kentucky to Georgia.

2022

TDOT Congestion Action Plan (CAP) recommends improvements on I-24 Southeast including managed lanes, interchange improvements and ramp metering.



2023

Transportation Modernization Act (TMA) authorizes TDOT to utilize Public-Private Partnerships and provides $3 billion in statewide funding.



2024

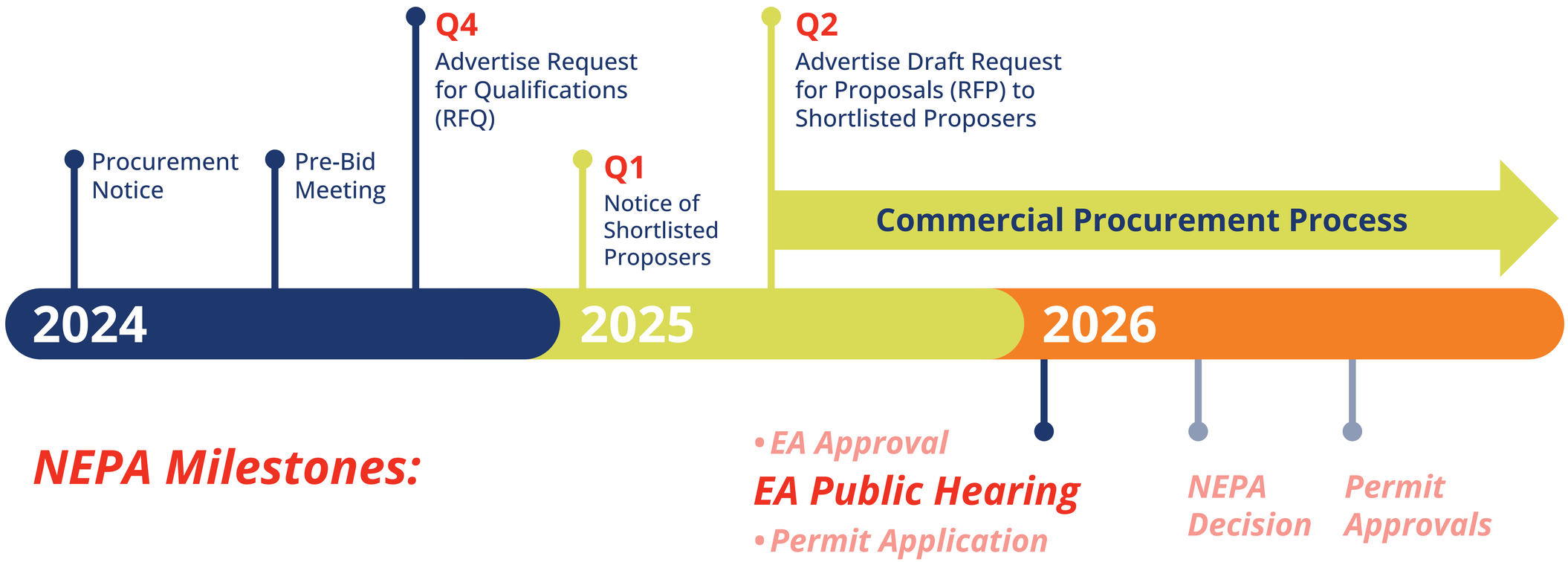
I-24 Southeast Public Information Meetings engaged the public for early feedback.



2025

Held Public Information Meetings presented updated Purpose & Need, environmental studies, and design refinements and collected feedback.

Where We Are Today



NEPA Milestones:

2024 Public Meetings and Comment Period
Aug 14-Sept 19

2025 Public Meetings and Comment Period
Sept 30-Nov 19

Community, Agency and Stakeholder Engagement

TN TDOT Department of Transportation | CHOICE LANES I-24 Southeast

Why We Complete An Environmental Assessment

The purpose of an Environmental Assessment (EA) is to determine whether a proposed federal action has the potential to significantly impact the environment. This EA:

Provides information about the proposed Project, its geographic limits and the purpose and need.

Discusses the development and screening of the alternatives considered and analyzed.

Evaluates the impacts of the proposed Project on the social, physical, natural and cultural environments.

Discusses and documents the coordination and cooperation between the Project Team and agencies/stakeholders.

Informs and solicits feedback from the public and decision-makers about the proposed Project and its effects on the environment.

Provides the environmental commitments, proposed mitigation efforts and conclusions resulting from the EA.

Scan the QR code to see the Environmental Assessment and Appendices.

TN TDOT Department of Transportation

CHOICE LANES I-24 Southeast

What is the Purpose & Need of the Proposed Project?

Purpose

Capacity

Travel Time Advantages

Limit Funding & Accelerate Project Delivery

Need

Increased Urban Congestion

Insufficient Capacity

slow speeds | high demand | weaving issues | geometric constraints at key interchanges |

TN TDOT Department of Transportation | CHOICE LANES I-24 Southeast



Study Boundaries

The ETSA for the proposed I-24 Southeast Choice Lanes project follows TDOT's standard guidance and includes:

- At least 50 feet beyond the proposed right-of-way or slope lines
- 300 feet beyond the project limits
- 150 feet beyond tie-in points at side roads, interchanges, and ramps
- An additional 500-foot buffer beyond those limits, added as a conservative measure to fully capture potential direct and indirect impacts along the corridor

TN TDOT Department of Transportation

CHOICE LANES I-24 Southeast

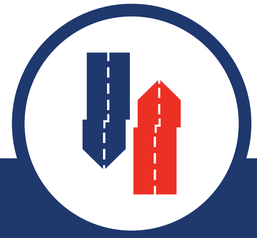
What Alternatives Did We Screen?

Screening Level	What Alternatives Did We Screen	What Moved Forward
Level 1 — Preliminary Alternatives	• No-Build • Two additional general-purpose lanes in each direction • Two Choice Lanes in each direction • One Choice Lane in each direction • Two reversible Choice Lanes	• No-Build • Two Choice Lanes in each direction
Level 2 — Refined Alternatives	• No-Build • Mainline widening templates comparing Choice Lanes located on the inside versus on the outside • Twenty-six potential access points	• No-Build • A hybrid mainline design • Targeted use of elevated segments • Seventeen access locations
Level 3 — Reasonable Alternatives	• No-Build • Alternative 1 and Alternative 2, with differences in inside/outside placement, at-grade versus elevated segments, and access layouts • Alternative 1 included thirteen access points • Alternative 2 included eleven access points	• No-Build • Alternative 1/Recommended Preferred Alternative included fourteen access points • Select elements from Alternative 2 were retained

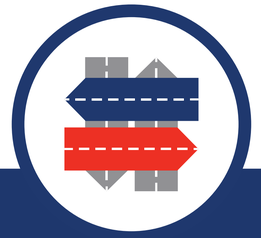
Recommended Preferred Alternative



Construction of two new Choice Lanes in each direction on approximately 24.2 miles of I-24 Southeast, 1 mile on I-440 and 3.5 miles on I-40 (including I-24/I-40) and installing associated signage and user fee collection infrastructure.



Realigning and reconstructing approximately 17 miles of existing general-purpose or HOV lanes impacted by the proposed construction. The current number of general-purpose and HOV lanes would remain the same and all general-purpose lanes within the project limits would be resurfaced.



Modifying existing interchanges and intersections and adding new interchanges to provide Choice Lanes access.



Modifying or replacing existing bridges and adding new bridges where none currently exist.



Constructing retaining walls and noise barriers, as needed.

TN TDOT Department of Transportation

CHOICE LANES *I-24 Southeast*

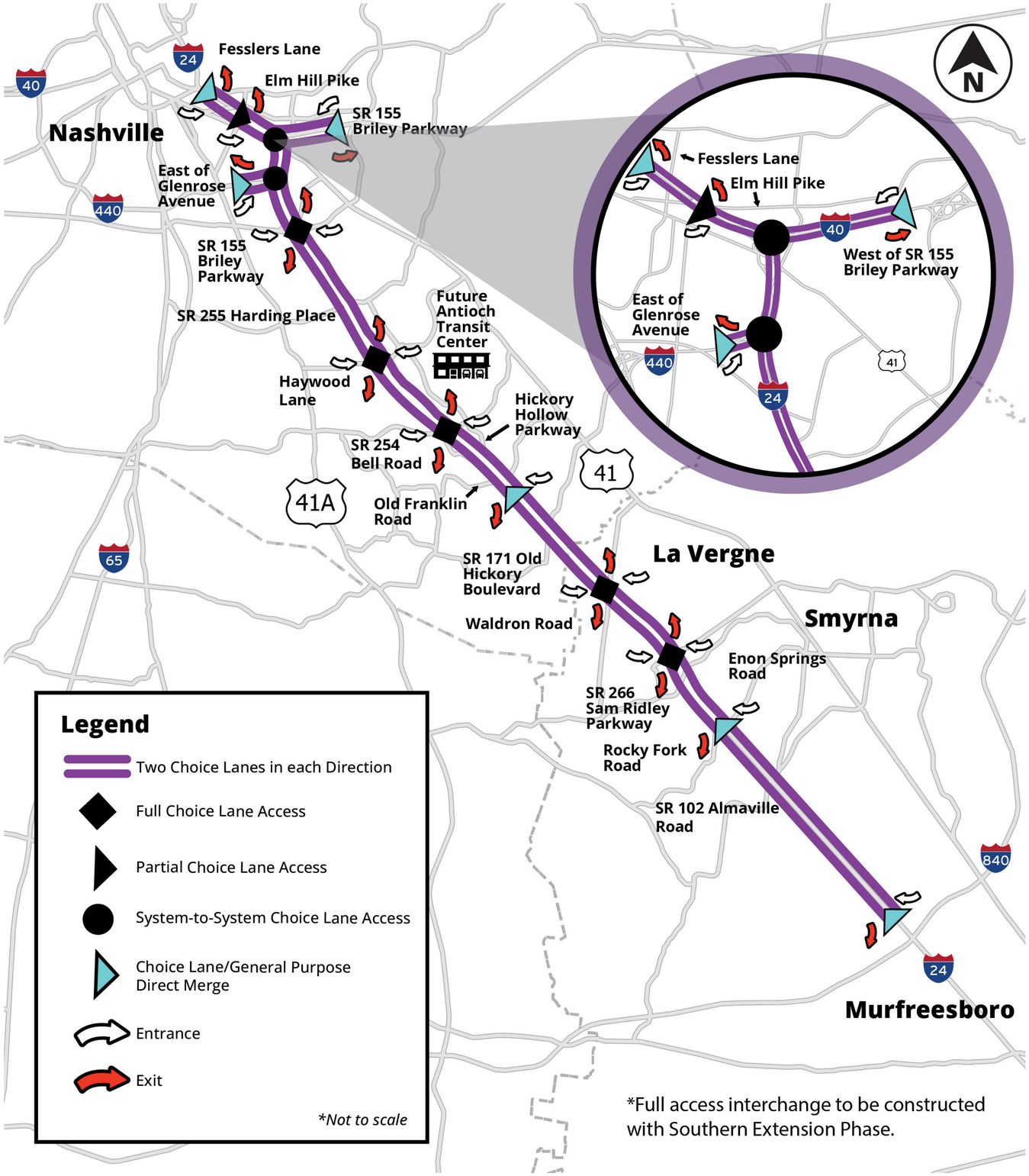
What Is the Recommended Preferred Alternative?

The RPA proposes 14 Choice Lanes Access points. These would consist of the following three types of access:

System-to-System: Choice Lanes would have direct connections between the I-24, I-440 and I-40 corridors (all directions).

Full/Partial: Provides full (all travel directions) or partial direct access to Choice Lanes through interchanges that currently have general purpose lane access.

Direct Merge: Allows drivers to directly merge to and from Choice Lanes into, or out of, general purpose lanes without having to drive through an interchange.

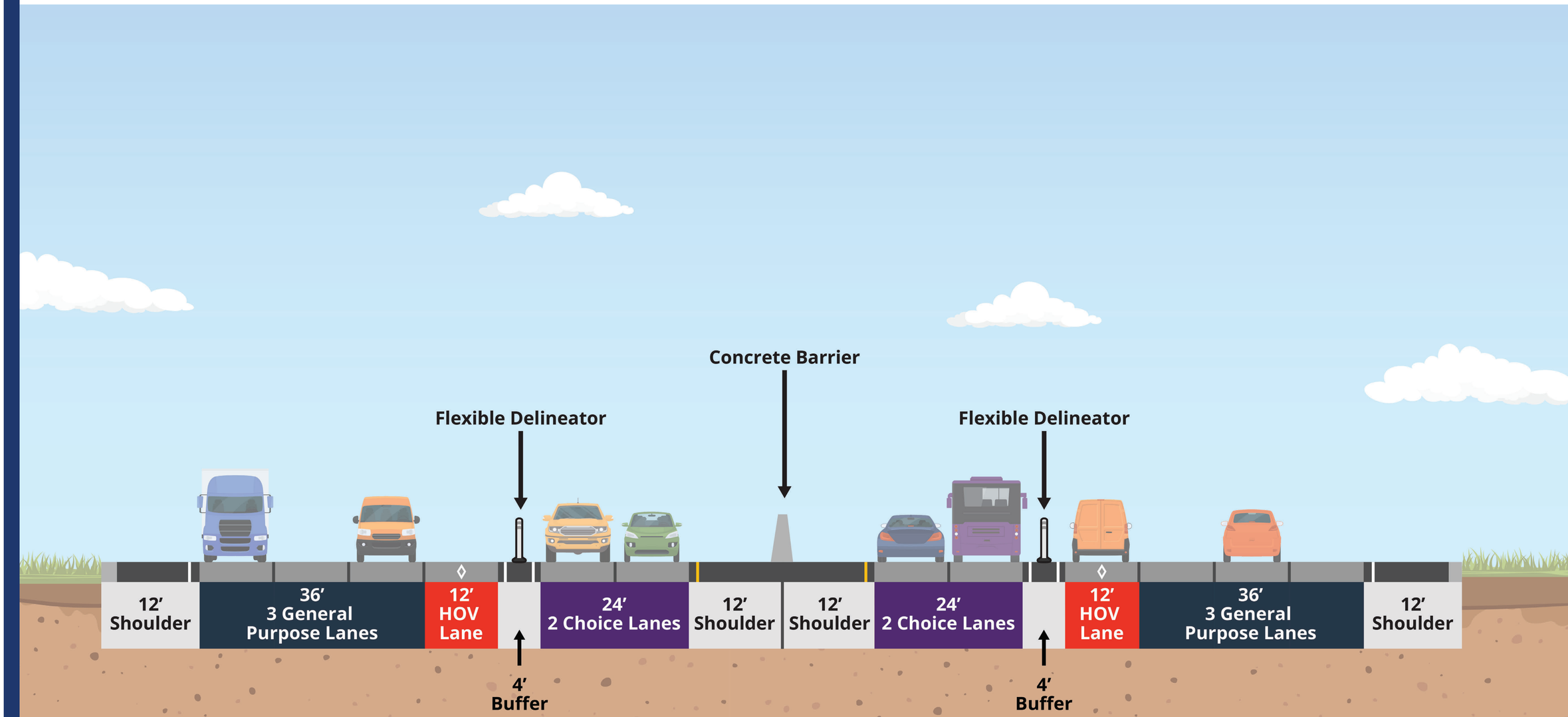


TDOT Department of Transportation

CHOICE LANES I-24 Southeast

Typical Section

At-Grade Typical Section (Widening to the Inside)

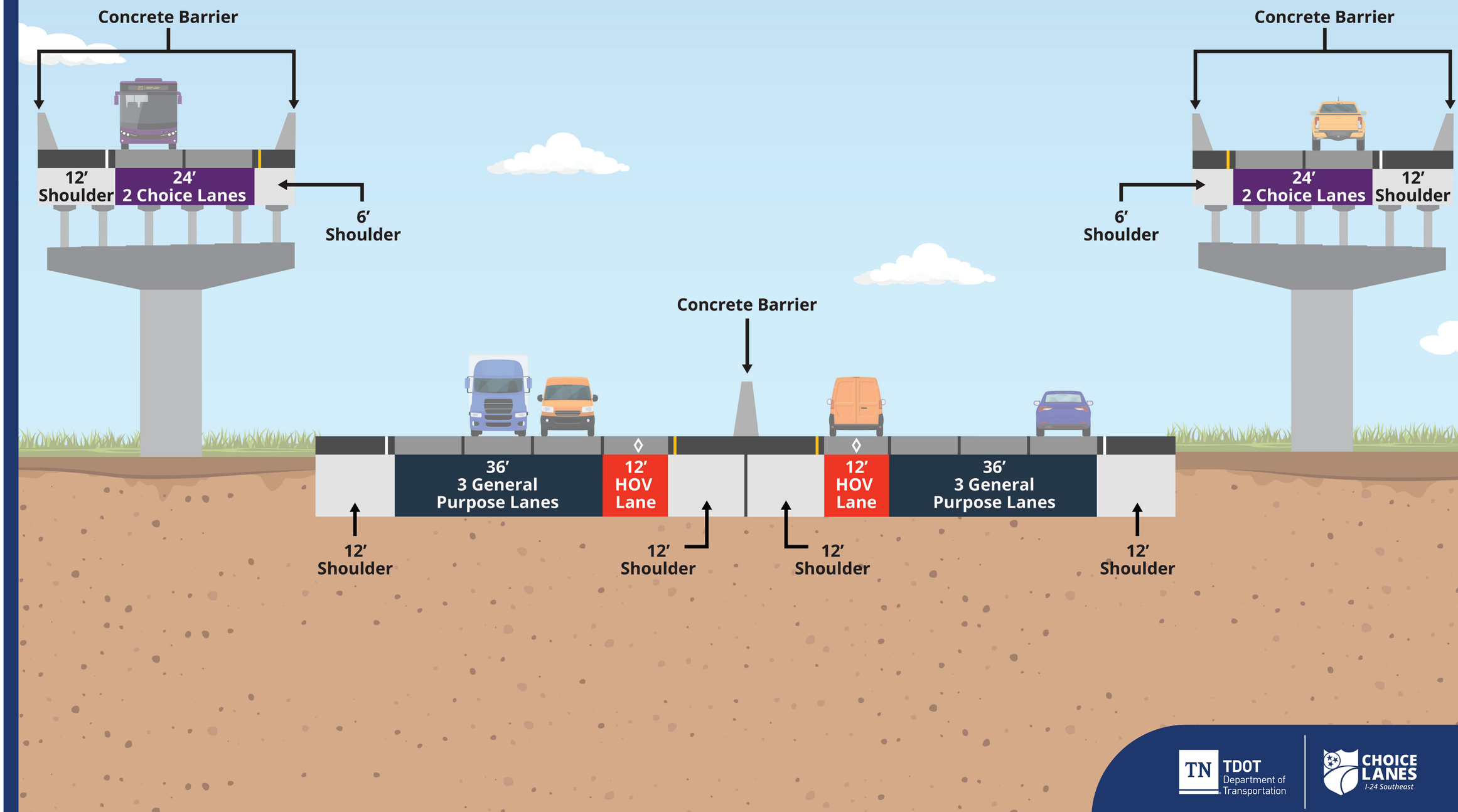


TN TDOT Department of Transportation

CHOICE LANES I-24 Southeast

Typical Section

Variation 1 (Widening to the Outside)

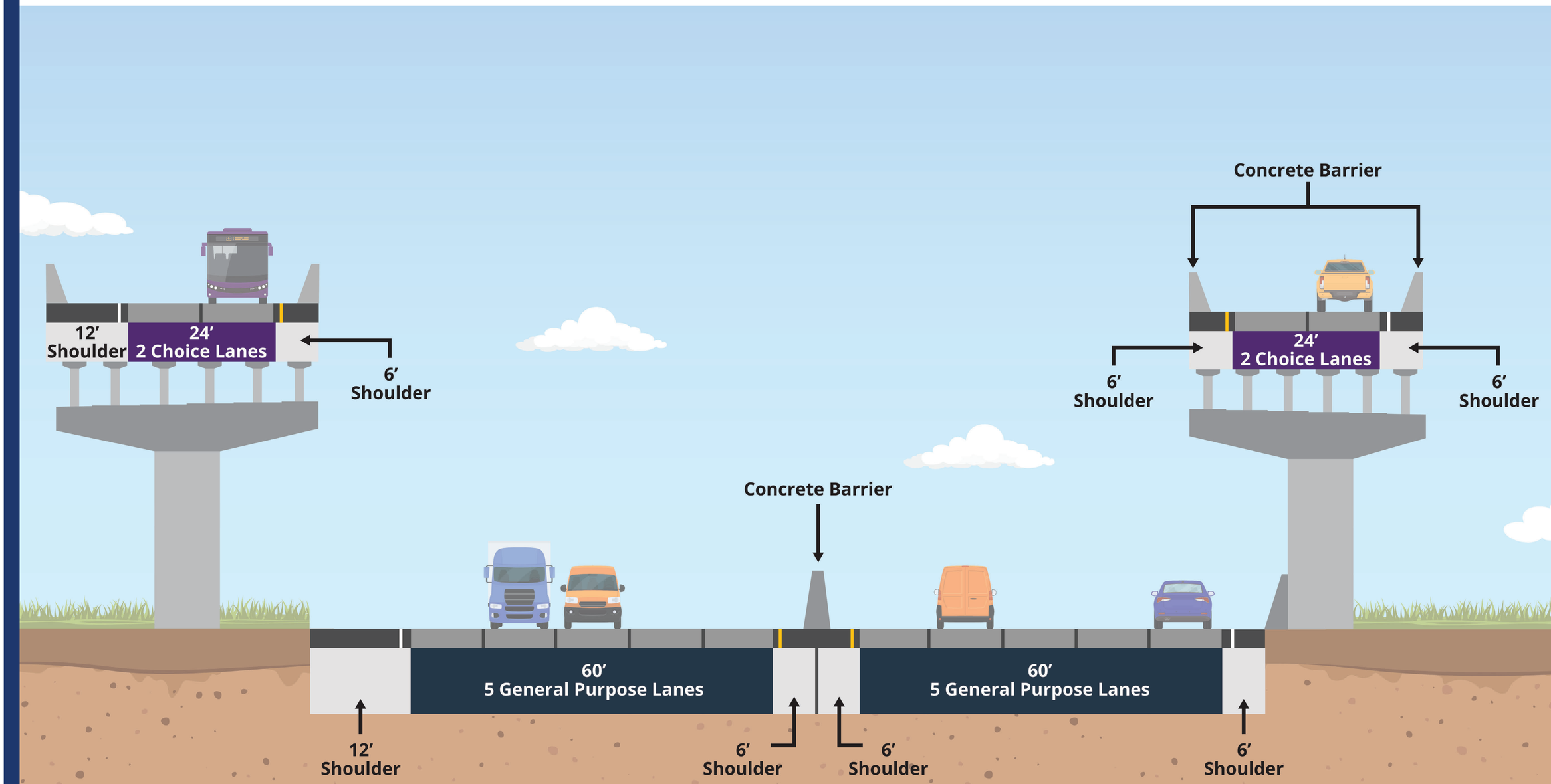


TN TDOT Department of Transportation

CHOICE LANES I-24 Southeast

Typical Section

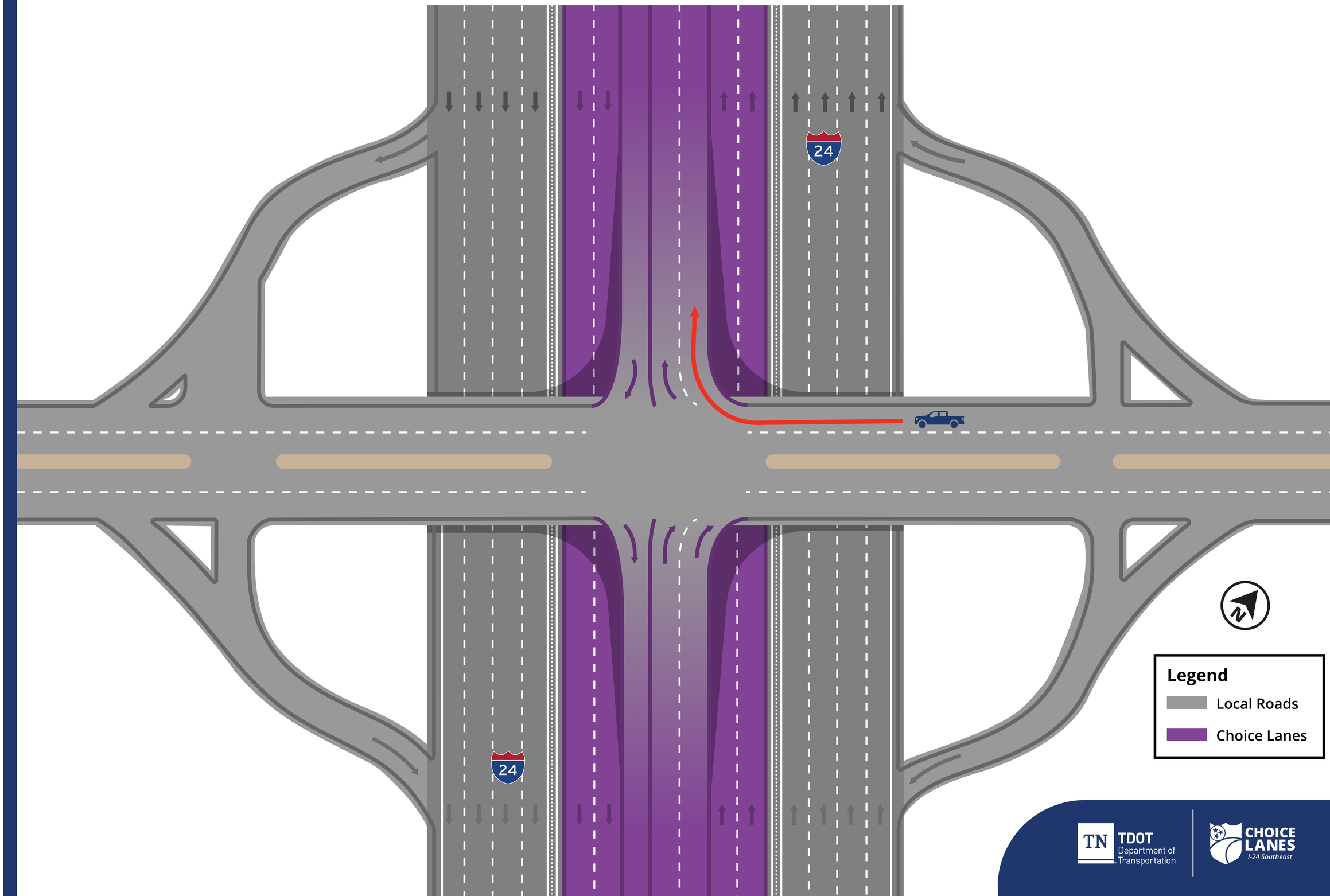
Variation 2 (Widening to the Outside)



TN TDOT Department of Transportation

CHOICE LANES I-24 Southeast

Plaza Interchange



TN TDOT Department of Transportation

CHOICE LANES I-24 Southeast

How Long Would It Take To Drive The I-24 Southeast Corridor?

EAST

	OPENING YEAR 2032			DESIGN YEAR 2052		
		RPA			RPA	
	No-Build	General Purpose	Choice Lanes	No-Build	General Purpose	Choice Lanes
Average minutes during **morning** peak	22 min	22 min	23 min	24 min	22 min	23 min
Average minutes during **afternoon** peak	51 min	23 min	23 min	54 min	28 min	24 min

WEST

	OPENING YEAR 2032			DESIGN YEAR 2052		
		RPA			RPA	
	No-Build	General Purpose	Choice Lanes	No-Build	General Purpose	Choice Lanes
Average minutes during **morning** peak	75 min	21 min	22 min	138 min	34 min	22 min
Average minutes during **afternoon** peak	30 min	23 min	22 min	53 min	30 min	22 min

*Time shown in minutes. The acronym **RPA** denotes the **Recommended Preferred Alternative.***

TN TDOT Department of Transportation | CHOICE LANES I-24 Southeast

How Long Would It Take To Drive The I-40 Corridor?

40 EAST

	OPENING YEAR 2032			DESIGN YEAR 2052		
		RPA			RPA	
	No-Build	General Purpose	Choice Lanes	No-Build	General Purpose	Choice Lanes
Average minutes during **morning** peak	3 min	3 min	2 min	3 min	3 min	2 min
Average minutes during **afternoon** peak	7 min	4 min	2 min	8 min	4 min	2 min

40 WEST

	OPENING YEAR 2032			DESIGN YEAR 2052		
		RPA			RPA	
	No-Build	General Purpose	Choice Lanes	No-Build	General Purpose	Choice Lanes
Average minutes during **morning** peak	18 min	8 min	2 min	21 min	17 min	5 min
Average minutes during **afternoon** peak	17 min	14 min	2 min	22 min	26 min	3 min

*Time shown in minutes. The acronym **RPA** denotes the **Recommended Preferred Alternative.***

TN TDOT Department of Transportation | CHOICE LANES I-24 Southeast

Evaluated Environmental Resources

Environmental analyses are required by the National Environmental Policy Act (NEPA). The primary purpose of the analysis is to help TDOT determine how the project would affect environmental resources prior to making decisions and provide the public an opportunity to review and comment on those analyses.

- Land Use
- Economic Impacts
- Community Facilities
- Farm Land
- Water Quality/ Natural Resources
- Mineral Resources/ Geology
- Flood Plains
- Hazardous Materials
- Air Quality
- Construction Utilities
- Recreation Section 4(F)/6(F)
- Noise
- Visual Resources
- Protected Species
- Cultural Resources

TN TDOT Department of Transportation

CHOICE LANES I-24 Southeast

What are the Potential Direct Impacts?

Resource	Anticipated Resource Impacts
SOCIAL ENVIRONMENT	
Land Use	**35 acres** converted to transportation use; all zoned for development.
Economy	**Supports jobs;** user-fee revenue helps fund transportation-related employment in the region.
Visual Changes	Some temporary and permanent visual changes near the corridor.
Properties Affected	**51 total relocations:** 18 commercial, 33 residential (4 multifamily).
PHYSICAL ENVIRONMENT	
Air Quality	Meets conformance requirements; minor increase in Mobile Source Air Toxics (MSAT), but lower than existing conditions.
Noise	**3,281.54 impacted** receptors; **30 preliminary** Noise Barriers.
Hazardous Materials	**7 high-risk, 17 low-risk** properties expected to require full or partial parcel acquisition.
Construction/Utilities	**Utility relocations may be required**; temporary access, including temporary detours, to businesses and residences may also be required during construction.
NATURAL ENVIRONMENT	
Water Quality	No further water quality impairment to **303(d) listed streams;** some stormwater runoff anticipated.
Wetlands & Waters of the United States (WOTUS)	**36 wetlands:** 4.05 Acres of permanent fill in wetlands; **59 streams:** 12,282 linear feet of impacts to streams.
Floodplains	Subject to final hydrologic study results.
Natural Habitats and Protected Species	**1 Federally listed species** – Nashville Crayfish; May Affect, Likely to Adversely Affect
CULTURAL ENVIRONMENT	
Historic Resources	**2** NRHP potentially eligible and 2 NRHP **eligible sites**
Archaeological Resources	**No impact**
COSTS	
Total Project Costs (including ROW and Utilities)	**Approximately $4.5 Billion**

How Do We Avoid, Minimize and Mitigate Our Impacts?

Environmental & Aesthetic Measures

Community & Stakeholder Coordination

Environmental Compliance & Permitting

Ecology & Cultural Resources

Construction Safety & Risk Mitigation

How Do We Address Potential Visual Impacts?

TDOT, in coordination with FHWA, is preparing a **Visual Impacts Technical Memorandum** to evaluate how the proposed Project could change what people see along the corridor—both positive and negative.

After the public comment period closes, we will hold a **Visual Impact Assessment Workshop** to further refine design options with community input.

Before



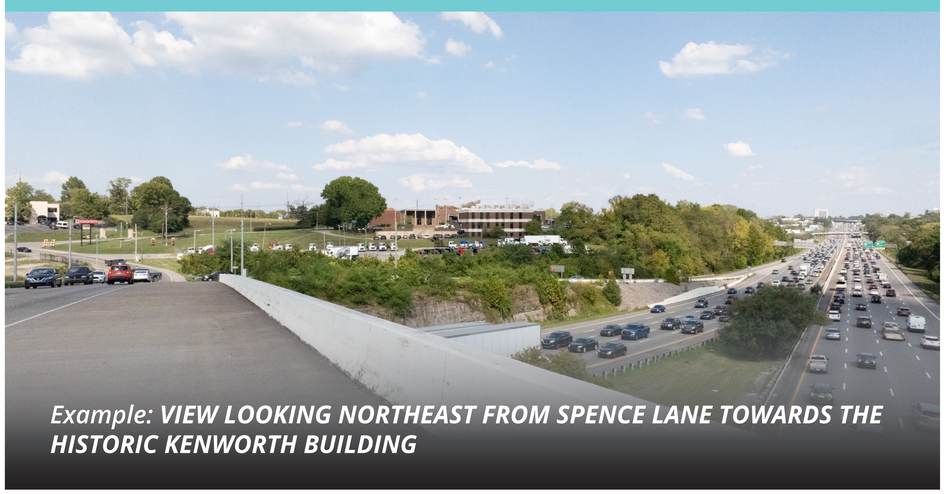
Example: ***NEIGHBOR VIEW LOOKING NORTH TOWARDS I-40 FROM FAIN STREET***

After



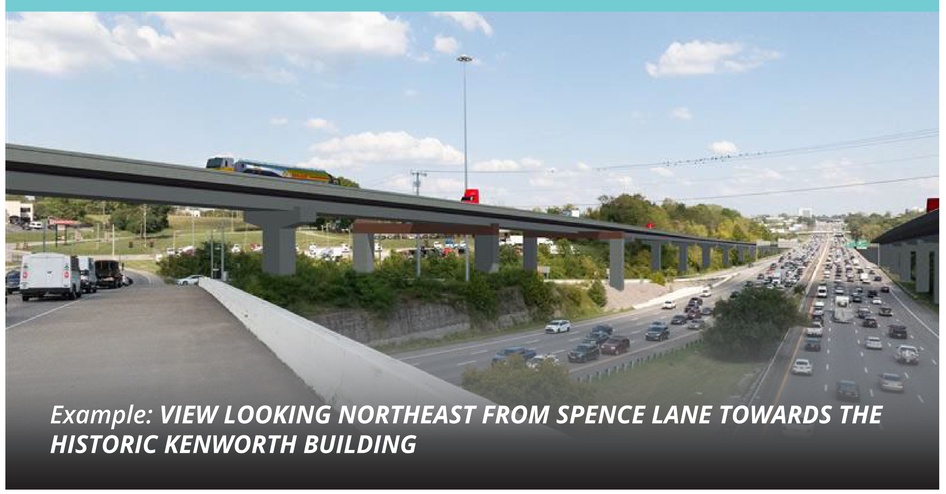
Example: ***NEIGHBOR VIEW LOOKING NORTH TOWARDS I-40 FROM FAIN STREET***

Before



Example: ***VIEW LOOKING NORTHEAST FROM SPENCE LANE TOWARDS THE HISTORIC KENWORTH BUILDING***

After



Example: ***VIEW LOOKING NORTHEAST FROM SPENCE LANE TOWARDS THE HISTORIC KENWORTH BUILDING***

**Concepts are preliminary and subject to change*

TN TDOT Department of Transportation | CHOICE LANES I-24 Southeast

TDOT Right-of-Way (ROW) Acquisition Process

The Tennessee Department of Transportation (TDOT) follows a federally mandated process to acquire property for both state and federally funded projects.

1. Administrative Activities

Includes a multitude of activities including issuing the right-of-way (ROW) plans, field surveys, staking the ROW and preparing the deed(s).

2. Appraisal

Following appraisal authorization and the receipt of field studies, work orders are issued notifying independent, third-party appraisers to begin their assignment. Reports are issued and reviewed by TDOT.

Full details of the process can be found in the TDOT ROW Manual. Scan the QR code to view.

3. Offers to Property Owners

Offers are made to property owners at fair market value and property owners have the option to negotiate. This process requires that all reasonable steps be taken towards obtaining amicable settlements. At the conclusion of negotiations, a certification is completed.

When necessary, TDOT provides relocation assistance for displaced families and businesses in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

If negotiations are not successful, the property owner is notified that condemnation is required. There are two phases of condemnation:

1) Court order is issued granting the state possession of the property;

2) Civil lawsuit is filed over damages.



4. Closing

Closing is initiated for amicable settlements.

TN TDOT Department of Transportation

CHOICE LANES I-24 Southeast

How Do We Mitigate Impacts to Historic Properties?

Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to identify and evaluate the potential effects of their undertakings on historic properties. These properties may include buildings, structures, sites such as archaeological resources, objects, and historic districts. This review process ensures that federal agencies consider potential impacts on properties listed in, or eligible for listing in, the National Register of Historic Places (NRHP).

- To be eligible for listing, a resource needs to be found significant in at least one of four criteria: Event, Person, Construction/Design, and Information Potential.
- Out of 17 historic resources within the ETSA that meet Section 106 criteria, only two were found to have adverse effects from the Recommended Preferred Alternative: Mill Creek Baptist Church Cemetery/Whitsett Cemetery & Rogers Manufacturing.
- For those resources shown here with an adverse effects finding, a Memorandum of Agreement (MOA) is being drafted for mitigating these effects.
- The MOA is available for public review and feedback at the Section 106 station.

Mill Creek Baptist Church Cemetery/Whitsett Cemetery



Rogers Manufacturing Plant



TN TDOT Department of Transportation

CHOICE LANES I-24 Southeast

Environmental Commitments Overview



- Implementation of best management practices, material and work restrictions to minimize impacts to the Nashville Crayfish
- Wetlands & Waters of the United States (WOTUS) impacts will require a Section 401 and 404 Permit and mitigation efforts



- All Right of Way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, which involves relocation assistance in accordance with federal and state requirements



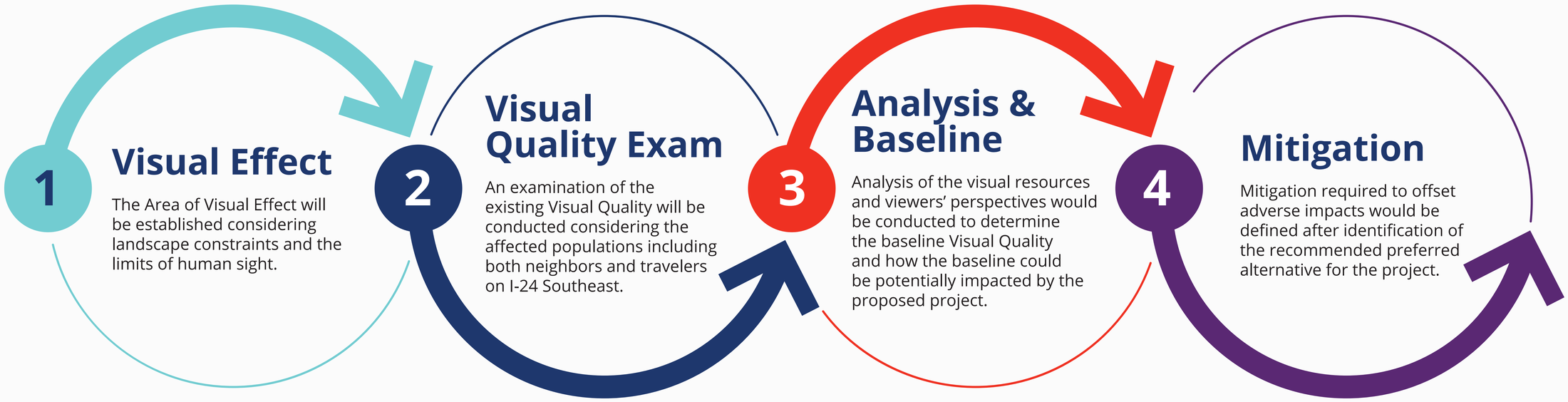
- Comprehensive written and photographed documentation of the existing Rogers Manufacturing Plant
- Preparation of the nomination to the National Register of Historic Places for Mill Creek Baptist Church Cemetery/Whitsett Cemetery

The full Environmental Commitments Table can be referenced in Chapter 5 of the proposed Project's Environmental Assessment.

Visual Impacts Assessment

A visual impacts assessment will be conducted as part of the environmental documentation for the I-24 Southeast Choice Lanes Project.

There are 4 steps that will be taken to conduct the assessment:



Sign up to participate in a Visual Impacts Workshop that will be held following the public hearings!

TN TDOT Department of Transportation

CHOICE LANES I-24 Southeast

Comments or Questions After the Public Hearing

We appreciate your feedback! TDOT is available to answer questions anytime during the project development process.

Visit tn.gov/tdot/projects/region-3/interstate-24-choice-lanes- for additional project information and downloads.

Comment Box
Place in comment box at in-person public hearing

Email
TDOT.24ChoiceLanes@tn.gov

Court Reporter
Leave a verbal comment with the court reporter at the in-person public hearing

Phone
Leave a message on the project hotline by calling **(615) 451-8039**

Online
Visit the Project website for more information

Mail
Project Comments:
I-24 Southeast Choice Lanes Project
Tennessee Department of Transportation
William R Snodgrass Tennessee Tower
312 Rosa L Parks Ave., 24th Floor
Nashville, TN 37243-0332

All comments must be received by or postmarked by **March 26, 2026**

to be included in the official public hearing record. Please note that for comments to be included in the official public hearing record, comments must be submitted in one of the six ways outlined above. Comments on any TDOT social media channels are not considered an official comment and will not be included in the official public hearing summary.

TN TDOT Department of Transportation | CHOICE LANES I-24 Southeast

CHOICE LANES
I-24 Southeast

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

I-24 Southeast Choice Lanes

Welcome

Purpose Of The Public Hearing

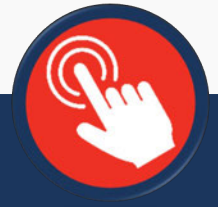
A public hearing has three essential purposes:



Present the Recommended Preferred Alternative for the proposed Project



Share and gather input on the Environmental Assessment (EA)



Collect public feedback and answer questions about the proposed Project

Public Hearing Guidelines

The Project Team seeks to incorporate feedback from a wide range of stakeholders and members of the public. During the public hearing please remember to:



Be respectful of other attendees and their comments and concerns.



Allow others to speak without interruption or distractions.



Keep questions and comments pertinent to the topic at hand.



Respect the two-minute time limit on comments and questions so others can speak.

Congestion on I-24

I-24 West near Old Hickory Boulevard



TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

Why Choice Lanes?

Choice Lanes provide another option for motorists to bypass congestion, allowing motorists to maintain consistent travel speeds. Choice Lanes are new, optional lanes designed, built, financed, operated and maintained by a private sector partner through a Public-Private Partnership, or P3, funded by the private sector.

Funding Limitations

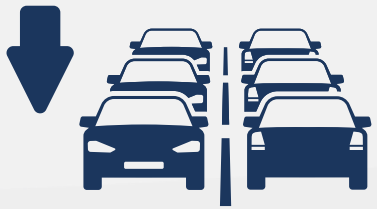
$1.2B+

TDOT Annual Work Program

$4.5B+

I-24 Southeast Corridor

Programmatic approach to relieving congestion



TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

Project Overview

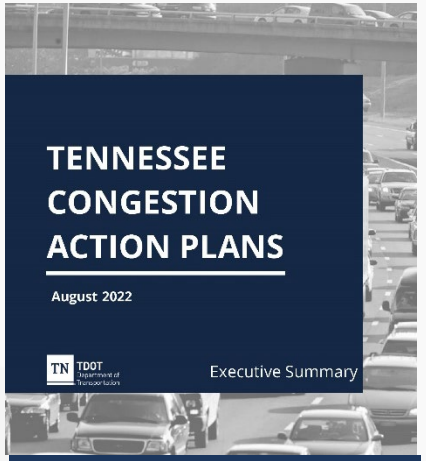


How Did We Get To This Solution?



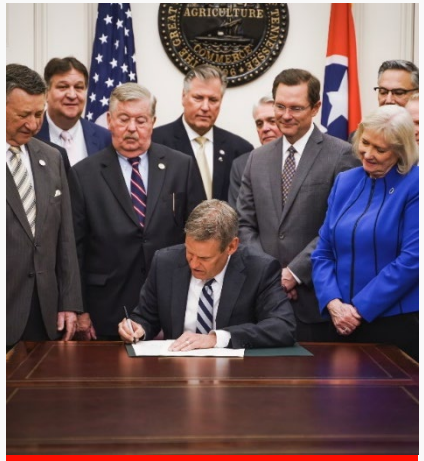
2015

TDOT Multimodal Corridor Study



2022

TDOT Congestion Action Plan (CAP)



2023

Transportation Modernization Act (TMA)



2024

Public Information Meetings



2025

Public Information Meetings

Where We Are Today



NEPA Milestones:

- *EA Approved*
- ***Public Hearing***
- *Permit Application*

NEPA Decision

Permit Approvals

2024 Public Meetings and Comment Period
Aug 14 – Sept 19

2025 Public Meetings and Comment Period
Sept 30–Nov 19

Community, Agency and Stakeholder Engagement

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

Why We Complete An Environmental Assessment



Defines the proposed Project and the purpose and need.



Develops and screens alternatives.



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Documents the coordination with agencies/ stakeholders.



Informs and solicits feedback from the public.



Documents proposed mitigation efforts.

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

What Is The Purpose & Need Of The Proposed Project?

Purpose

- Capacity
- Travel Time Advantages
- Limit Funding & Accelerate Project Delivery

Need

- Increased Urban Congestion
- Insufficient Capacity
  slow speeds | high demand | weaving issues | geometric constraints at key interchanges |

What Is The Environmental Technical Study Area?



What Alternatives Did We Screen?

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What Is The Recommended Preferred Alternative?

CHOICE LANES

I-24 Southeast

Visualization

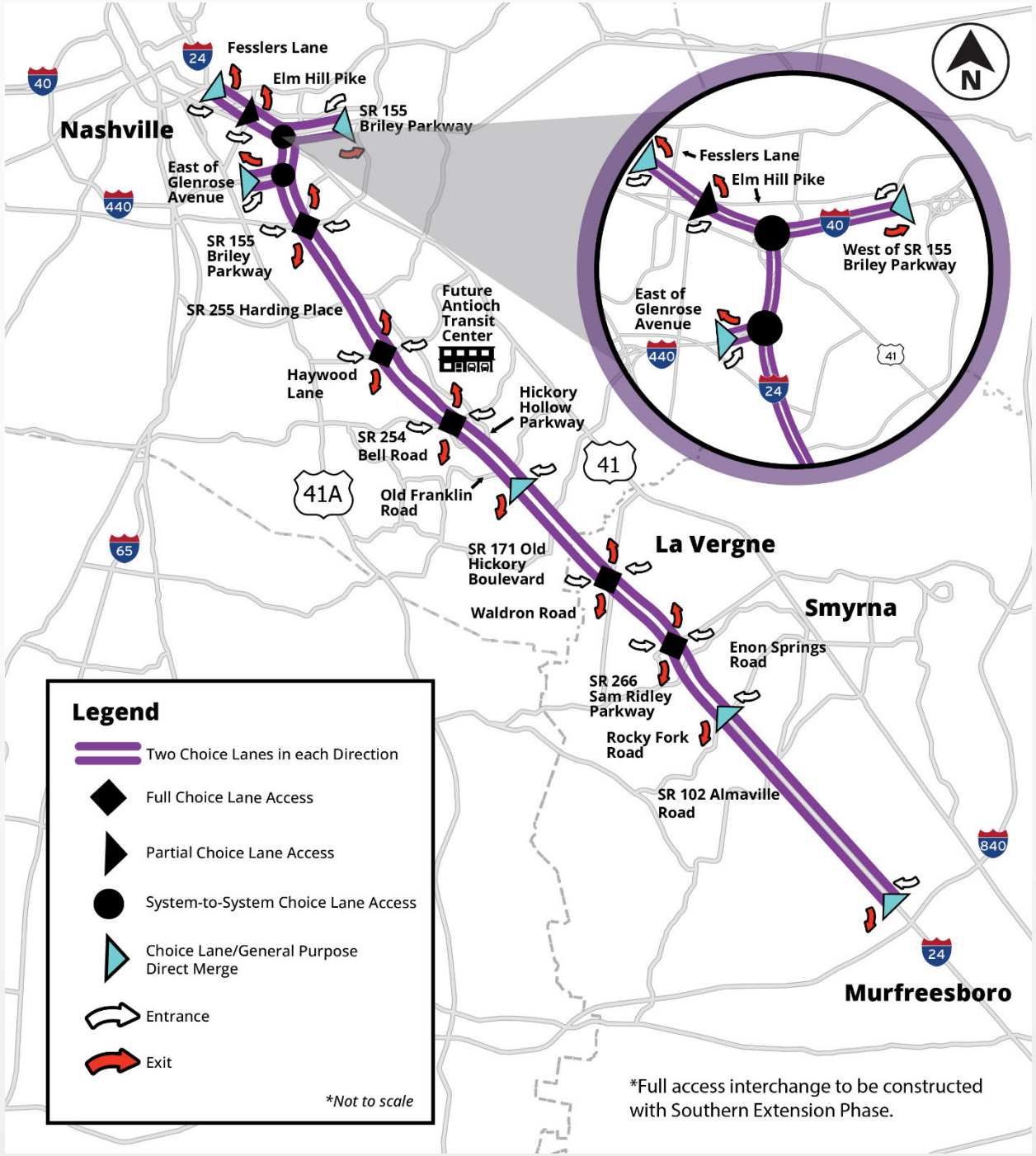
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Direct Merge: Allows drivers to directly merge to and from Choice Lanes into, or out of, general purpose lanes without having to drive through an interchange.



What Environmental Resources Do We Evaluate?



Land Use



Economic Impacts



Community Facilities



Farm Land



Air Quality



Water Quality & Natural Resources



Mineral Resources & Geology



Flood Plains



Hazardous Materials



Construction Utilities



Recreation Section 4(F)/6(F)



Noise



Visual Resources

Protected Species



Cultural Resources

What Are The Potential Direct Impacts?

Resource	Anticipated Resource Impacts
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Natural Habitats and Protected Species	**1 Federally listed species** – Nashville Crayfish; May Affect, Likely to Adversely Affect
CULTURAL ENVIRONMENT	
Historic Resources	**2** NRHP potentially eligible and 2 NRHP **eligible sites**
Archaeological Resources	**No impact**

What Are The Potential Direct Impacts To Costs?

Approximate Estimate
(including ROW
and Utilities)

$4.5B

How Do We Avoid, Minimize and Mitigate Our Impacts?



Environmental & Aesthetic Measures



Community & Stakeholder Coordination



Environmental Compliance & Permitting



Ecology & Cultural Resources



Construction Safety & Risk Mitigation

How Do We Address Property Impacts?



TDOT Right of Way Division
Acquisition Section

4 3 2 1

REGION 1 Right-of-Way Office:
7345 Region Lane
Knoxville, TN 37914
Phone: (865) 594.2496 Fax: (865) 594.2495

REGION 2 Right-of-Way Office:
7512 Volkswagen Drive
Chattanooga, TN 37416
Phone: (423) 510.1100 Fax: (423) 510.1131

REGION 3 Right-of-Way Office:
6601 Centennial Blvd.
Nashville, TN 37243
Phone: (615) 350.4200 Fax: (615) 350.4410

REGION 4 Right-of-Way Office:
300 Benchmark Place
Jackson, TN 38301
Phone: (731) 935.0134 Fax: (731) 935.0135

HEADQUARTERS:
505 Deaderick Street
Suite 600-James K. Polk Bldg.
Nashville, TN 37243
Phone: (615) 741.3196 Fax: (615) 532.1548
www.tn.gov/tdot/section/row

Updated 09-26-2018

Tennessee Department of Transportation
Authorization No 401497 (Jan. 2011)
500 copies. This public document was promulgated at a cost of $0.15 per copy

TN TDOT Department of Transportation

Right of Way Division:
Acquisition Process

Communication
Accountability
Consistency
Integrity

TDOT RIGHT OF WAY PROCESS

OUR MISSION

The TDOT Right-Of-Way Division is charged with purchasing property needed to construct highway with as little impact as possible to property owners and the communities around them.

YOUR RIGHTS

The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition.

Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands.

searched and recent area land sales are checked to establish a basis for valuing each property. This is based on fair market value; what a willing buyer would pay to a willing seller.

The appraiser then prepares an appraisal report that shows the development of fair market values assigned to the items involved. When only a portion of an entire property is to be acquired, the effect of the proposed acquisition on the remainder of the property is also considered by the appraiser. The appraisal report includes a signed certification that the appraiser has no present or intended future interest in the property appraised.

Often the state employs outside appraisers, especially if the nature of the property and its use is unique and a specialist is needed.

Typically staff appraisers review each appraisal and an amount is determined that the state will offer for the property. Sometimes an appraisal is not required if fair market value can easily be obtained and the valuation process is uncomplicated.

ACQUISITION PROCESS

APPRAISALS

Before property owners are contacted by the state for property purchases, licensed appraisers investigate the market for the type of property to be acquired. They personally check each home, place of business, and/or parcel of land that will be involved. Public records are

ACQUISITIONS

When acquisition of property begins, buyers for the state call on the property owners at a convenient time and explain the effects of the proposed project on the property. An approved written offer will be made to the owner at this time. Except in very unusual circumstances, the owner will receive payment in the amount of the state's offer prior to vacating his property. If during negotiations it is found some item of value in the acquisition or elem... overlooked ... proc...

EMINENT DOMAIN

The State strives to settle all acquisitions of property through fair negotiations and equitable procedures established by law. When an agreement can... reached between a prope... the state for sale ... way will be... **Dom...**

RIGHT OF ENTRY

To meet project construction schedules, some cases, the state may find it ...cessary to request the owner to allow ...struction to proceed on the ...perty prior to either an amicable ...hase agreement or Eminent Domain ...edings. A "Right of Entry" given by ...ner to the department for benefit ...public at large shall, in no manner, ...e legal rights of either the owner ...ate. When such a right is volun... ...nted by the owner, the proce... ...lined above would be followed ...ble to the case; however, the ...d proceed with construction ...eriod of negotiations.

CLEARANCE

...ay acquired must be ...uctures. The property ...s offered a fair market ...all structures located ...ed. Once an agree... ...deed executed, the ...s the land, become ...te.

...of the structures ...sale and remov... ...e roadway con... ...contractor.

...o retain and ...provements ...determined ...ppraisal.

The agreement specifies the time allotted to the property owner to clear the improvements from the right of way.

Any structures or items of personal property, located on existing right of way, are considered an encroachment. The appraiser generally does not consider these structures when valuing the property, nor is compensation paid for items of personal property which are located on existing right of way. The state at its discretion may dispose of these items.

CONCLUSION

It is the Department's aim to secure right-of-way required for construction and maintenance of our highway system at a fair price under amicable conditions. Many questions may arise in your mind concerning the acquisition of your property that may not be explained in this pamphlet.

A list of the offices in charge of the Right-of-Way Acquisition for each of the State's Four Regions is shown on the back cover. Please feel free to ask any questions you wish of the Right-of-Way personnel located at these offices.

How Long Would It Take To Drive The I-24 Southeast Corridor?

I-24 EAST

	OPENING YEAR 2032			DESIGN YEAR 2052		
		RPA			RPA	
	No-Build	General Purpose	Choice Lanes	No-Build	General Purpose	Choice Lanes
Average minutes during **morning** peak	22 min	22 min	23 min	24 min	22 min	23 min
Average minutes during **afternoon** peak	51 min	23 min	23 min	54 min	28 min	24 min

I-24 WEST

	OPENING YEAR 2032			DESIGN YEAR 2052		
		RPA			RPA	
	No-Build	General Purpose	Choice Lanes	No-Build	General Purpose	Choice Lanes
Average minutes during **morning** peak	75 min	21 min	22 min	138 min	34 min	22 min
Average minutes during **afternoon** peak	30 min	23 min	22 min	53 min	30 min	22 min

Times shown in minutes.

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

How Long Would It Take To Drive The I-40 Corridor?

EAST

	OPENING YEAR 2032			DESIGN YEAR 2052		
		RPA			RPA	
	No-Build	General Purpose	Choice Lanes	No-Build	General Purpose	Choice Lanes
Average minutes during **morning** peak	3 min	3 min	2 min	3 min	3 min	2 min
Average minutes during **afternoon** peak	7 min	4 min	2 min	8 min	4 min	2 min

WEST

	OPENING YEAR 2032			DESIGN YEAR 2052		
		RPA			RPA	
	No-Build	General Purpose	Choice Lanes	No-Build	General Purpose	Choice Lanes
Average minutes during **morning** peak	18 min	8 min	2 min	21 min	17 min	5 min
Average minutes during **afternoon** peak	17 min	14 min	2 min	22 min	26 min	3 min

Times shown in minutes.

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

Viewing The Project Information

Location	Address
TDOT Headquarters	William R. Snodgrass – Tennessee Tower 312 Rosa L Parks Ave, 3rd Floor, Nashville, TN 37243
TDOT Region 3 Office	6601 Centennial Blvd, Nashville, TN
Metropolitan Government of Nashville & Davidson County	1 Public Sq, Nashville, TN
Greater Nashville Regional Council	44 Vantage Way, Ste 450, Nashville, TN
Nashville Public Library – Pruitt Branch	117 Charles E Davis Blvd, Nashville, TN
Nashville Public Library – Thompson Lane	380 Thompson Ln, Nashville, TN
La Vergne Public Library	5063 Murfreesboro Rd, La Vergne, TN
La Vergne City Hall	5093 Murfreesboro Rd, La Vergne, TN
Smyrna Public Library	400 Enon Springs Rd W, Smyrna, TN
Smyrna Town Hall	315 S Lowry St, Smyrna, TN
Linebaugh Public Library	105 W Vine St, Murfreesboro, TN

Project Website

View Online: tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

Comments or Questions

We appreciate your feedback! TDOT is available to answer questions anytime during the project development process.

Visit **tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-** for additional project information and downloads.

Comment Box
Place in comment box at in-person public hearing

Email
TDOT.24ChoiceLanes@tn.gov

Court Reporter
Leave a verbal comment with the court reporter at the in-person public hearing

Phone
Leave a message on the project hotline by calling (615) 451-8039

Online
Visit the Project website for more information

Mail
Project Comments:
I-24 Southeast Choice Lanes Project
Tennessee Department of Transportation
William R Snodgrass Tennessee Tower, 24th Floor
312 Rosa L. Parks Avenue
Nashville, TN 37243-0332

All comments must be received by or postmarked by March 26, 2026, to be included in the official public hearing record.

Please note that for comments to be included in the official public hearing record, comments must be submitted in one of the six ways outlined on this screen. Comments on any TDOT social media channels are not considered an official comment and will not be included in the official public hearing summary.

TN TDOT Department of Transportation | Build With Us | CHOICE LANES I-24 Southeast

Public Hearing Guidelines

The Project Team seeks to incorporate feedback from a wide range of stakeholders and members of the public. During the public hearing please remember to:



Be respectful of other attendees and their comments and concerns.



Allow others to speak without interruption or distractions.



Keep questions and comments pertinent to the topic at hand.



Respect the two-minute time limit on comments and questions so others can speak.

Formal Comment Session

To give a verbal comment tonight:

- At the microphone, please state name and address prior to comments
- Verbal comments have a 2-minute time limit

Thank you for your participation

This concludes tonight's presentation.

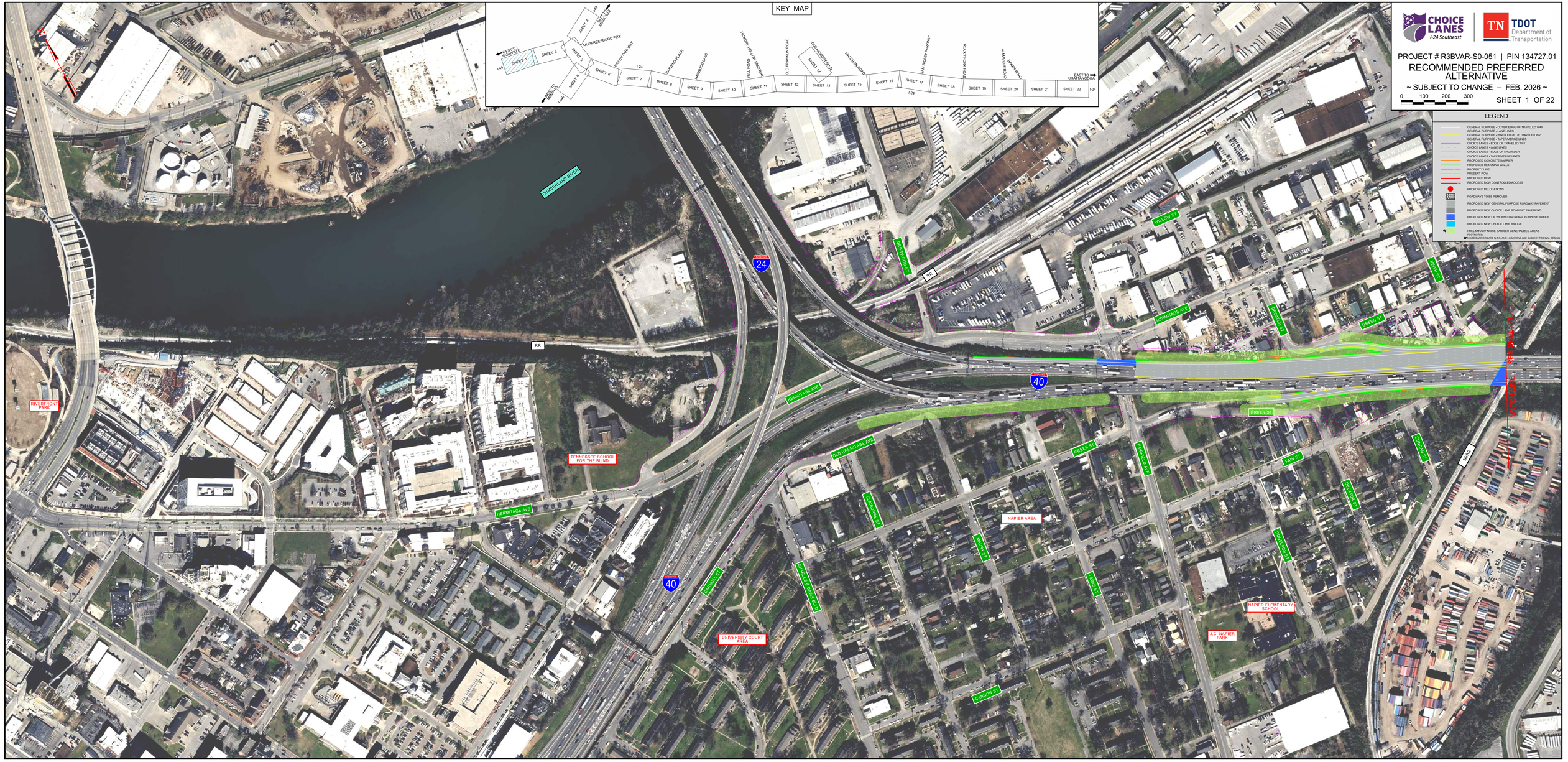
- The official public hearing summary will be included in the final environmental document.
- Materials from this hearing are available on the project website.
- Public comments can be submitted until **March 26, 2026**

Thank you for your time and attention. Our project team will remain available after this presentation to answer any questions you may have. We also welcome additional comments or feedback, which can still be submitted following today's session.

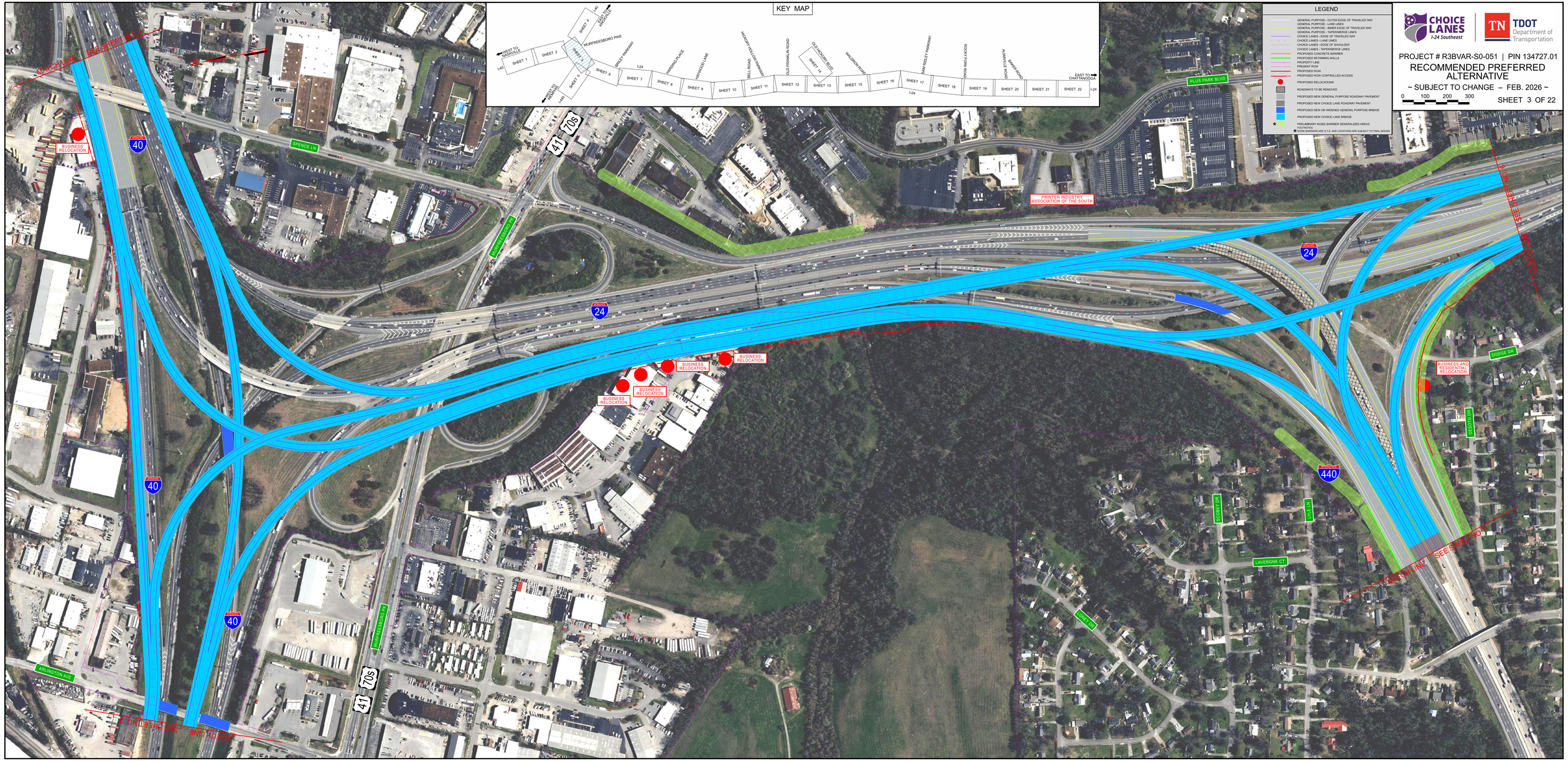


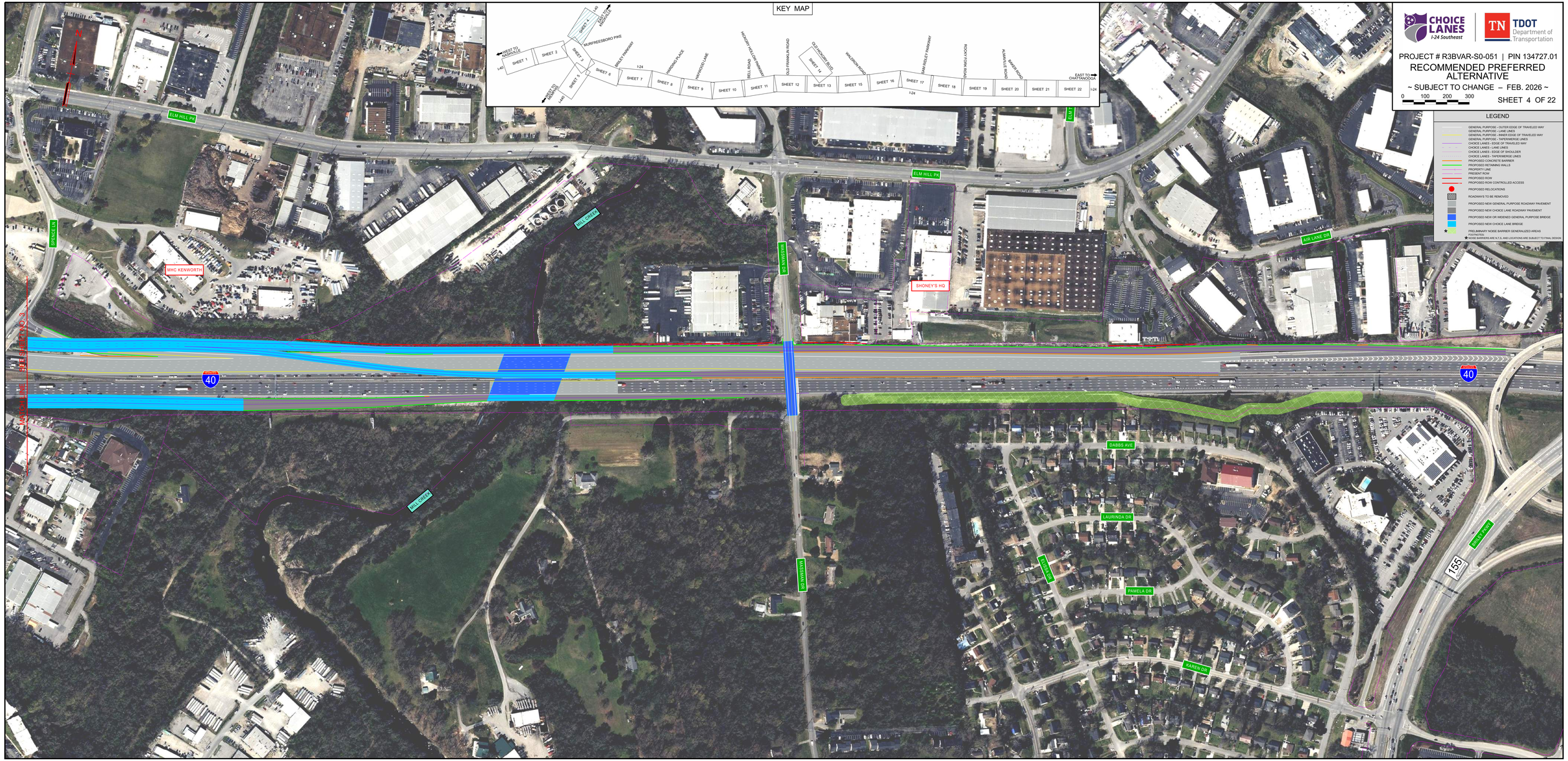
Tennessee

Build With Us

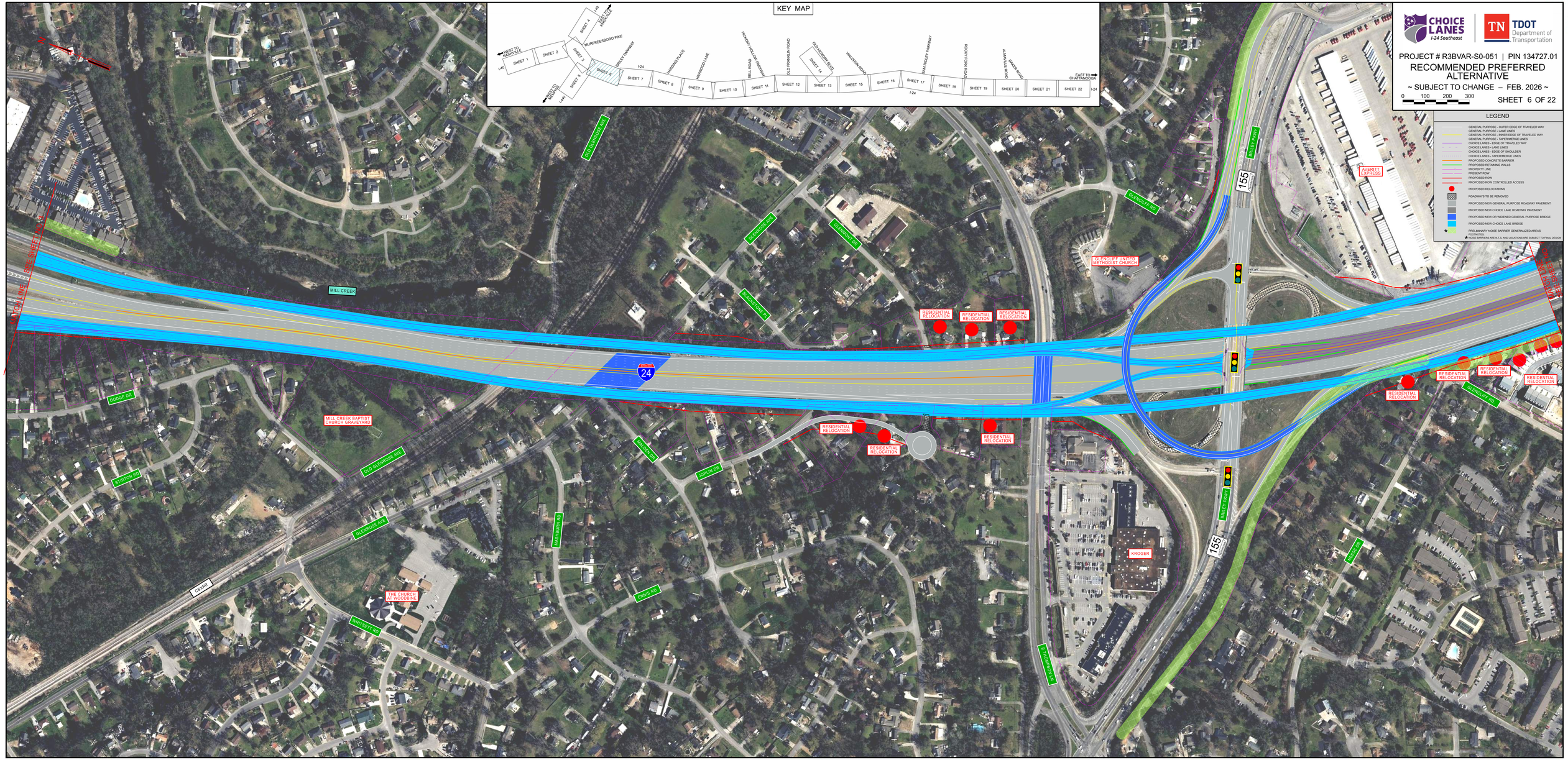

KEY MAP
SHEET 1
SHEET 2
SHEET 3
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SHEET 21
SHEET 22
I-40
I-24
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HAYWOOD LANE
MCGAVOCK PIKE
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HALDRON ROAD
SAM RIDLEY PARKWAY
ROCKY FORK ROAD
ALMAVILLE ROAD
JARVIS ROAD
SHEET TO NASHVILLE
SHEET TO MURFREESBORO
EAST TO CHATTANOOGA
CHOICE LANES
I-24 Southeast
TDOT
Department of Transportation
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RECOMMENDED PREFERRED ALTERNATIVE
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0 100 200 300
SHEET 1 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED RELOCATIONS
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS
FOOTNOTES:
NOISE BARRIERS ARE N.T.S. AND LOCATIONS ARE SUBJECT TO FINAL DESIGN.
CUMBERLAND RIVER
RR
I-24
I-40
RIVERFRONT PARK
TENNESSEE SCHOOL FOR THE BLIND
HERMITAGE AVE
OLD HERMITAGE AVE
UNIVERSITY COURT AREA
MARKET ST
HARDING PL
BRILEY PARKWAY
GREEN ST
NAPIER AREA
WILLOW ST
EASTWOOD ST
DECATUR ST
KRESS ST
FAIN ST
NAPIER ELEMENTARY SCHOOL
J.C. NAPIER PARK
CANNON ST
I-24 EAST TO CHATTANOOGA


KEY MAP
SHEET 1
SHEET 2
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SHEET 18
SHEET 19
SHEET 20
SHEET 21
SHEET 22
WEST TO NASHVILLE
EAST TO CHATTANOOGA
I-40
I-24
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HARPETH HILLS PARKWAY
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HALDRON ROAD
SAM RIDLEY PARKWAY
ROBERTSON ROAD
ALMAVILLE ROAD
JAMERY ROAD
CHOICE LANES
I-24 Southeast
TN TDOT
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SHEET 2 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
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FOOTNOTES:
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MATCH LINE - SEE SHEET 1
MATCH LINE - SEE SHEET 3
KENSINGTON
BROWN RIDGE
HORN
CALHOUN AVE
FESSLERS LN
FESSLERS PKWY
BUSINESS RELOCATION
CALVARY CEMETERY
MT OLIVET CEMETERY
ELM HILL PK
EBENEZER AME CHURCH
TITAN LOGISTICS
RIDGE AVE
MOUNT ARARAT CEMETERY
GREENWOOD CEMETERY WEST
ROGERS MANUFACTURING
LANE MOTOR MUSEUM
MURFREESBORO PK
41
70S
FOUNTAINE
FOX AVE

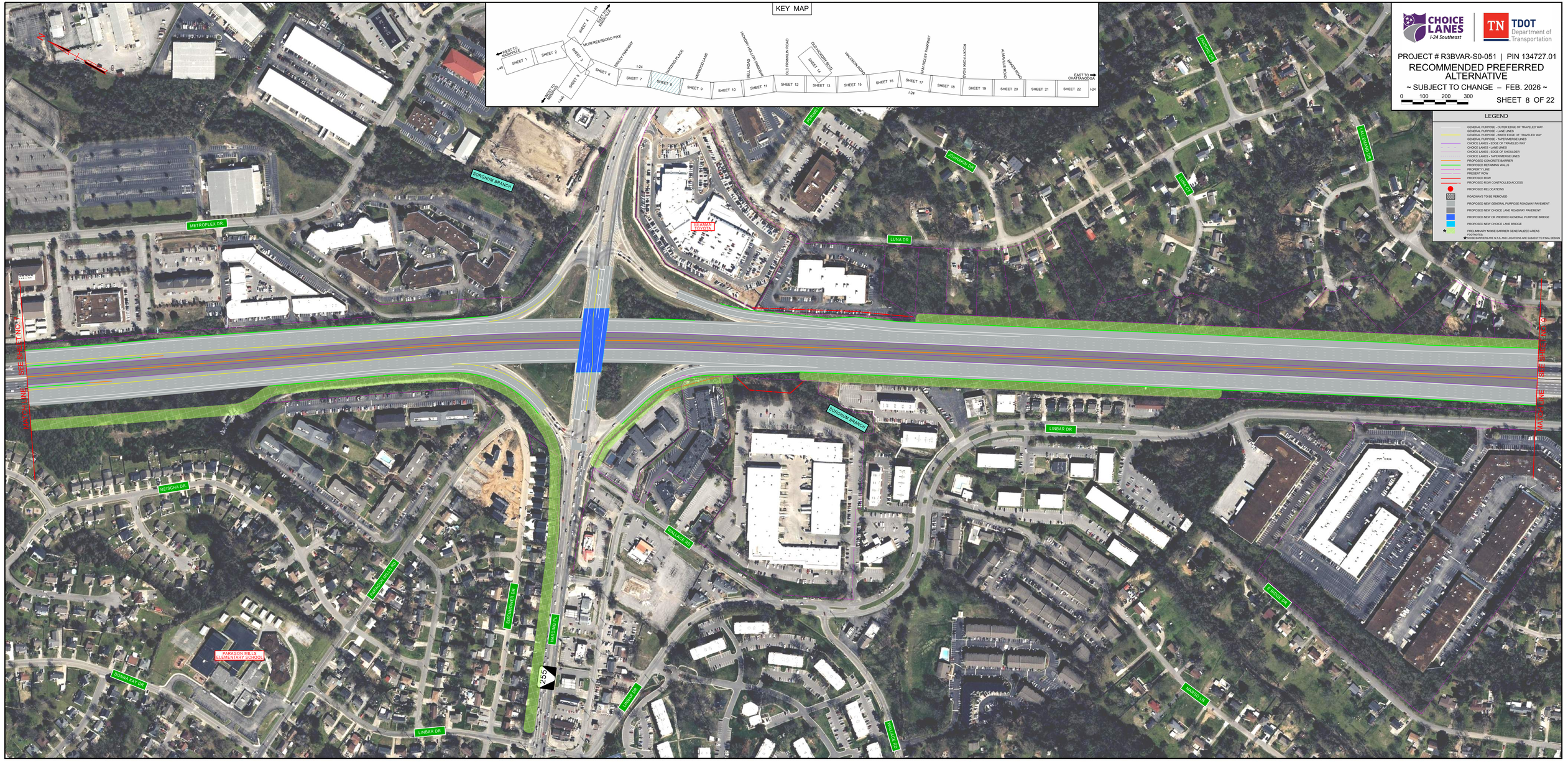

KEY MAP
WEST TO NASHVILLE
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I-24
EAST TO CHATTANOOGA
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HERMITAGE LANE
HOGAN'S HOLLOW PARKWAY
BELL TOWN ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HALDRON ROAD
BAM RIDLEY PARKWAY
ROCKY FORK ROAD
ALMAVILLE ROAD
SMYRNA ROAD
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
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CHOICE LANES I-24 Southeast
TN TDOT Department of Transportation
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0 100 200 300
SHEET 3 OF 22
BUSINESS RELOCATION
BUSINESS AND RELOCATION
PRINTER INDUSTRY ASSOCIATION OF THE SOUTH
PLUS PARK BLVD
SPENCE LN
MURFREESBORO PIKE
ARLINGTON AVE
DODGE DR
LAVERGNE CT
LAVERGNE
SEE SHEET 4
SEE SHEET 2
I-24
I-40
I-440
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41
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KEY MAP
SHEET TO NASHVILLE
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BRILEY PARKWAY
HARDING PLACE
HARDING LANE
HICKORY HOLLOW PARKWAY
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HALLIDORA ROAD
SAM RIDLEY PARKWAY
ROSA PARKS BLVD
ALAMEDE ROAD
KAREN ROAD
EAST TO CHATTANOOGA
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SHEET 4 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
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ELM HILL PK
SERVICE TN
MHC KENWORTH
MILL CREEK
MURFREESBORO PIKE
SHONEY'S HQ
AIR LANE DR
DABBS AVE
LAURINDA DR
PAMELA DR
KAREN DR
BRILEY PKWY
155
40
MATCHLINE - REFER TO NO. 3


KEY MAP
SHEET 1
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I-24
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HARDING LANE
MCGAVOCK PIKE
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD.
HALDRON ROAD
SAM RIDLEY PARKWAY
ROCKY FORK ROAD
ALMAVILLE ROAD
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FOOTNOTES
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GLENROSE AVE
ROSEBANK AVE
CSX/RR
ROSE ST
WOODBINE SCHOOL
ORIEL AVE
WOODROW AVE
KENBRIAR AVE
ROSE CREEK
MELROSE AVE
PEACHTREE ST
MAXEDON AVE
41A
440
Murfreesboro
BONNEY DR
STYLE LN
RESIDENTIAL RELOCATION
GARWOOD DR
STIRTON RD
HAZELDR
SEE SHEET 6

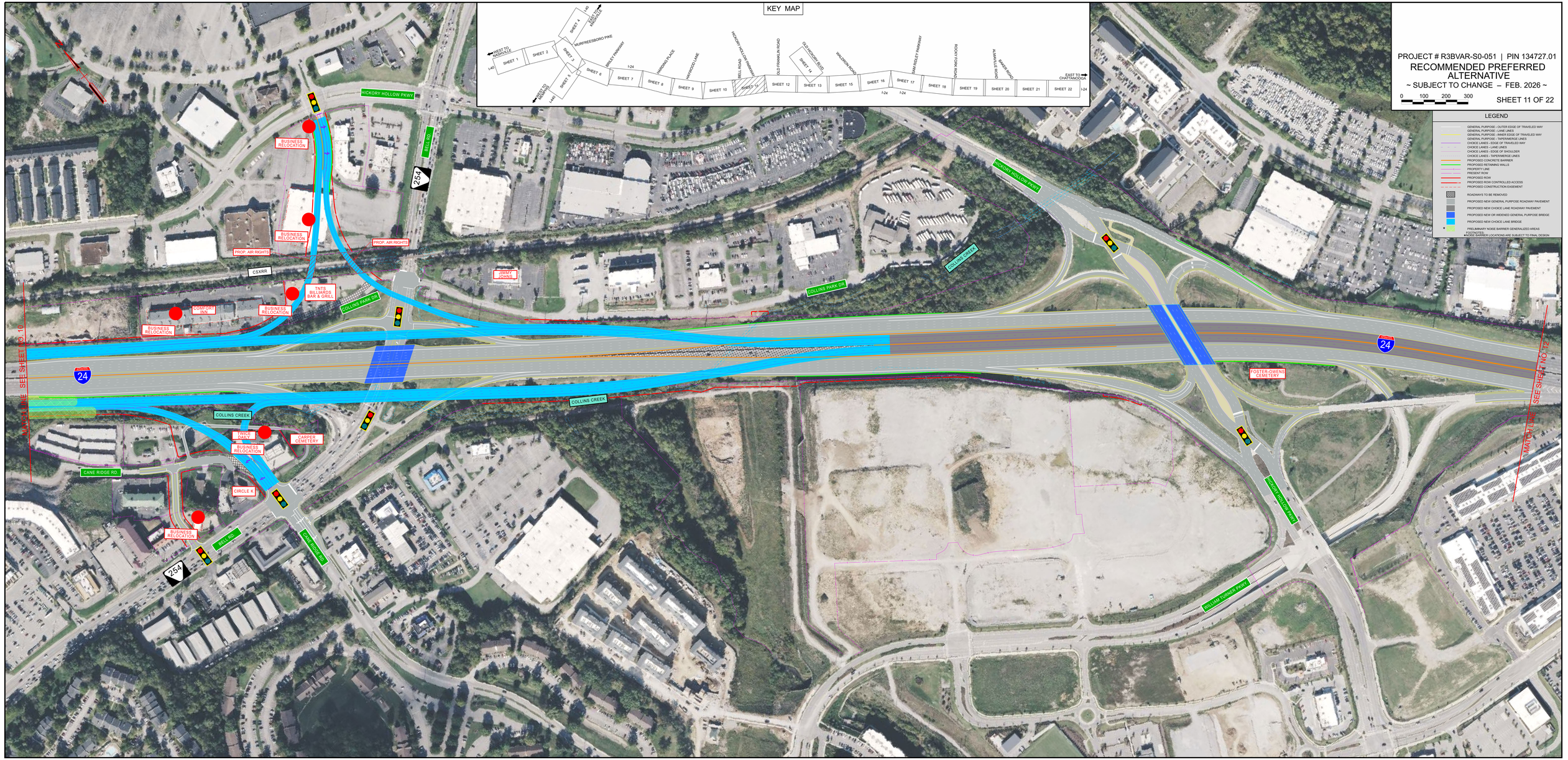

KEY MAP
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SHEET 22
I-40
I-24
MURFREESBORO PIKE
BAILEY PARKWAY
HARDING PLACE
HARPETH LANE
HICKORY HOLLOW PARKWAY
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HALDRON ROAD
SAM RIDLEY PARKWAY
ROBERTSON ROAD
ALMAVILLE ROAD
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WEST TO NASHVILLE
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LEGEND
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PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS
FOOTNOTES:
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MILL CREEK
MILL CREEK BAPTIST CHURCH GRAVEYARD
THE CHURCH AT WOODBINE
GLENCLIFF UNITED METHODIST CHURCH
AVERITT EXPRESS
XROGER
RESIDENTIAL RELOCATION
DODGE DR
STINTON RD
OLD GLENROSE AVE
GLENROSE AVE
MARSHBURN RD
ENNIS RD
WHITSETT RD
CSX RR
BOSTON DR
JOPLIN DR
BARKSTONE RD
GLENCLIFF RD
BAILEY PKWY
INTERPLAN LN
155
I-24


KEY MAP
SHEET 1
SHEET 2
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I-40
I-24
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HARPETH HILLS PARKWAY
OLD FRANKLIN ROAD
HALDRON ROAD
MAM RIDLEY PARKWAY
ROCKY FORD ROAD
ALMAVILLE ROAD
SARVIS ROAD
OLD HICKORY BLVD
BELL ROAD
HOWARD LANE
EAST TO CHATTANOOGA
WEST TO NASHVILLE
CHOICE LANES
I-24 Southeast
TDOT
Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PREFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0 100 200 300
SHEET 7 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED RELOCATIONS
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS
FOOTNOTES:
★ NOISE BARRIERS ARE N.T.S. AND LOCATIONS ARE SUBJECT TO FINAL DESIGN
MATCH LINE SEE SHEET 6
MATCH LINE SEE SHEET 8
I-24
CSX R/R
SPACE PARK S DR
ANTHONY PKWY
MILL CREEK
RESIDENTIAL RELOCATION
TWIN OAKS DR
BRIDGEWATER DR
RIVERMILE CREEK
ANTHONY PKWY
CSX R/R
PROVIDENCE PARK LN
BRIDGE FACE
COUNTRY VIEW DR
PARKWAY DR
RIDGECREST RD
TWIN OAKS DR
BRIDGEWATER DR
RIDGECREST RD

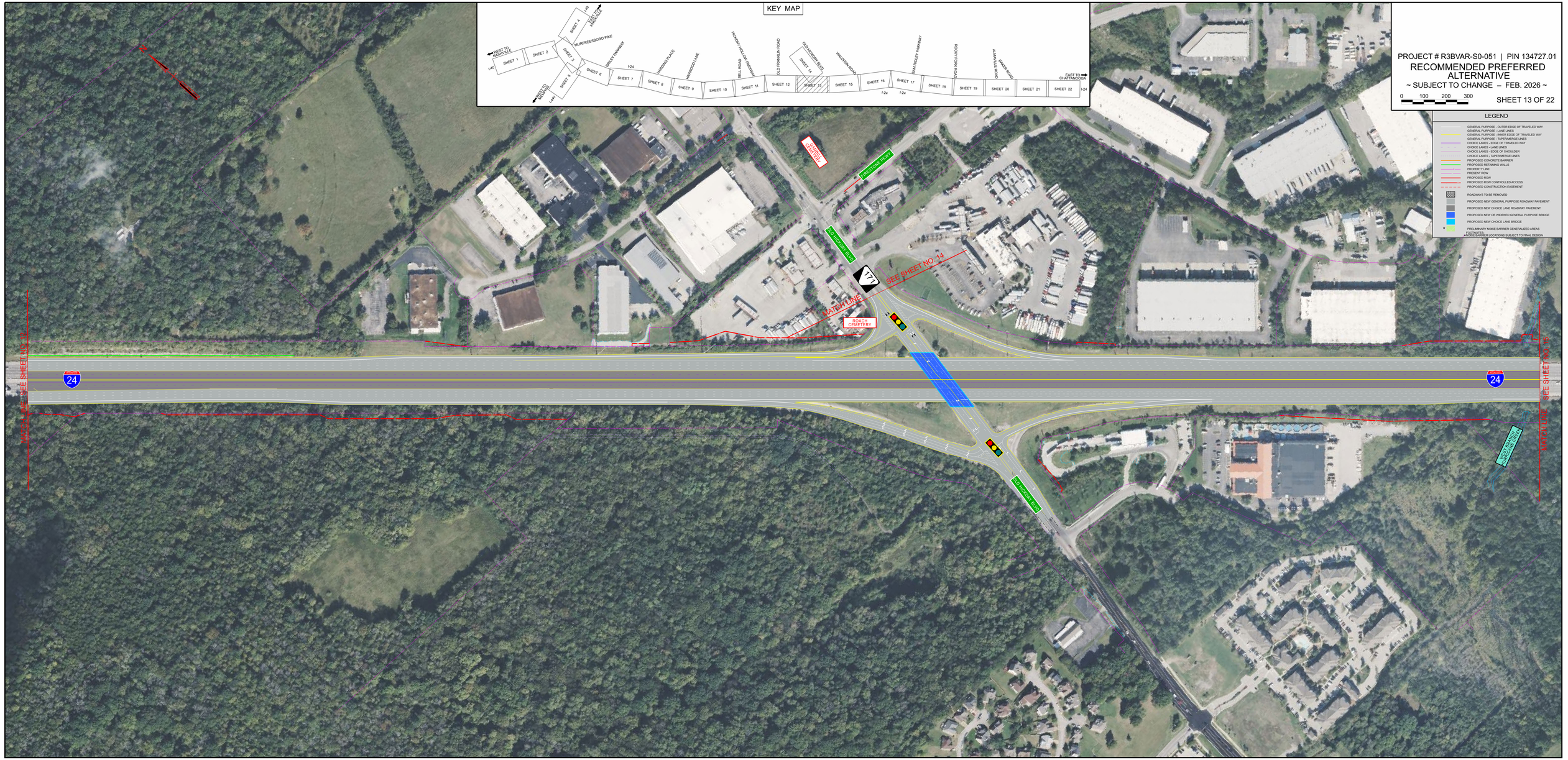

KEY MAP
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7
SHEET 8
SHEET 9
SHEET 10
SHEET 11
SHEET 12
SHEET 13
SHEET 14
SHEET 15
SHEET 16
SHEET 17
SHEET 18
SHEET 19
SHEET 20
SHEET 21
SHEET 22
I-40
I-24
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HICKORY HOLLOW PARKWAY
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD.
HALLIDON ROAD
SAM RIDLEY PARKWAY
ROCKY FORD ROAD
ALMAVILLE ROAD
SMYRNA ROAD
WEST TO NASHVILLE
EAST TO CHATTANOOGA
CHOICE LANES
I-24 Southeast
TDOT
Department of Transportation
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PREFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0 100 200 300
SHEET 8 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED RELOCATIONS
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS
FOOTNOTES:
★ NOISE BARRIERS ARE N.T.S. AND LOCATIONS ARE SUBJECT TO FINAL DESIGN
SORGHUM BRANCH
METROPLEX DR.
BEAMAN FUNERAL HOME
LUNA DR.
JOHNA DR.
ARMAND DR.
LINBAR DR.
WALLACE RD.
REISCHA DR.
PARAGON MILLS DR.
ESSAMANDA DR.
AMANDA PL.
PARAGON MILLS ELEMENTARY SCHOOL
DONNA KAY DR.
MATCH LINE - SEE SHEET NO. 7
MATCH LINE - SEE SHEET NO. 9
255


KEY MAP
SHEET TO NASHVILLE
SHEET 1
SHEET 2
SHEET 3
SHEET 4
I-40
EAST TO NASHVILLE
MURFREESBORO PIKE
SHEET 5
I-40
SHEET 6
BRILEY PARKWAY
I-24
SHEET 7
HARDING PLACE
SHEET 8
INWOOD LANE
SHEET 9
HICKORY HOLLOW PARKWAY
BELL ROAD
SHEET 10
SHEET 11
OLD FRANKLIN ROAD
SHEET 12
OLD HICKORY BLVD
SHEET *4
SHEET 13
HALDRON ROAD
SHEET 15
SHEET 16
SMITH CEMETERY ROAD
SHEET 17
I-24
SHEET 18
ROCKY FORK ROAD
SHEET 19
ALMAVILLE ROAD
SHEET 20
DARBY ROAD
SHEET 21
SHEET 22
I-24
EAST TO CHATTANOOGA
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PREFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0 100 200 300
SHEET 9 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED CONSTRUCTION EASEMENT
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS
FOOTPRINT
*NOISE BARRIER LOCATIONS ARE SUBJECT TO FINAL DESIGN
ANTIOCH PIKE
BAKERTOWN RD.
FARMER CT.
BAKERTOWN RD.
ANTIOCH PIKE
BAKERTOWN RD.
INWOOD LN.
MILL CREEK GREENWAY
MILL CREEK
CLARKE POWER SERVICES
MATCHLINE SEE SHEET 8 OF 22
MATCHLINE SEE SHEET 10 OF 22
24
24
LINBAR RD.
APACHE TRAIL
BEECH RD.
INWOOD LN.


KEY MAP
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7
SHEET 8
SHEET 9
SHEET 10
SHEET 11
SHEET 12
SHEET 13
SHEET *4
SHEET 15
SHEET 16
SHEET 17
SHEET 18
SHEET 19
SHEET 20
SHEET 21
SHEET 22
I-40
I-24
EAST TO CHATTANOOGA
WEST TO NASHVILLE
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HARPWOOD LANE
HICKORY HOLLOW PARKWAY
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HALDRON ROAD
BAS RIDLEY PARKWAY
ROCKY FORK ROAD
ALMAVILLE ROAD
SMYRNA ROAD
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PREFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0 100 200 300
SHEET 10 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED CONSTRUCTION EASEMENT
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS
FOOTNOTES:
• NOISE BARRIER LOCATIONS ARE SUBJECT TO FINAL DESIGN
ANTIOCH PIKE
MILL CREEK
MILL CREEK GREENWAY
WHITEHORSE DRIVE
ANTIOCH MIDDLE SCHOOL
ANTIOCH PARK
HICKORY HOLLOW PKWY
CSXRR
MATCHLINE SEE SHEET 10
MATCHLINE SEE SHEET TO 11
APACHE TRAIL
BUENA VISTA
TISSOLUM DR
UNKNOWN CEMETERY
LIGHTHOUSE CHRISTIAN SCHOOL
MILL CREEK
COLLINS CREEK
BUENA VISTA
SHACKLETT CEMETERY
24


KEY MAP
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7
SHEET 8
SHEET 9
SHEET 10
SHEET 11
SHEET 12
SHEET 13
SHEET 14
SHEET 15
SHEET 16
SHEET 17
SHEET 18
SHEET 19
SHEET 20
SHEET 21
SHEET 22
I-40
I-24
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HERMOSA LANE
HICKORY HOLLOW PARKWAY
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HALDRON ROAD
SAM RIDLEY PARKWAY
ROCKY FORK ROAD
ALMAVILLE ROAD
DARDEN ROAD
MEET TO NASHVILLE
EAST TO CHATTANOOGA
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PREFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0 100 200 300
SHEET 11 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED CONSTRUCTION EASEMENT
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS
FOOTNOTES
•NOISE BARRIER LOCATIONS ARE SUBJECT TO FINAL DESIGN
HICKORY HOLLOW PKWY
BUSINESS RELOCATION
PROP. AIR RIGHTS
CSXRR
TNTS BILLIARDS BAR & GRILL
COMFORT INN
COLLINS PARK DR
JIMMY JOHNS
COLLINS CREEK
CANE RIDGE RD
CIRCLE K
CARPER CEMETERY
BELL RD
MURFREESBORO PIKE
FOSTER-OWENS CEMETERY
WILLIAM FARMER PKWY
MATCH LINE SEE SHEET NO. 10
MATCH LINE SEE SHEET NO. 12
SEE SHEET NO. 10
SEE SHEET NO. 12
254
24


KEY MAP
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7
SHEET 8
SHEET 9
SHEET 10
SHEET 11
SHEET 12
SHEET 13
SHEET 14
SHEET 15
SHEET 16
SHEET 17
SHEET 18
SHEET 19
SHEET 20
SHEET 21
SHEET 22
I-40
I-24
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HARDING LANE
HICKORY HOLLOW PARKWAY
BELL ROAD
OLD FRANKLIN ROAD
OLD RESSOR BLVD
HALDRON ROAD
SAM RIDLEY PARKWAY
ROCKY FORK ROAD
ALMARVILLE ROAD
SMYRNA ROAD
EAST TO CHATTANOOGA
WEST TO NASHVILLE
EAST TO MURFREESBORO
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PREFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0 100 200 300
SHEET 12 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED CONSTRUCTION EASEMENT
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS FOR IMPACTED RECEIVERS
*NOISE BARRIER LOCATIONS SUBJECT TO FINAL DESIGN
FRIENDSHIP ROAD
OLD FRANKLIN RD
CAVE RIDGE RD
OLD FRANKLIN RD
AUSTIN CEMETERY
MILL RIDGE PARK
SALAHUDDIN CEMETERY
I-24
MATCH LINE - SEE SHEET NO. 11
MATCH LINE - SEE SHEET NO. 13


KEY MAP
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7
SHEET 8
SHEET 9
SHEET 10
SHEET 11
SHEET 12
SHEET 13
SHEET 14
SHEET 15
SHEET 16
SHEET 17
SHEET 18
SHEET 19
SHEET 20
SHEET 21
SHEET 22
I-40
I-24
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HARDING LANE
HICKORY HOLLOW PARKWAY
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HALDRON ROAD
SAM RIDLEY PARKWAY
ROCKY FORK ROAD
ALMAVILLE ROAD
SMYRNA
EAST TO CHATTANOOGA
WEST TO NASHVILLE
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PREFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0 100 200 300
SHEET 13 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED CONSTRUCTION EASEMENT
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS ESTIMATED
*NOISE BARRIER LOCATIONS SUBJECT TO FINAL DESIGN
MATCH LINE - SEE SHEET NO. 12
MATCH LINE - SEE SHEET NO. 14
SEE SHEET NO. 14
MATCH LINE
ROACH CEMETERY
PRESTONE PARK
OLD HICKORY BLVD
OLD HICKORY BLVD
24
24
V1
V1
SEE NOISE BARRIER LOCATIONS


KEY MAP
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7
SHEET 8
SHEET 9
SHEET 10
SHEET 11
SHEET 12
SHEET 13
SHEET 14
SHEET 15
SHEET 16
SHEET 17
SHEET 18
SHEET 19
SHEET 20
SHEET 21
SHEET 22
I-40
I-24
EAST TO CHATTANOOGA
WEST TO NASHVILLE
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HICKORY HOLLOW PARKWAY
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HALLIDON ROAD
SAM RIDLEY PARKWAY
NOCHY TOMS ROAD
ALMAVILLE ROAD
DAVEN ROAD
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PREFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0 100 200 300
SHEET 14 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED CONSTRUCTION EASEMENT
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS FOR IMPACTED RECEIVERS
*NOISE BARRIER LOCATIONS SUBJECT TO FINAL DESIGN
MILL RIDGE PARK
HOLLOWAY CEMETERY
GAMBILL CEMETERY
FIRESTONE PKWY
OLD HICKORY BLVD
171
SEE SHEET NO. 15
MATCH LINE

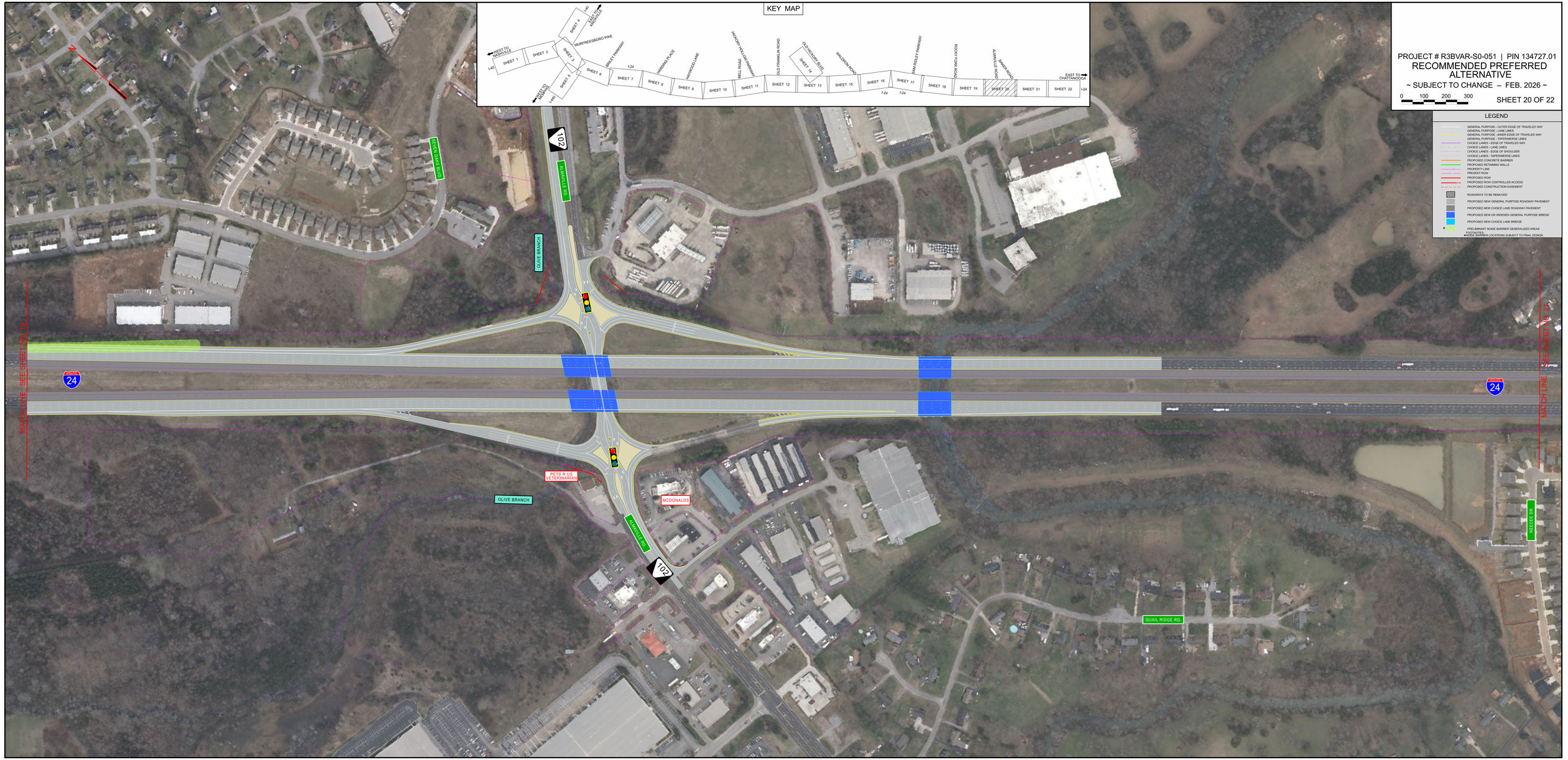

KEY MAP
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7
SHEET 8
SHEET 9
SHEET 10
SHEET 11
SHEET 12
SHEET 13
SHEET 14
SHEET 15
SHEET 16
SHEET 17
SHEET 18
SHEET 19
SHEET 20
SHEET 21
SHEET 22
I-40
I-24
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HAYWOOD LANE
HICKORY HOLLOW PARKWAY
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HALDRON ROAD
SAM RIDLEY PARKWAY
ROCKY FORD ROAD
ALMAVILLE ROAD
DARDEN ROAD
EAST TO CHATTANOOGA
WEST TO NASHVILLE
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PREFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0 100 200 300
SHEET 15 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED CONSTRUCTION EASEMENT
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS ESTIMATED
NOISE BARRIER LOCATIONS SUBJECT TO FINAL DESIGN
HEIL QUAKER BLVD
NEW PAUL RD
HEIL-ROULHAC CEMETERY
INGRAM BLVD
HALDRON BLVD
MURFREESBORO PIKE
I-24
SEE SHEET 16
SEE SHEET 14


KEY MAP
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7
SHEET 8
SHEET 9
SHEET 10
SHEET 11
SHEET 12
SHEET 13
SHEET 14
SHEET 15
SHEET 16
SHEET 17
SHEET 18
SHEET 19
SHEET 20
SHEET 21
SHEET 22
I-40
I-24
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HARPETH LANE
HICKORY HOLLOW PARKWAY
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HALDRON ROAD
SAM RIDLEY PARKWAY
ROCKY FORK ROAD
ALMAVILLE ROAD
CARRY ROAD
EAST TO CHATTANOOGA
WEST TO NASHVILLE
EAST TO KNOXVILLE
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PREFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0 100 200 300
SHEET 16 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED RELOCATIONS
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS
FOOTNOTES:
★ NOISE BARRIERS ARE N.T.S. AND LOCATIONS ARE SUBJECT TO FINAL DESIGN.
MATCHLINE - SEE SHEET NO. 15
MATCHLINE - SEE SHEET NO. 17
MARSHALL RD
INDUSTRIAL BLVD
TECH PARK DR
MASON RD
I-24
EAST FORK MARSHALL CREEK
KERR DR
HALDRON RD
UTILITY ACCESS TO REMAIN
CHARTER PL
NORTHPOINTE DR


KEY MAP
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7
SHEET 8
SHEET 9
SHEET 10
SHEET 11
SHEET 12
SHEET 13
SHEET 14
SHEET 15
SHEET 16
SHEET 17
SHEET 18
SHEET 19
SHEET 20
SHEET 21
SHEET 22
I-40
I-24
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HERMOSA LANE
HICKORY HOLLOW PARKWAY
BELL TOWER
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HALDRON ROAD
SAM RIDLEY PARKWAY
ROCKY FORK ROAD
ALMAVILLE ROAD
MAYPO ROAD
EAST TO CHATTANOOGA
WEST TO NASHVILLE
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PREFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0 100 200 300
SHEET 17 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED RELOCATIONS
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS
FOOTNOTES:
★ NOISE BARRIERS ARE N.T.S. AND LOCATIONS ARE SUBJECT TO FINAL DESIGN
N
INDUSTRIAL BLVD
TO BRIDGER RUN
TEAM BLVD
SAM RIDLEY BLVD
266
24
SMYRNA FIRE STATION 5
HIGHWOOD BLVD
RUSH TRUCK CENTERS
EXPO DR
MATCHLINE - SEE SHEET NO. 16
MATCH LINE - SEE SHEET NO. 18


KEY MAP
WEST TO NASHVILLE
I-40
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7
SHEET 8
SHEET 9
SHEET 10
SHEET 11
SHEET 12
SHEET 13
SHEET 14
SHEET 15
SHEET 16
SHEET 17
SHEET 18
SHEET 19
SHEET 20
SHEET 21
SHEET 22
EAST TO CHATTANOOGA
I-24
EAST TO MURFREESBORO
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HARDWOOD LANE
HICKORY HOLLOW PARKWAY
BELL TOWER
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HALDRON ROAD
SAM RIDLEY PARKWAY
ROCK FORD ROAD
ALMAVILLE ROAD
DARDEN ROAD
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PEREFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0 100 200 300
SHEET 18 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED CONSTRUCTION EASEMENT
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS FOR IMPACTED RECEIVERS
*NOISE BARRIER LOCATIONS SUBJECT TO FINAL DESIGN
MATCHLINE SEE SHEET NO. 17
MATCHLINE SEE SHEET NO. 19
ROCK SPRINGS RD
HIGHWOOD BLVD
CLARKSTON DR
ROCK SPRINGS RD
GREENTREE DR
24


KEY MAP
I-40
EAST TO KNOXVILLE
SHEET 4
MURFREESBORO PIKE
WEST TO NASHVILLE
I-40
SHEET 1
SHEET 2
SHEET 3
BRILEY PARKWAY
I-24
SHEET 5
SHEET 6
SHEET 7
HARDING PLACE
SHEET 8
HARPOOD LANE
SHEET 9
HICKORY HOLLOW PARKWAY
SHEET 10
BELL ROAD
SHEET 11
OLD FRANKLIN ROAD
SHEET 12
OLD HICKORY BLVD.
SHEET 13
SHEET 14
WALDRON ROAD
SHEET 15
SHEET 16
I-24
I-24
SAM RIDLEY PARKWAY
SHEET 17
SHEET 18
ROCKY FORK ROAD
SHEET 19
ALMAVILLE ROAD
SHARPS ROAD
SHEET 20
SHEET 21
SHEET 22
EAST TO CHATTANOOGA
I-24
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PREFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0 100 200 300
SHEET 19 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED CONSTRUCTION EASEMENT
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS
FOUNDATION
*NOISE BARRIER LOCATIONS SUBJECT TO FINAL DESIGN
SEVEN OAKS BLVD.
SEVEN OAKS FRONTAGE RD.
ROCKY FORK ROAD
ROCKY FORK ROAD
OLIVE BRANCH RD.
I-24
I-24
MATCH LINE - SEE SHEET NO. 18
MATCH LINE - SEE SHEET NO. 20


KEY MAP
SHEET TO NASHVILLE
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7
SHEET 8
SHEET 9
SHEET 10
SHEET 11
SHEET 12
SHEET 13
SHEET 14
SHEET 15
SHEET 16
SHEET 17
SHEET 18
SHEET 19
SHEET 20
SHEET 21
SHEET 22
I-40
I-24
EAST TO KNOXVILLE
MURFREESBORO PIKE
BRILEY PARKWAY
HARDING PLACE
HARDPOCO LANE
HICKORY HOLLOW PARKWAY
BELL TOWN
OLD FRANKLIN ROAD
OLD HICKORY BLVD
HALDRON ROAD
BAS RIDLEY PARKWAY
ROCKY FORK ROAD
ALMAVILLE ROAD
JARVIS ROAD
EAST TO CHATTANOOGA
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PREFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0 100 200 300
SHEET 20 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED CONSTRUCTION EASEMENT
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS FOR MITIGATION
*NOISE BARRIER LOCATIONS SUBJECT TO FINAL DESIGN
N
MATCH LINE - SEE SHEET NO. 19
MATCH LINE - SEE SHEET NO. 21
SPRING CREEK DRIVE
OLIVE BRANCH
ALMAVILLE RD.
102
24
PETS R US VETERINARIAN
MCDONALDS
OLIVE BRANCH
ALMAVILLE RD.
102
QUAIL RIDGE RD.
NORRIS RD.


KEY MAP
I-40
EAST TO KNOXVILLE
WEST TO NASHVILLE
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7
SHEET 8
SHEET 9
SHEET 10
SHEET 11
SHEET 12
SHEET 13
SHEET 14
SHEET 15
SHEET 16
SHEET 17
SHEET 18
SHEET 19
SHEET 20
SHEET 21
SHEET 22
MURFREESBORO PIKE
BRILEY PARKWAY
I-24
HARDING PLACE
HARDING LANE
HICKORY HOLLOW PARKWAY
BELL ROAD
OLD FRANKLIN ROAD
OLD HICKORY BLVD
WALDRON ROAD
SAM RIDLEY PARKWAY
ROCKY FORK ROAD
ALMAVILLE ROAD
SMYRNA ROAD
EAST TO CHATTANOOGA
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PERFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0
100
200
300
SHEET 21 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED CONSTRUCTION EASEMENT
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS
FOOTNOTE:
●NOISE BARRIER LOCATIONS SUBJECT TO FINAL DESIGN
BAKER RD.
BAKER LANE RD.
BAKER RD.
SUNFLOWER DR.
KNIGHT DR.
BARRETT RD.
BASS RD.
BLACKMAN RD.
MATCH LINE SEE SHEET NO. 20
MATCH LINE SEE SHEET NO. 22
24
24


KEY MAP
WEST TO NASHVILLE
I-40
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
EAST TO KNOXVILLE
MURFREESBORO PIKE
BRILEY PARKWAY
I-24
SHEET 6
SHEET 7
HARDING PLACE
SHEET 8
HARPETH LANE
SHEET 9
HICKORY HOLLOW PARKWAY
SHEET 10
BELL ROAD
SHEET 11
OLD FRANKLIN ROAD
SHEET 12
OLD HICKORY BLVD
SHEET 13
SHEET 14
HALDRON ROAD
SHEET 15
SHEET 16
I-24
SAM RIDLEY PARKWAY
SHEET 17
I-24
SHEET 18
ROCKY FORK ROAD
SHEET 19
ALMAVILLE ROAD
SHEET 20
SHEET 21
SHEET 22
EAST TO CHATTANOOGA
I-24
PROJECT # R3BVAR-S0-051 | PIN 134727.01
RECOMMENDED PERFERRED ALTERNATIVE
~ SUBJECT TO CHANGE – FEB. 2026 ~
0
100
200
300
SHEET 22 OF 22
LEGEND
GENERAL PURPOSE - OUTER EDGE OF TRAVELED WAY
GENERAL PURPOSE - LANE LINES
GENERAL PURPOSE - INNER EDGE OF TRAVELED WAY
GENERAL PURPOSE - TAPER/MERGE LINES
CHOICE LANES - EDGE OF TRAVELED WAY
CHOICE LANES - LANE LINES
CHOICE LANES - EDGE OF SHOULDER
CHOICE LANES - TAPER/MERGE LINES
PROPOSED CONCRETE BARRIER
PROPOSED RETAINING WALLS
PROPERTY LINE
PRESENT ROW
PROPOSED ROW
PROPOSED ROW CONTROLLED ACCESS
PROPOSED CONSTRUCTION EASEMENT
ROADWAYS TO BE REMOVED
PROPOSED NEW GENERAL PURPOSE ROADWAY PAVEMENT
PROPOSED NEW CHOICE LANE ROADWAY PAVEMENT
PROPOSED NEW OR WIDENED GENERAL PURPOSE BRIDGE
PROPOSED NEW CHOICE LANE BRIDGE
PRELIMINARY NOISE BARRIER GENERALIZED AREAS
FOOTNOTES:
●NOISE BARRIER LOCATIONS SUBJECT TO FINAL DESIGN
MATCH LINE - SEE SHEET NO. 21
24
24
SANDWASH CT
BLACKMAN DR

APPENDIX D. PUBLIC COMMENTS & COURT REPORTER TRANSCRIPTS

DRAFT - DELIBERATIVE

PUBLIC COMMENT FORM
I-24 Southeast Choice Lanes Project
Davidson & Rutherford Counties
PIN #: 134727.01

The Tennessee Department of Transportation (TDOT) welcomes your comments. The proposed I-24 Southeast Choice Lanes project would be the first Choice Lanes in Tennessee and aims to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery.

TDOT would like your input to help move the project forward. You may return this comment card by mail to the address on the back of the comment form. Comments may also be submitted electronically via email to TDOT.24ChoiceLanes@tn.gov.

Please provide your comments or questions in the space below:

- WILL THE PROPOSER/P3 ENTITY BE ABLE TO OPEN VARIOUS SECTIONS OF LANES AS THEY BECOME OPERATIONAL IN ORDER TO BEGIN TO GENERATE REVENUE FOR THE P3 ENTITY?

- CAN YOU PROVIDE ESTIMATES OR POSSIBLE FEES FOR USING CHOICE LANES AND IS IT A PER MILE COST OR WHERE/WHAT LANE YOU ARE USING ALONG THE CORRIDOR?

-

Your Name: Kyle Peters Date: 03/03/2026

Mailing Address: [redacted]

County of Residence: Rutherford

Phone Number (optional): [redacted]

Email Address (optional): _____ (Check here if you would like to receive e-mail notices ___)

Would you like to participate in a Visual Impact Workshop this fall? YES X NO___

Would you like to receive future mailings about the project? YES X NO___

*For your comment to be included in the official record, please include your name and address in the spaces provided.

Fold Here First

I-24 Southeast Choice Lanes Project
Tennessee Department of Transportation
William R. Snodgrass Tennessee Tower
312 Rosa L Parks Ave. 24th Floor
Nashville, TN 37243-0332

PLACE STAMP HERE

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Tennessee Department of Transportation
William R. Snodgrass Tennessee Tower
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You may submit additional pages if the space provided is not adequate for your comments.

For additional project information, contact TDOT:

Email: TDOT.24ChoiceLanes@tn.gov
Project Website: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html

TN TDOT Department of Transportation

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Davidson & Rutherford Counties
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Please provide your comments or questions in the space below:

1) After completion, what entity is responsible for maintenance/upkeep of the road? Will those funds come from tax dollars?

2) What are the people who will lose their homes due to this project supposed to do? Many have been in these homes (especially Woodbine residents) for most of their lives. The funds from immident domain foreclosure cannot/will not purchase the same level of housing they currently have, in Nashville. A high percentage are likely seniors, on fixed incomes, and it will be especially difficult for them to relocate.

3) No matter what you call it, a road that you have to pay to use IS a Toll Road.

Your Name: Lisa Logan Date: 3/3/26

Mailing Address: [redacted]

County of Residence: Davidson

Phone Number (optional): _____

Email Address (optiona[redacted]here if you would like to receive e-mail notices ___)

Would you like to participate in a Visual Impact Workshop this fall? YES____ NO____

Would you like to receive future mailings about the project? YES____ NO____

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Please provide your comments or questions in the space below:

It is absurd to invest this much, and displace this many people, for a "solution" that is so minimally effective in the long term. You have an opportunity to do something truly innovative for Nashville, like a train or subway, and instead are investing in more highway lanes?? This is NOT what citizens of Nashville have been asking for and this will not help us become a more modern large city. I would be so much less furious over the impact to my home if I were being displaced for a more worthwhile project. I want to make sure it's on the record that citizens DO NOT want this and think this project is stupid, wasteful, & dangerous.

- During the many years of construction this will require, how will traffic be impacted? How will we traverse the corridor while it's under construction?
- How will law enforcement access the Choice Lanes quickly if drivers are driving unsafely?
- How will you compensate home owner's whose properties will lose value by becoming closer to the highway?

Your Name: Rachel Rios Date: 3/4/26

Mailing Address: [redacted]

County of Residence: Davidson

Phone Number (option[redacted]

Email Address (optional[redacted] if you would like to receive e-mail notices ✓)

Would you like to participate in a Visual Impact Workshop this fall? YES ✓ NO____

Would you like to receive future mailings about the project? YES ✓ NO____

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Please provide your comments or questions in the space below:

I have significant concerns about the long term impact that these lanes will have / are expected to improve. There have been countless cities who have done similar things and again all this does is place a band-aid until individuals start increasing their use on roads. This "solution" is not a solution for the future. Why was there not a larger discussion about high speed public transportation? $4.5 billion seems to me like an adequate amount of money to fund a public transportation sector or re-vamp what we already have.

Your Name: Kamal Phelps Date: _____

Mailing Address: [redacted]

County of Residence: Davidson

Phone Number (optional): [redacted]

Email Address (optional): _____ (Check here if you would like to receive e-mail notices ___)

Would you like to participate in a Visual Impact Workshop this fall? YES____ NO X

Would you like to receive future mailings about the project? YES X NO____

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Please provide your comments or questions in the space below:

I am a proud member of Antioch. Please consider moving the proposed part of the Choice Lane away from Bell Road. Already Bell Road is heavy daily and there are better options. Just further away on the interstate there is vacant land that could be used. If Bell Road is used the Businesses such as China Town, TNT and the community will be disturbed when there are better options. Please reconsider the placement from a cost savings, time, and the message that will show the city that TDOT cares.

Thank you,
Mark S. Hayes

Your Name: Mark Hayes Date: 3.4.2026

Mailing Address: [redacted]

County of Residence: Davidson

Phone Number (optiona[redacted]

Email Address (op[redacted]heck here if you would like to receive e-mail notices ___)

Would you like to participate in a Visual Impact Workshop this fall? YES_✓_ NO____

Would you like to receive future mailings about the project? YES_✓_ NO____

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Please provide your comments or questions in the space below:

As an Antioch resident, I am speaking on behalf of so many of us when I say please find another alternative for the Bell Rd/Hickory Hollow on + offramps, as they cut right through the new and highly desired Chinatown project. Pan-Asia just opened last month and is doing very well, with additional buildings coming later this year and next year. There is absolutely a better way to connect to the transit center that does not require displacing/destroying an economic boon still being built. I know the designs are not final and can be changed. Please look at this too. We are working so very hard to revitalize Antioch/Southeast Nashville and this would be a major setback for us. Thank you!

-Anthony Coon

Your Name: Anthony Coon Date: 3/4/26

Mailing Addres [redacted]

County of Residence: [redacted]

Phone Number (optional): [redacted]

Email Address (option [redacted] eck here if you would like to receive e-mail notices X)

Would you like to participate in a Visual Impact Workshop this fall? YES X NO____

Would you like to receive future mailings about the project? YES X NO____

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TN TDOT Department of Transportation

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PUBLIC COMMENT FORM
I-24 Southeast Choice Lanes Project
Davidson & Rutherford Counties
PIN #: 134727.01

The Tennessee Department of Transportation (TDOT) welcomes your comments. The proposed I-24 Southeast Choice Lanes project would be the first Choice Lanes in Tennessee and aims to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery.

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Please provide your comments or questions in the space below:

After listening to your presntation I'm left with more questions than answers. This really doesn't seem to solve any traffic issues - public transportation (train, etc.) could do this. Lanes to bypass downtown or diverting traffic around Nashville faster would be a solution. This is quite simply moving an interstate next to people who don't live downtown or in rich areas of town and taking away green space, clean air, and quiet. All the greenspace that buffers the interstate will be lost. I also question safety. Using a Choice lane in most areas would mean a bus would have to cross over 5 or 6 lanes of traffic to reach an exit. This is why we have so many accidents and congestion on the interstates as well.

Over all, a Very underwhelming solution that gives advantage to the wealthy and once again reduces quality of life for those who aren't wealthy and call this area home.

Your Name: _____ Date: _____

Mailing Address: _____

County of Residence: _____

Phone Number (optional): _____

Email Address (optional): _____ (Check here if you would like to receive e-mail notices ___)

Would you like to participate in a Visual Impact Workshop this fall? YES____ NO____

Would you like to receive future mailings about the project? YES____ NO____

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My home would be taken down as part of this project. I am retired and not in a position to relocate so I'd like more detailed information of how this affects me financially and what the timeline is. This will uproot me in the home I have lived in for 20 years so I appreciate the chance to have conversations.

Kimberly Nelson
202 DeSoto Drive
615-598-0423

Your Name: Kimberly Nelson Date: 3/4/24

Mailing Address [redacted]

County of Residence: Davidson

Phone Number (optiona [redacted]

Email Address (optional): _____ (Check here if you would like to receive e-mail notices ___)

Would you like to participate in a Visual Impact Workshop this fall? YES____ NO____

Would you like to receive future mailings about the project? YES✓ NO____

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Our primary concern is noise abatement. The screen shows that 3 houses next to use will be remove and other areas adjusted. There is no green on the screen for a wall. The noise level now is almost unbearable at times. The condition has grown more since I-24 was widened about 20 years ago. Our council person in the past tried to get action, but was told we didn't have enough people. My Question? Are there going to be any tests of current noise levels at areas where we currently have no walls like ours. Will any action be taken? Will there be funding for this problem w/ choice lanes or does it fall back to the State for I-24.

Your Name: D. Eric Weiser Date: 4 March 26

Mailing Address: [redacted]

County of Residence: Davidson

Phone Number (optional): [redacted]

Email Address (optional): [redacted] (Check here if you would like to receive e-mail notices ___)

Would you like to participate in a Visual Impact Workshop this fall? YES X NO____

Would you like to receive future mailings about the project? YES X NO____

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Please provide your comments or questions in the space below:

① SLIDE 13: Request the previously discussed pedestrian bridge from Mill Ridge Park to W side of I-24.

② Request no 37013 businesses be relocated without full total compensation for next 100 yrs. Folks lost land for Percy Priest, I-24, etc and did not get appropriately compensated.

③ Request Sound studies further away. I am 1 mile from I-24 and hear every truck.

④ Request the old Hickory Hollow mall site not be bothered. We are just getting it rebuilt.

Your Name: Twila Dick Date: _____

Mailing Address: [redacted]

County of Residence: Davidson

Phone Number (optional): [redacted]

Email Address (optional): [redacted] (Check here if you would like to receive e-mail notices No

Would you like to participate in a Visual Impact Workshop this fall? YES____ NO____

Would you like to receive future mailings about the project? YES NO____

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While traffic congestion certainly needs to be addressed, the impact to the recent economic development project in Antioch (China town) is devastating and a blow to the MINORITY community and their efforts to revitalize this blighted area. The livelihood of the small business owners, investors, job creators for this area will once again be pillaged by government in the name of "the greater good." It smacks of the same process/policy that split East Nashville, North Nashville and South Nashville back in the '60s.

The traffic will always increase to meet the increase in lanes & we will have the same issue almost immediately upon completion. I'm very disappointed that mass transportation wasn't made a priority.

Your Name: Melissa Hanson Date: 3.5.2026

Mailing Address: [redacted]

County of Residence: Davidson

Phone Number (optiona[redacted]

Email Address (optiona[redacted]k here if you would like to receive e-mail notices ✓

Would you like to participate in a Visual Impact Workshop this fall? YES ✓ NO____

Would you like to receive future mailings about the project? YES ✓ NO____

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Please provide your comments or questions in the space below:

During the 3/4 meeting at Coleman community center, it was mentioned that other plans had been looked at as well, particularly regarding future developments w/ the I-40 corridor. What are those potential plans and impacts?

Your Name: Nathan Badley Date: 3/4/26

Mailing Address: [redacted]

County of Residence: Davidson

Phone Number (optional): _____

Email Address (optional): _____ (Check here if you would like to receive e-mail notices ___)

Would you like to participate in a Visual Impact Workshop this fall? YES____ NO____

Would you like to receive future mailings about the project? YES____ NO____

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Please provide your comments or questions in the space below:

How are we finding people to fund these lanes but not fund public transit, which the people of Tennessee clearly want and need? Take the short list of private companies and fund rail, subways, transit stations, etc instead! This would save TDOT money on road maintenance not to mention make roads safer. The people of Nashville clearly want expanded public transit and Nashville needs a rail. Focus on this rather than spending the money on something so unpopular. Surely some private company can find a way to make money off us that we can actually use and enjoy and benefit from too.

Your Name: Elisa Mask Date: 3/5/24

Mailing Address: [redacted]

County of Residence: Davidson

Phone Number (optional): _____

Email Address (optional): _____ (Check here if you would like to receive e-mail notices ___)

Would you like to participate in a Visual Impact Workshop this fall? YES____ NO✓

Would you like to receive future mailings about the project? YES✓ NO____

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Please provide your comments or questions in the space below:

I do not think this is a good idea! Complex, expensive, and NO significant Reduction in travel time.

INVEST IN PUBLIC TRANSIT!!

NO CHOICE LANES!!

Your Name: Camerun Washington Date: 03/05/25

Mailing Address: [redacted]

County of Residence: Davidson

Phone Number (optional): 0

Email Address (optional): 0 (Check here if you would like to receive e-mail notices ___)

Would you like to participate in a Visual Impact Workshop this fall? YES___ NO✓

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THE TENNESSEE DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING NOTICE

DAVIDSON AND RUTHERFORD COUNTIES

I-24 SOUTHEAST CHOICE LANES PROJECT

Tuesday, March 3, 2026

5:00 p.m.

Reported by: Michal Tolon

Job No.: 1053095

LEXITAS

ATTENDANCE

REBEKAH HAMMONDS, TDOT, P3 COMMUNICATIONS OFFICER AND SPOKESPERSON FOR THE CHOICE LANES PROGRAM FOR TDOT

PAIGE HEINTZMAN TDOT, P3 DIRECTOR

ERIN MCGEHEE, HNTB, CONSULTANT ENVIRONMENTAL LEAD

JOY RILEY, DESIGN LEAD, HNTB

AMANDA TIDWELL, ATTORNEY, TENNESSEE DEPARTMENT OF TRANSPORTATION

ROBERT, ATTENDANT

NEIL BERGMAN, PUBLIC SPEAKER

ROBERT HILL JR., PUBLIC SPEAKER

JEREMY GROVER, PUBLIC SPEAKER

RICKY MCILLWAIN, PUBLIC SPEAKER

ISABELLA OLIVER, PUBLIC SPEAKER

JIM LAKE, PUBLIC SPEAKER

MARTIN WEBB, PUBLIC SPEAKER

CONNIE KASHA, PUBLIC SPEAKER

JOHN COUNSEL, PUBLIC SPEAKER

DAVID CHAMBERS, PUBLIC SPEAKER

BRANDY FOWLER, PUBLIC SPEAKER

BRIAN KRAUS, PUBLIC SPEAKER

TRAVIS SMITH, PUBLIC SPEAKER

JOEL COUNTS, PUBLIC SPEAKER

DEREK, PUBLIC SPEAKER

DEAN, PUBLIC SPEAKER

LARRY VINCE, PUBLIC SPEAKER

ATTENDANCE (CONT'D)

JESSICA MCILLWAIN, PUBLIC SPEAKER

P R O C E E D I N G S

(5:00 p.m.)

MS. HAMMONDS: Today is March 3rd. We're going to get started here in just a minute. But if possible, I want to encourage those sitting, if you have a seat in the middle, that you could scoot in towards so that some seats on the outside would be available, that would be highly encouraged. We're going to try to get some additional seating in here if possible, but thank you so much. We'll get started just a minute.

A minute past, and we want to be respectful of everyone's time this evening. First of all, let me just say welcome. Thank you so much for being here. Thank you for having interest in the project. Thank you for taking the time out of, what I'm sure, everyone's busy schedule, is to come and learn more. We are excited to be here tonight and we hope that we can give you some really valuable information.

My name is Rebekah Hammonds. I am the TDOT (indiscernible) P3 Communications Officer, meaning I am the Communications Officer and spokesperson for the Choice Lanes program for TDOT.

Hopefully, you were able to review some of the materials of what we've been provided tonight and the

open house portion before we're getting started. But I do want to take a second to lay out the format of the evening, just so you know what we can expect.

So we're going to be heading into the formal presentation and Q&A portion of the evening, and then after that, roughly around 7:00, we want to make sure that we transition back into open house. We want to do that for a few reasons, but we want to make sure that those of you who do not have -- not signed up to speak or do not want to speak in front of the group, that you have the opportunity to respond to the information we have presented, and then leave a formal comment, and have time to do that, or even ask more questions.

We understand that we will be presenting a lot of information, so we want to have time after our session to do that. So before we formally kick off everything, I want to introduce our team that you're going to hear from tonight. We have Ms. Paige Heintzman. She is the TDOT P3 Director. We have Ms. Erin McGehee, she is our HNTB, who is our consultant environmental lead. And then we have Joy Riley, who is the design lead, also from HNTB, on our team.

And then lastly, we want to make sure that you have the opportunity to speak and be heard, as we've

been saying. So if you didn't sign up before you came into the room, we want to make sure that you have the opportunity to do so. So we will have attendants with sign up sheets close to the presentation area. So yeah, there's Robert there with the clipboard and we've got a couple other people who will be roaming around. So if at any point you feel like, "Oh, that prompted a question; I want to make sure to speak up," please sign up so that we just have record of that, and then we will make sure to hear from you.

Okay. So as we move through our presentation, let's just set the stage of a reminder of why we are here tonight. We are here because we are involved in what is the NEPA Environmental Process, that is the National Environmental Policy Act. We are here to present what is called a recommended preferred alternative or a conceptual design, which is what you guys have been viewing the maps in the back. We are here to share the environmental assessments and gather, obviously, public input and then collect that feedback and answer your questions.

So a few things to mention as we will be having an open Q&A portion of the night. Just a couple of reminders. We want to make sure that we are respectful of everyone who chooses to speak tonight

and listen to their comments and questions. We want to make sure that we keep our comments and questions to two minutes. And after that two minutes, we will ask you to then sit down so that the next person can come up in line and give their question or comments. And, again, if you did not sign up to speak, we ask that you do so.

So the purpose of why we're here tonight is to discuss the environmental assessment. But the big why are we here tonight? Well, I think we all know why we're here tonight. For some of us, it took more than an hour to get here tonight, and it's a direct reflection of the problem we're trying to solve. We don't have to ask, right, "Well, how's the traffic? Well, pretty much always, "It's not great." We understand that the congestion on I-24 is untenable. And if we don't have a solution soon, it will only get worse. And, likely, what we will present to you in our environmental assessment is that Choice Lanes Program is the solution we want to move forward with.

Now, the larger why of, why Choice Lanes, or why a public-private partnership really comes down to a funding solution. You can see there on the screen that the TDOT Annual Work Program is roughly $1.2 billion. That is everything that TDOT does across the

state. If we were to address the entire corridor's needs, specifically with this project, we're looking at roughly $4.5 billion in need in one project. That would take literally everything from the state's funds. That would be pothole patching, that would be bridge repairs, that would be maintenance of all kinds. We understand that that is not realistic.

By leveraging the private sector in a public-private partnership, we know that we can use our state dollars in other ways. It allows us to, if you will, spread the peanut butter a little thinner everywhere else so that it is not consumed by one urban area. We understand that Nashville is not the priority that the entire State of Tennessee has to burden that load or carry that load. At this point, I'm going to turn it over to our P3 Director, Ms. Paige Heintzman.

MS. HEINTZMAN: Thank you, Rebekah.

Yes. As a reminder, the project spans 26 miles of Interstate 24 from downtown Nashville going out of town near Murfreesboro, in particular, near the I-24/I-40 interchange. This is one of the busiest and most traveled interstate segments in the State of Tennessee. And this project is intended to add Choice Lanes in each direction along with targeted interchange improvements.

It's important to note that no General Purpose Lanes or no high occupancy vehicle lanes will be removed. What's currently out there will stay out there. It's also important to note that Choice Lanes are optional price-managed lanes. They are not toll roads. And the department does intend to deliver this project through a public-private partnership.

MS. HAMMONDS: Thank you.

MS. HEINTZMAN: So the Department has looked at the I-24 corridor for over a decade. Starting in 2015, in particular, we put together a multimodal corridor study, which looked at current and future conditions of the I-24 corridor. It also looked at long-term solutions for I-24, spanning all the way from Kentucky to Georgia. In 2022, the department put together what we call a congestion action plan. It did specifically lay out improvements along the I-24 southeast corridor.

Improvements that were laid out in that congestion action plan for I-24 included managed lanes. It included ramp metering, and it also included interchange upgrades. And in 2023, Governor Bill Lee signed into law the Transportation Modernization Act. The Transportation Modernization Act did many things for the Department of

Transportation, one of which is it allowed us to enter into public-private partnerships. Secondly, it allowed us to facilitate and operate user-fee facilities. And then, lastly, third, it also provided new statewide funding.

With the enactment of the Transportation Modernization Act in 2023, we then moved on to identify Tennessee -- excuse me -- Tennessee's first Choice Lanes project, that being the I-24 Southeast corridor. Our project team got busy, and very quickly after the enactment of the TMA, we went before the public in late summer of 2024 -- early fall of 2024, with public information meetings.

At those meetings, we presented the work we had done to date, and that included various alternatives and various analysis up to that point. We took back the feedback from those public information meetings that we facilitated in 2024, and we made refinements. And then we went back to the public in 2025 through a series of additional public information meetings, again, to continue to solicit feedback from citizens and those that are directly impacted by the project. The feedback that we received at that most recent round of public information meetings did directly inform the recommended preferred alternative that

we're here to talk about today.

So that brings us to where we are today. Over the last few years, in particular, the Tennessee Department of Transportation has worked really closely with our federal partners, in particular, the Federal Highway Administration, to develop the environmental assessment. The environmental assessment evaluates the social, cultural, physical, and natural environments and the associated impacts of the recommended preferred alternative.

The environmental assessment was approved on January 30th of this year, which did mark a pivotal milestone for this project in the sense that it established what we consider the base concept for the project, and it allows us to progress into the next step, which will eventually be the commercial procurement process. With the approval of the environmental assessment behind us, the next critical milestone is where we are today, and that is the public hearings. We'll have a public hearing tonight, tomorrow, and Thursday. And with that, we're going to spend the majority of the rest of our formal presentation focusing on what's in the environmental assessment. And to lead that, I'm going to turn it over to Erin McGehee.

MS. MCGEHEE: Thank you, Paige.

So as Paige mentioned, we're here tonight to really dive into the details of the environmental assessment. And after the conclusion of the presentation, definitely encourage the room here to go over to the environmental station that's right here. We've got some folks here representing that process. So if there's detailed questions, feel free to ask those there. So just a little background about the National Environmental Policy Act and why we're here tonight.

So the environmental assessment is a federal requirement under NEPA to really determine if the project is going to have significant impacts or not. So it explains why the project is needed and -- including the purpose and need, the recommended preferred alternative, which we'll also go through tonight as well, project limits. It also looks at the reasonable alternatives that were carried forward, and evaluates those based on the social, physical, natural, and cultural environments.

Outside of the environmental resources, it also documents our process with our federal partners, so FHWA, the Federal Highway Administration, some of our state and local partners, as well as our stakeholders.

And then alongside of that, as Paige mentioned earlier, going through the process of public involvement, which is part of what we're here tonight as well. So getting the public's feedback on the proposed project, taking that feedback to the environmental process, as well as working with our design folks as well.

It also -- after we evaluate impacts, we look at commitments that we can carry forward to look at -- sorry -- mitigating those impacts where we cannot avoid or minimize. Ultimately, it informs this federal process that really sets that base project for the P3. So one of the main components I mentioned just a second ago is the purpose and need, and that really just sets the stage for why the project is needed and what -- it really serves as that foundation by answering the what, why, and how.

So just a little bit about the purpose and need here on the screen. So the purpose of the project is to provide a cost-feasible transportation option along I-24 that offers travel time advantages for passenger and commercial vehicles and is needed to address the increasing urban congestion that is being experienced along the corridor. This could be due to slow travel speeds accompanied by that high travel demand,

geometric constraints along the corridor, and the rapid population growth that Nashville is experiencing right now.

But also, it's used to address the limited funding option, again, as we mentioned earlier, using that public-private partnership model. So looking into more of how we survey those resources. So we first come up with what's called an ETSA, so it's the environmental technical study area. It's a broad tool that's used to identify resources along the corridor. Again, we'll outline some of these here, and those are all disclosed in the environmental assessment to see how the proposed project could affect those resources. Why we use it, it really just establishes that footprint to start our surveys. Some of you may have received notification or saw us out in the field. That's what we were doing, collecting all that data so that we could report back on it.

This is a standard process that TDOT uses for every project. And just some specifics around what the ETSA was used -- or sorry, what the ETSA defined -- was defined for this project is we went about 50 feet beyond the proposed right-of-way lines. We went 300 feet beyond the project begin and end points, and about 150 feet past the project tie-in points along

major interchanges on the field. We did include a 500-foot buffer as well, just to make sure we're capturing on a broader scale any direct or indirect impacts that may be caused by the proposed project.

As we move through the environmental process, we set that ETSA study area. We also look at the various alternatives. And I'll mention that these first few slides are Chapters 1 and 2 of the EA, so if you like some light reading, it's over there. But, really, this process outlines -- it goes from a broad idea of a design and narrows it down through the screening process. So I'm going to dive into the details of the Level 1, 2, and 3 here. There are more details and fun reading in, in one of the appendices over there.

But over the last several years, we took a hard look at what these alternatives could be along the corridor. Again, starting back in 2024 through the public outreach, that's really where it kicked off. So that Level 1 is what we call the "Preliminary Alternatives," again, a broad range of those alternatives, full of options from doing nothing, which we also call the "no-build." You'll see that several times throughout the presentation. Adding more free lanes, so that could also be considered your General Purpose Lanes, and then several versions of

Choice Lanes. So we wanted to make sure that we weren't leaving any options off the table there. Well, moving forward, we always carry the No-Build forward, that's important.

We always want to have a comparison to that baseline. But what moved forward in the Level 1 screening were two Choice Lanes in each direction. It's important that we looked at that to meet the overall purpose and need of the project that I just went through by looking at improving that capacity and travel time advantages along the corridor.

After we completed the Level 1 screening, we went to the Level 2, so also called the "Refined Alternatives". So then we took that broader, set of design, narrowed it down, and then we tested it against many different variables. It could look at right-of-way, environmental resources; it could look at construction, utilities. All of those played a part into narrowing these alternatives down a little further. So what moved forward in the Level 2 screening is we had a hybrid design. So really this would be some inside widening, outside widening, elevated structures, various access points along the corridor.

So with Level 2, we had 17 access points that

moved forward through that process. What we couldn't carry forward was just a one-size-fits-all, so outside all the way or inside all the way. Everyone is probably familiar with this corridor. It just wouldn't work with the constraints we were working at. So that's why we call it a hybrid approach. So then that brought us to Level 3, and this is the "Reasonable Alternatives" that were carried forward. Again, these were presented back in August of 2024. We had an Alternative 1 and an Alternative 2, and then of course, the No-Build. What moved forward was we had -- I'm sorry -- let me back up just a little bit.

So in that Alternative 1, we had 13 access points that we evaluated. In the Alternative 2, there were 11 access points. But what we carried forward was, again, what we call the Alternative 1A, which is the recommended preferred alternative that we're looking at here tonight. It had specific design elements from Alternative 1 and Alternative 2, but narrowed down the access points to about 14 locations, which you can see over here on these boards.

Level 3, it, it confirmed the right path looking at the environmental constraints, the right-of-way impacts, the cost that it would take to build the job. And so, again, that's partly why we're here tonight is

to look at the recommended preferred alternative and get that feedback.

We're going to pause just for a second and we're going to show you all what we call a visualization. So think of it as a fly-through of the corridor so you can see what it might look like.

(Video clip played.)

SPEAKER A: The proposed I-24 Southeast Choice Lanes project would bring Tennessee's first Choice Lanes along approximately 26 miles of I-24, literally I-40, south of downtown Nashville and I-840 near Murfreesboro, running through Davidson and Rutherford Counties.

Starting at the northern end of the corridor near downtown Nashville, the mainline bridge over Fairfield Avenue will be widened and accommodate the two Choice Lanes. The Choice Lanes are proposed to begin (indiscernible) just west of the I-24/I-40 split before Fesslers Lane. The I-24/I-40 interchange at the Fesslers Lane westbound general purpose (indiscernible) would be modified with two lanes. One lane would connect to the outside of I-40 westbound General Purpose Lane, and the second would connect to the inside left lane. The existing I-24 and I-40 bridges at Elm Hill Pike a fifth lane in Arlington

Avenue and the mainline bridges over Brown Street, Mill Creek, and Massman Drive would be replaced.

The Choice Lanes would then become elevated east of Elm Hill Pike. Then the Choice Lanes would continue over Sims Lane and split as they approach I-40. The elevated Choice Lanes would follow I-24 to the southeast. The bridging, again, at the I-24/I-440 split. The access point here would include two lane ramps on the inside of I-440, which would end just east of the interchange at Nolensville Pike. The overpass bridges at South Lyle Lane, Foster Avenue, and the pedestrian bridge on Dortch Avenue would be replaced along with the I-440 ramp at the I-24 interchange.

The segment of I-440 over the railroad at Glenworth Avenue mainline bridges would be widened. The I-440 eastbound general purpose ramp to I-24 westbound General Purpose Lanes would also be replaced. Continuing south, the elevated Choice Lane would continue to East Thompson Lane where a projectile interchange of Briley Parkway is proposed. A new directional general purpose flyover ramp with no user fee would also be constructed here to avoid impacts to nearby local historic and cultural sites. Elevated Choice Lanes would be built over the General

Purpose Lanes.

Improvements to this area include realignment of Joplin Drive, replacing the I-24 mainline bridge over New Melrose Avenue and the East Thompson Lane overpass bridge and removing the existing loop ramps.

Moving south, the elevated Choice Lane would transition to the outside of the General Purpose Lanes just before Seven Mile Creek and continue beyond Antioch Pike. Here, the Antioch Pike overpass bridge would be replaced. The Choice Lanes would transition to at grade in the existing median beyond Antioch Pike close to the SR-255 Harding Place passing beneath Harding Place to replace the existing Harding Place bridge over I-24 and minor ramp adjustments. No Choice Lanes access or changes to General Purpose Lane access is proposed at this location.

South of this point, the Choice Lanes would elevate again just east of Haywood Lane where a plaza-style interchange would be constructed to provide improved access to general purpose and Choice Lanes and replace the existing twin bridges over I-24. The Choice Lanes would then continue south to leave the C-median for approximately one mile before transitioning to the outside and passing through Blue Hole Road where the existing overpass bridge would be replaced

to accommodate the Choice Lanes. The I-24 mainline bridge over Mill Creek would also be replaced to address flooding issues. The elevated Choice Lanes would continue south at the I-24/SR-254 railroad interchange to provide direct access to Choice Lanes with new direct connection ramps, avoiding conflicts with nearby railroads and improving access to the future Antioch Transit Center.

No major modifications to the existing interchange are proposed except to replace the substandard I-24 bridge over Bell Road. The elevated Choice Lanes will continue south outside I-24 and transition to at grade in the median west of the Hickory Hollow Parkway bridge. The existing Hickory Hollow Parkway bridge would be replaced and the Choice Lanes would pass under the new bridge. The Choice Lanes would continue at grade in the existing median, moving south to pass under the bridge at Old Franklin Road, which would be replaced.

Continuing south, the Choice Lanes would remain at grade in the existing median and pass under SR-171 Old Hickory Boulevard, and this overpass would be replaced to accommodate the Choice Lanes. While there would be no Choice Lanes access at Old Hickory Boulevard, a direct merge would be available just

south of the Old Franklin Road overpass. The Choice Lanes would continue south at grade in the existing median towards Waldron Road, where Choice Lanes access would be provided through a redesign plaza-style interchange by removing the existing loop ramp, converting it into a general purpose diamond interchange and replacing the Waldron Road bridge over the I-24.

The Choice Lanes would continue south at grade in the existing median towards SR-266 Sam Ridley Parkway. The interchange would also be redesigned into a closet style by removing the existing loop ramp and converting it to a general purpose diamond interchange and replacing the twin bridges over I-24 to provide direct access to the Choice Lanes. Just south of the interchange, the existing I-24 mainline bridge over Rock Springs Road would also be replaced.

The Choice Lanes would continue south at grade in the existing median toward Enon Springs and Rocky Fork Roads, where the existing Rocky Fork Road bridge over I-24 would be replaced to accommodate the Choice Lanes. There would be no direct access to Choice Lanes at the interchange, but a direct bridge would be included in the median just southeast of Rocky Fork Road. The Choice Lane would continue south at grade

and the existing median towards Almaville Road.

While there is no direct Choice Lanes access at the interchange, there are direct merge lanes east and west of it. The Almaville Road interchange would also be upgraded to a diverging design, including the replacement of the existing I-24 mainline bridge over Almaville Road to accommodate the Choice Lanes. The Choice Lanes would continue south towards I-840 before terminating approximately 1 mile northwest of the I-840 interchange. While there are no improvements planned for the interchange, the existing twin I-24 mainline bridges over Stewart Creek and the Baker Road overpass bridges would be replaced to accommodate the Choice Lanes.

(Video clip concluded.)

MS. MCGEHEE: By now that we've had a chance to see what the corridor could potentially look like, I'd like to highlight some of the, the access points along the corridor. So as I mentioned earlier, there's about 14 of them. There's a couple of different types. So you've got system, system, interchange. So those are looking at your access to the Choice Lanes from the I-24, I-40, I-440 interchanges and I-40. There's lots of 4s in there. We also have the full and -- what we call a full and partial interchange.

So, essentially, areas that you can access from the GP and all travel directions either fully into Choice Lanes or just in one partial direction.

These are in areas where there are currently general purpose access to the GP -- I'm sorry, access from the interchanges to the GP lanes. Choice Lane access would be provided on I-24 at Briley Parkway, Haywood Lane, Bell Road, Waldron Road, and Sam Ridley Parkway. And again, we have some more detailed boards around the room with those access locations. And, finally, we have what's called a direct merge. And, essentially, that is, as you're traveling along the corridor, you can enter and exit out of those Choice Lanes.

Okay. Fun stuff for me. All right. Looking at what environmental resources did we evaluate. So as I mentioned earlier, the NEPA, the National Environmental Policy Act, requires us to look at all sorts of different resources. So as you can see here on the screen, these are all of the different types of things we looked at. And we looked at the proposed alternative, the recommended preferred alternative that we're looking at tonight compared to the No-Build condition for these resources. Each of the resources is fully detailed in the environmental assessment. If

you'd like more details on that, again, the station is right over there for those that have just joined us.

So the purpose of this is to identify these resources. It really allows the project team to fully evaluate what the proposed project may do to these sensitive areas. And in any areas that it can't be fully avoided, we look at ways to mitigate those impacts. But the goal of what we're trying to accomplish is to reduce and avoid impacts along the corridor to the greatest extent possible. I know this is a little tiny, but again, we have some boards around the room here. This one -- sorry, it's over there. So after we look at all of the resources along the corridor, then we look at what those direct impacts could be.

So as you can see here, we've got it broken down into the social, physical, natural and cultural environments. So starting with the "SOCIAL ENVIRONMENT," in the orange, we have "Land Use". So approximately 35 acres of land use will be converted to what we're calling "transportation use" as part of the proposed project. We're looking at economic benefits, so things like supported jobs, taking the user fee to generate more transportation related employment growth in the region.

As you can imagine with what you just saw with visualization, there may be some visual changes along the corridor as well. This could be from a noise barrier, it could be from a retaining wall, it could just be from the elevated structures that are proposed. And then we're looking at potential property impacts as well. So as of now, based on the conceptual design, we have 51 potential relocations. 18 of those are commercial and 33 are residential.

Moving into the "PHYSICAL ENVIRONMENT". So things such as air quality, noise-related impacts both from the traffic and the construction are taken into consideration, things like hazmat. So think of gas stations, laundromats, oil mechanic shops, those types of things. And then the construction/utility impacts that may be a result of the project. So noise barriers -- there's -- based on the concept design that we have tonight -- and, again, you can see these in some of the smart screens here. Those are not exact locations, just based on the level of design that we're currently at, so those will get refined as we move through the process.

But based on what we have today, there's 30 potential noise barriers proposed on the corridor. We do have a couple of what we call high-risk hazmat

sites as well as low-risk hazmat sites that will be mitigated depending on the property impacts that it may have. And then construction/utilities, that could be anything from temporary detours to utility relocations, things like that.

I think we've already highlighted this once, but just to drive home the overall cost of the proposed project -- and this is something that the environmental process also takes into consideration. So looking at this review, I mean approximately $4.5 billion in overall construction right-of-way and utility costs that are anticipated for the project. So once we have evaluated impacts on all those resources, we look at how we avoid minimizing and mitigate this impact. This could be anything from the aesthetic features, which I'll put a quick plug-in here, just a second, on the visualization workshop that we're planning to hold after the hearings conclude at a later date. So feel free to sign up there.

But looking at landscape and vegetative buffers, all these types of things that could make the project more appealing as you move to the corridor. We're also looking at ways to mitigate through community and state corridor engagement. This is part of the

process tonight. Please leave your feedback on ways to do that. Environmental compliance and permitting -- as a part of this job, you can imagine there's plenty of things that we have to look at, including erosion and sediment control, stormwater pollution plans, all the things that can affect our natural environment. We also have protected species along the corridor. So looking at the natural habitats as well as cultural environments, archaeological settings, cemeteries, there's a lot of them along I-24. And then finally looking at the construction safety and risk. So with a job like this, 26 miles, you can imagine there's going to be a lot of construction and we want to make sure that it's delivered safely. And so we look at implementing plans that really reduce that risk of safety.

Okay. And then we're looking at how we address property impacts. So, again, this all plays into the environmental process, so -- and our goal is to make sure that TDOT secures the right-of-way. It's needed to construct the job. But we want to do this in an amicable way. We have right-of-way folks that are here tonight if you have specific questions about your property. But the goal of process is to be completely transparent, respectful, and consistent with the

messaging that we're giving you all.

As a part of the environmental process, we have to get through these hearings tonight, tomorrow, and Thursday. We take all this feedback back to our environmental process and then we will conclude the comment period March 26th. And then once that concludes, we'll move into what we're calling the NEPA decision. So right now, we just have an environmental assessment which evaluates all the impacts. The next stage after the hearings or after the comment period closes is to look at that feedback and put all of that in what, we're hopeful, is a finding of no significant impact for the project. That will conclude the NEPA decision once it's approved by FHWA.

Once that happens, the formal right-of-way process can begin and in which -- that means that you'll be reached out to if you're an affected property owner. But, again, if you have specific questions about right-of-way, we have this link here tonight. And with that, I'm going to hand it back to Paige.

MS. HEINTZMAN: Thanks, Erin.

I'm going to spend a few minutes to wrap up our presentation, focusing on the traffic analysis piece, and then I'll turn it over to Rebekah to help us get

started with the Q&A. So a component of the environmental assessment is a detailed traffic analysis. There is a technical appendix that's a part of the improved environmental assessment where we essentially look at the traffic operations and the benefits associated with the Choice Lanes project. When we look at that, we look at the No-Build scenario. So that is the condition where I-24 stays as it currently is, with the only improvements that would be implemented along the corridor would be any projects that are already fiscally constrained as part of a regional transportation plan.

We then also look at the recommended preferred alternative, and from there, we look at the travel times for the Choice Lanes as well as the General Purpose Lane. So I'm going to spend a few minutes highlighting the information you see here, which is specific to I-24. And then the next slide is going to cover similar information, but with different data, as it reflects I-40. So what you're looking at here are average travel times for the I-24 corridor within the project limits. What you're seeing here is information related to what we call the "Opening Year". So for this project, that's 2032. That's when you could anticipate Choice Lanes being open to

traffic. From there, we also look at a "Design Year," which is essentially 20 years out from that opening year. So for our project, that's 2052. From there, we look at eastbound and westbound directions, and we also look at an AM peak period and a PM peak period. For the AM peak period, that's from the time of 6 a.m. to 9 a.m., and then for the PM peak period, that's from 3 p.m. to 6 p.m.

So just to orient yourself with the data that you're looking at, I want to highlight a few things and a few numbers that are highlighted on the screen. You've also got it in your handout. There's more than a detailed analysis as part of the environmental assessment, but I'm going to focus on the opening year information. That's the data that's shown on the left side of the screen in front of you. Again, that's the "Opening Year".

When we look at the recommended preferred alternative in both the eastbound direction and the westbound direction, we're seeing, for the most part, what we would consider free flow conditions for the recommended preferred alternative. That's for the Choice Lanes, but that's also for the General Purpose Lanes. That's the numbers that you're seeing on the screen for average travel times of 21 minutes, 22

minutes, 23 minutes.

I want to highlight a few other numbers that are shown there in the opening year. Specifically, in the I-24 eastbound direction, in that PM timeframe, you're seeing that average travel times are approximately 51 minutes. That's for the no-build scenario. When we look at that in comparison to the build scenario, we're seeing an improvement in both the General Purpose Lanes as well as the Choice Lanes by approximately 30 minutes. I also want to highlight in the I-24 westbound direction there in the opening year and that AM peak period, so anywhere from 6 to 9 a.m. for average travel times, we're seeing approximately 75 minutes, so over an hour. Whereas with the recommended preferred alternative, we're seeing free flow speeds for both the General Purpose Lanes and the Choice Lanes at anywhere from 21 to 22 minutes, which is saving over an hour in travel time savings.

I now want to transition to highlight some of the information that's shown more on the right side of the screen. That's average travel times as it relates to the design year, right? That's our 2052. Again, for the most part, for the recommended preferred alternative for both the General Purpose Lanes and the Choice Lanes, we're approximately at free flow speed.

So those are the numbers you're seeing there of 22 minutes, 24 minutes. I want to specifically highlight in the design year in that I-24 westbound direction, in the AM peak period, you'll see that we're showing a projected average time of 138 minutes, so pushing over two hours in that westbound direction in the AM peak period. This is due to capacity constraints due to future growth. And so when we compare that to the recommended preferred alternative, we're seeing for the General Purpose Lanes as well as the Choice Lanes at travel time savings of over two hours.

So we've changed this slide, so you should see changes in the numbers, changes in colors, because we're now showing similar information and data, but now that reflect the I-40 corridor. There is a segment of I-40 that does fall within the project limit. So, again, I want to highlight a few numbers that are worth mentioning. So when we look at the opening year, so that's the information that's shown there on the left side of the screen, for the recommended preferred alternative, you can see that for the Choice Lanes, they're flowing at what we consider free flow speed. So that's the average two minutes that you're seeing there in green. In particular, for the I-40 eastbound direction, I want

to make note that for the most part, we are seeing a slight improvement in the General Purpose Lane, specifically for that PM peak period, where we're seeing travel times decrease anywhere from 3 to 4 minutes.

Transitioning to the opening year and then the I-40 westbound direction. So information that's shown there on the slide bottom left, again, we're seeing in the AM peak period and the PM peak period average travel times of 17, 18 minutes. We're continuing to see free flow operations in the Choice Lanes. And we're also showing some slight improvements in the General Purpose Lane in that AM peak period anywhere from 10 minutes, and then in the PM peak period, roughly 3 to 4 minutes.

And then, lastly, I do want to spend just a few minutes focusing on the design year information. Again, that's that 2052 lookout, and the recommended preferred alternative, in the eastbound direction, we're seeing free flow conditions there in the Choice Lanes, a slight improvement in the General Purpose Lanes for the recommended preferred alternative when we compare it to the No-Build, specifically in that PM peak timeframe, seeing an improvement of roughly 4 to 5 minutes.

And then, lastly, in the I-40 westbound direction there in the design year, in the no-build condition, we're seeing anywhere from 21 to 22 minutes in the AM and PM. In the recommended preferred alternative, we are seeing improvements in the General Purpose Lanes and the Choice Lanes in the AM. In the PM, we're seeing almost free flow conditions in the Choice Lanes. I will note that we are seeing or projecting a slight decrease in -- or, excuse me -- increase in travel times there in the General Purpose Lanes for that PM peak direction.

I want to specifically note these are average travel times, and in particular, this is reflective of the location where the Choice Lanes are merging with the General Purpose Lanes in an area that's already congested and essentially a bottleneck as it is. This is only in the scenario where there are no other improvements at this location in the design year of 2052. I'll also note that as part of our detailed traffic analysis report, we did perform a very extensive look at what we call an extended build scenario, and we are seeing improvements in both the Choice Lanes and the General Purpose Lanes for the recommended preferred alternative with some type of improvement through that expanded build scenario in a

lookout of 2052.

And with that, I'm going to turn it over to Rebekah. She's going to round us out before we go into formal Q&A.

MS. HAMMONDS: Thank you, Paige. So as we had mentioned, this is all about our environmental assessment. And that environmental assessment was posted online, available to the public, February 13th. It is also in physical locations. You can see those locations on the screen. It will remain in the -- or online for a significant period of time, but, obviously, it will not be at the physical locations past March 26th, which is again that public comment period.

Well, so, you've been hearing primary reason we're here is to review the environmental assessment and recommend preferred alternative and to hear from you. So if you choose not to speak during tonight's formal Q&A session, there are plenty of other ways that we can hear from you and that you can submit your questions and comments. I just want to identify them on the screen. You can write out your comment here in the back. You can dictate your comment to the court reporter. You can visit our project website, all of the public hearing materials that you see here and

that have been presented to you, are on our project website and are the exact same. You can then submit your comment via that portal. You can send in your comments via the mail at that address. You can call our project hotline and leave a voicemail and then send an email to that email address there. Again, the deadline to receive formal comments is March 26th.

So we are now going to transition into the formal Q&A portion of the night. So as a reminder, please be respectful of everyone deciding to speak tonight. Please sign up to speak. I think we've had some additional sign-ups and I've got some here just as the night is gone. Robert is there if you would like to sign up if something sparks your interest. And then keep your comments and questions, please, pertinent to the project at hand. Again, as a reminder, we're going to limit comments and questions to two minutes, if you could. I'm going to list off a couple names here to get us started.

If you could just throw them there, Robert, thank you.

I will call people up. We will ask that you give your comment or question and then head back to your seats so that the person behind you can move forward. When you first come to the microphone, please state

your name and your address just for purposes of the court reporter to capture that comment or question on record.

Just checking my notes to see if there's anything else I need to add. I do want to note, we may not be able to answer every single comment or question tonight, but we want to reassure you that there is a formal process, as we've been talking about in this NEPA process, that your comments, no matter how you submit them, will be responded to. So if we don't have an exact answer tonight, you will receive a response through this process when we present the summary and final determination.

So will Calvin Glass Jr. (phonetic), Neil Bergman, and Herbert (sic) -- forgive me -- Hiller?

MR. HILL: Hill.

MS. HAMMONDS: Hill -- will come on up to the microphone. Thank you so much.

UNIDENTIFIED SPEAKER: There's no Calvin.

MS. HAMMONDS: There was no Calvin Glass Jr.? So let's go with Ricky Newblewan (phonetic).

Please go ahead and just state your name and address.

MR. BERGMAN: Neil Bergman. I live at 1051 Inez Drive, Smyrna. I have a lot of concerns, a lot more

than two minutes. But some of the ones that come right to mind have to do with some of the areas where the interchange is going to come together and split. We've got a history in this town, difficulties with people at -- anywhere where the highways split and merge. And right now you're talking about putting a merge at one of the worst of them on the northwest side and then forcing people on those lanes to have to cross over four or five lanes if they want to get to the opposite split.

In addition, I'm really not happy about the idea of making these -- you call them -- can't remember what kind of interchanges, but with three lights on existing roads that are already incredibly congested with two lights on them. I don't think that that's wise when you're spending $4.5 billion. I am encouraged that automobile is still getting its DDI which was already proved because that is absolutely necessary yesterday and we're not going to see it for three or four years at minimum. But at some of the other places at Bell Road and Harding Place, it just seems like it's a recipe for further disaster when you're spending so much money. Thank you.

MS. HAMMONDS: Thank you. Yeah. We will have just someone reminding of time. I don't have

anything.

MR. BERGMAN: No, no. That's --

MS. HAMMONDS: Thank you so much. Thank you.

MR. HILL: Robert Hill Jr., 371 Shoshone Place Murfreesboro. Where I've traveled last year in Texas, Illinois and Utah, veterans did not get charged being on toll roads. Would that also be applicable for people that were handicapped to get way or lower prices? And, two, would it be a lower price for motorcycle riders because it would be safer to be in those lanes?

MS. HAMMONDS: That's a great question.

MR. HILL: That's it.

MS. HAMMONDS: Thank you. Thank you for your comment.

MR. MCILLWAIN: Ricky McIllwain, 1061 McIllwain Place, Nashville, Tennessee. I would just like to ask or tell you -- inform you that there is a 1800s cemetery at the sound embankment wall at I-24 at Antioch Pike right along behind the railroad. And I don't think it's on any maps but I've been there to it myself as a kid, so I know it was there. Another thing is, at -- the flyover at Antioch Pike flies over the, the railroad track. You have a sound deadening wall -- deadening wall that ends with railroad track.

Well, my property is closer than any of those houses to that and I don't have the sound deadening wall in front of my property which is -- probably 70 feet from my front yard, there's going to be a flyover. So that's another thing I like to address. And how much does it cost to use the lanes?

MS. HAMMONDS: Let me think --

MR. MCILLWAIN: How much does it cost to use them, do you know?

MS. HEINTZMAN: Sure. I can answer that last question. So user fees will be what we call based on dynamic pricing. So as time of day changes and congestion on those Choice Lanes, that change, that the price will change, so --

MR. MCILLWAIN: So you can't tell me what it costs to use the lane?

UNIDENTIFIED SPEAKER: To policy -- not at this time. Not at this time.

MR. MCILLWAIN: Okay.

MS. HAMMONDS: Not at this time.

MR. MCILLWAIN: And one more thing. I just want to know by a show of hands how many people scored this project.

MS. HAMMONDS: I appreciate that. We need to move on to the next person.

Larry Vincent (sic) --

MR. VINCE: I'm going to hold off right now.

MS. HAMMONDS: I'm sorry?

MR. VINCE: I'm going to hold off right now.

MS. HAMMONDS: Got it. I'm going to put you elsewhere.

Jeremy Grover, Isabella Oliver, and Jim Lee (sic).

MS. OLIVER: Isabella Oliver, 421 Williamsport Drive, Smyrna, Tennessee. Can you provide a detailed breakdown of how the user fee revenue will be allocated?

MS. HAMMONDS: Thank you.

MS. HEINTZMAN: So the way this project will be delivered is through a public-private partnership. So a private entity will design, build, finance, operate and maintain the Choice Lanes in exchange for the user fees that are collected by the Choice Lane users. That is how it will be funded for the project based on that private sector Choice Lane operator.

UNIDENTIFIED SPEAKER: For how long? How long will it --

MS. HAMMONDS: I'm sorry. We just have to limit questions just to the person speaking. Just for the court reporter and record.

And come on.

MR. GROVER: Hello, I'm Jeremy Grover. I live at 3246 Amaranth Avenue in Murfreesboro, Tennessee. I just had a kind of potentially long-winded comment here because, honestly, the Choice Lanes project is a disappointing highway widening project that I cannot see doing anything to improve the traffic in the area, even in the short term. When I first heard about the project a few years ago, it instantly reminded me of Houston, Texas, Katy Tollway. Another managed lane concept that was completed in 2009, built and operated in a public-private partnership much like this one. That has also been a disappointment for the cost of construction.

It's a 19-mile tollway consisting of one to two lanes, depending on the area. In each direction, going along the I-10 corridor between Katy, Texas and Houston at the I-610 interchange. It cost $2.79 billion in 2009, which adjusted for inflation is about 4.3 billion today. When planning for the project began, the expected cost was about half as much, so I can expect something similar to happen here with Choice Lanes.

It is important to note the Katy Freeway project also included general road widening, making the amount

of travel time numbers about to spew out here difficult to compare to pre-numbers. But in 2013, about five years after project completion, Texas A&M Transportation Institute published a study on the effects of the managed lanes which saw only about a 5 to 15 minute reduction in journey time, which had already been about only 20 to 40 minutes in the first place. And the managed and HOV lanes, because it was a combined process there, only saw about 18,000 vehicles using it, accounting for only 8 percent of the average daily traffic on that route, which is about 225,000 vehicles. This is for a city with a population of 2.1 million, so three times as large as Nashville.

This means that they only collected about $22,400 at most per day in tolls, which is only a yearly revenue of 26.3 million, assuming every single one of those vehicles was tolled, which would take over 106 years to pay off.

MS. HAMMONDS: Thank you. Thank you for your comment.

MR. LAKE: Jim Lake, 906 Avery Valley Drive, Smyrna. I have a quick question to lead into -- will the answers to these questions be available anywhere? Some of the ones the guys ask or (indiscernible) I

have too. Will the bridges be built simultaneously all along the way, or will it be staged? And how I can see that electronic time for the other one. But the second thing is, is there a possibility that there'll be an underground component to it like The Boring Company is doing out to the airport now? Can I wonder if they would do that our way? And last on the cost. Once that cost is paid off, will the fees be eliminated or reduced or will they be in perpetuity?

MS. HAMMONDS: Thank you so much, sir. I can take that first part of the question. The answers to the question, yes, they will be made publicly available. I encourage everyone in the room to sign up for our project newsletter. Make sure you're familiar with our website. We will be posting the NEPA decision along with some of the comments and all -- well, let me clarify -- all of the comments and all of the answers on that document, which will then be shared. We will notify everyone via the project newsletter and then, of course, via other online platforms. So, yes, that will be publicly available. I'll toss it to my team.

MS. HEINTZMAN: Thank you, Rebekah. I can try to answer the question related to the bridges and how they'd be constructing and the timing of that

construction. Right now, we're at a conceptual stage, anywhere from 15 to 20 percent design. So at this point, we don't know what final design will look like and therefore we don't know exactly what construction, phasing or maintenance of traffic will look like for the project itself. But we are committed to work with our local entities to ensure -- to minimize impacts from the construction side and existing traffic for sure.

Specifically to the third question that was asked, what we presented today or tonight in front of you all is the approved environmental assessment and the recommended preferred alternative, along with that, the project's purpose and need, which explains the why, the how, and the what. And so with that in mind, we disclosed everything associated with those projects.

MS. HAMMONDS: So we need Connie Kasha. We need John Konsoline (phonetic) -- please forgive me on the pronunciation -- and Martin Webb.

Hi, good evening.

MS. KASHA: Good evening. My name is Connie Kasha. I live at 579 Mason Tucker Drive, here in Smyrna. I drove to downtown Nashville from 2001 to 2016. So I certainly know the issues and the reason

that I went back to work here in the County, because I couldn't do it anymore. So a couple of comments. So the housing costs, the low wages, and the taxes in Davidson County have moved people out of Davidson County. And what we're doing is adding to these folks an additional cost to use these lanes. And the reason they moved out of the County is because they couldn't afford to live there, to start with. And so I just feel like we're adding to people's costs.

Secondly, how many people -- somebody kind of alluded to this -- the number of people that would need to pay to use those lanes, that would then decrease the number of people using the HOV or the regular lanes. What is that going to look like?

Thirdly, why haven't we looked into railroad options? We've got those lines. We're just adding additional cars on the road. We're not doing anything to look at the real issue, which is the number of cars on the road. So what are we doing about that? And what's the impact eventually going to be on taxes for the people in Rutherford County as well as in Davidson County?

UNIDENTIFIED SPEAKER: 15 seconds.

MS. KASHA: That's it.

MS. HAMMONDS: Thank you. Thank you. I can

tackle a couple. So I just want to clarify -- thank you for your comment, first of all. Second, you know, while we understand that Choice Lanes may not be for everyone, that is exactly why this is a choice. That is exactly why we made sure that everyone understands that there will be improvements in the General Purpose Lanes when the additional vehicles move into those Choice Lanes. The General Purpose Lanes, there will still remain four lanes out there that will remain free, and they will stay that way. So anyone who chooses not to pay that user fee can access those lanes just as they do today and still see a benefit or a time reduction.

As far as the impact on taxes, I think what's important to note here is the overall why of a P3 or a public-private partnership. And it really was because the governor and our commissioner doesn't want to raise taxes. We don't have the amounts of funds statewide that we need to implement a true congestion relief solution. And so this will not raise taxes. It is leveraging the private sector in order to make sure that they finance the project. And it's not something that we are solely taking on as a state as a whole.

MS. HEINTZMAN: I did want to answer or try to

direct a little bit better on your second question related to the number of cars, I believe. I do invite you to visit some of our team members that are here on the traffic side, in particular. They'll be housed at part of the open house portion at the traffic boards that are to my right, so to your left. And they can likely answer any detailed questions you have in regards to time and things like that. There's also a detailed analysis as part of the environmental assessment.

I also wanted to note in regards to your question about rail. So the department works really closely with our local and regional transit providers, our local and regional planning organization, and overall all local municipalities. Prior to the beginning of this project, different transit options were evaluated, bus, rapid transit, light rail, heavy rail, subway, commuter rail. All of those items were looked at through a previous planning study put together by the Nashville Area Metropolitan Planning Organization that's housed under the Greater Nashville Regional Council. That study essentially landed on high infrastructure costs for that type of transit facility. And it was projected that ridership was not able to be high enough to support it. And so because

of that, we did not pull forward a transit option fully within the I-24 Southeast Choice Lanes project.

It is important to know that transit riders are a part of the I-24 Choice Lanes project in the sense that transit vehicles will use the Choice Lanes free of charge. So, likely, transit riders are expected to benefit from the inclusion of Choice Lanes through reliability and improved travel times.

MS. HAMMONDS: Yes, sir.

MR. WEBB: Martin Webb, 921 Promise Way, Murfreesboro. So you guys did a great job giving us a brief on the Choice Lanes. And, and, initially, someone said that there were going to be some improvements to the General Purpose Lanes, but there was no explanation on what those improvements are. So as we traverse Interstate 24 west in particular -- and coming back, it's the same thing -- but we run into bottlenecks along the way, right?

So at 255 at Briley Parkway, at 40, where 40 is trying to merge with 24, and we're trying to get on to 40, as well as you have to stay to the left, and then you have to shift to the right to get on Interstate 65, and then you have to shift to the left just to stay on 24. And so I'm interested in hearing and seeing some improvements on the General Purpose Lanes.

And I view the Choice Lanes as a Disney Lightning Pass. If you've ever been to Disney, you see people with a Lightning Pass; they get to jump in front of you. And so everybody still got to get on a ride. But those people got there a little bit faster because they had a little bit more money in their pocket, which I don't think helps the general public. I think if we were to focus on the General Purpose Lanes, that could help us a lot sooner and would help everybody at maybe a little bit less cost. Thank you.

MS. HAMMONDS: Thank you, sir.

Yes, sir.

Let me call David Chambers up after this gentleman. Go ahead.

MR. COUNSEL: John Counsel, 4625 Poplar Wood Road, Smyrna. Just standing on here, a question popped in my head. What is the possibility -- or what is the plan if the private sector goes bankrupt midway through this situation? Is there a contingency plan as to recover that? And then I just want to know if there's any plan of doing the interchange on Rocky Fork Road. They're planning on putting up 30,000 cars on the road -- on Lee Road. They've got to go somewhere going over to Almaville Road. It's going to run Seminary, Poplar Wood into a major highway. And

then just want to know where this is going to begin, which end it was going to begin on, and any timeframe, when that would be.

MS. HAMMONDS: Let me clarify what will begin, which plan --

MR. COUNSEL: Which end is the Choice Lanes and all that going to start, Murfreesboro, Nashville --

MS. HAMMONDS: Understood.

MR. COUNSEL: -- in about what timeframe?

MS. HAMMONDS: Thank you, sir. Thank you. To your first question, I do want to note we have some other experts in the room when it comes to the procurement process and that best value proposer that may wind up winning this project. And they would be able to tell you there are contingencies in place that we are in the process of working through all of those details. We're not going to, as a state, leave our facility in the hands of someone who may not be capable to care for it. We want to protect not just ourselves, but every Tennessean on the road. So, yes, there is a plan and we're happy to direct you to those experts during the open house portion.

MS. HEINTZMAN: I'll answer the question related to Rocky Fork. When we were in the early planning stages of the I-24 Southeast Choice Lanes project, our

project team did a very comprehensive review of all projects that are fiscally constrained as part of the regional transportation plan to ensure those are incorporated accordingly within the I-24 project. Currently, there is not a proposed interchange at Rocky Fork Road that's a part of that regional transportation plan. So that is the reason it is not in the I-24 Southeast Choice Lanes Corridor.

We work very closely with our local and regional planning organizations and lean on them to ensure comprehensive planning is in place to accommodate and align with the transportation needs and infrastructure of their local entities. And then I'll also answer the last question in regards to when will Choice Lanes open. I want to repeat, I think what Erin and, likely, myself mentioned as part of the presentation.

This is the formal NEPA process, and we're here to collect your feedback. We'll receive all comments through the open comment period. We'll summarize those and then we'll put those into what we would consider a final NEPA document. We will continue to progress forward, and we'll look to potentially start construction of the Choice Lanes project in 2027.

MS. HAMMONDS: Yes, sir.

MR. CHAMBERS: My name is David Chambers. I live

in 806 Sam Davis Road here in Smyrna. I just want to clarify something. Tonight here you all say that taxes will not go up due to this project. Okay. I just want to confirm that. My concern, well, one of them is the paving quality because we all had the 440 when it went to concrete and everybody went click, click, click down the road. It's been redone every time it freezes. We have 24 falls apart. Briley Parkway, it falls apart (indiscernible) turns into a gravel pit. Can we get some sort of confirmation? Are we going to pave this properly this time. Or are we going to waste our money again?

I pay extra for my tools for guarantees like that. Are we going to do this right? The shutdowns and extra congestion due to the construction -- you said this is going to start in 2027 next year, that's if nothing else gets in the way. So that puts us at five years of construction slowdowns. Are we going to regain this speed in 2032? Because we're also going to be increasing our volume over that -- you know, the next six years here. People are not slowing down coming into the area. We are going to increase volume. A couple extra lanes, what is that going to work for --

UNIDENTIFIED SPEAKER: (Indiscernible.)

MR. CHAMBERS: The flyover and Briley Parkway, great idea. Stick with that. And, again, I want to highlight what the first couple gentlemen said about the increase in complexity and the ending and beginning of these in some of the most heavily congested areas and with triple lights. Overpasses are horrible. So thank you.

MS. HAMMONDS: Thank you so much, sir.

Before we answer, if Jennifer McIllwain, I'm assuming, and Brandy Fowler, go ahead and come up to the mike.

MS. HEINTZMAN: I wanted to answer the question related to the paving quality. Although I'm not able to answer that for you, we do have staff here specifically from our Region 3. If you're able to stay afterwards as part of the open house, one of us here at the front is happy to direct you to someone within our region to talk through that because tonight we're focused more on the approved environmental assessment and the recommended preferred alternative. And then I wanted to touch on the increasing volume that you mentioned over the, I guess, the six-year period from when we start construction to when we'll see lanes open.

When we performed our detailed traffic analysis,

we do look at traffic forecasting that pulls in a growth within the area and around the area and takes account for that when we do that work as part of the operational analysis. I also want to add we've been saying from the beginning the Choice Lanes program, we anticipate and hope it to be just that, a program, and not one singular project. And so while I understand that it feels like we may just be moving one bottleneck down the road to another, or to create another bottleneck down the road, but we are anticipating an opening to create more of a program throughout our area so that it is a more comprehensive congestion relief solution.

MS. HAMMONDS: Yes, ma'am.

MS. MCILLWAIN: I am Jennifer McIllwain, 1061 McIllwain Place here in Nashville, and my questions -- I actually have a couple of them. The first one is, I really wanted to know about the impact on public safety from police, fire, EMS response times when bridges are being knocked down and replaced. Specifically along the Antioch Pike corridor where that bridge is, there are both commercial and residential properties. There are at least three residential properties that connect to the bridge that goes over Antioch Pike. One of those is my home.

So I want to know what assurances I have if there is an emergency that requires police, fire, or EMS that I can get assistance from our first responders. Also for my neighbors who also have connecting driveways. Then I would also like to ask about the Harding Place Bridge, when that is under construction. That is direct access to Southern Hills Hospital, so that would be included in that public safety impact. And then my final question would be regarding responsibility for repaving when that comes about. Is that TDOT or NDOT or a combination of both? Thank you.

MS. HAMMONDS: Thank you for your comment. While I don't know the specific, and we can't speak to the specifics on exact addresses or emergency response plan, what I can tell you is that in a lot of the stakeholder engagement conversations we've been having very early on about this project, we have been engaging with our first responders, our police, our fire, our EMS, local task force in the area. So what I can tell you is that we will continue to engage with them and make sure that we have plans in place so that things like that are addressed.

MS. HEINTZMAN: I can answer the question related to who is responsible for the paving portion. So as

part of this project, with it being a public-private partnership which we've mentioned, our private sector partner will design, build, finance, operate, and maintain the Choice Lane. So paving responsibilities would fall on that private entity for the Choice Lanes themselves. The General Purpose Lanes will continue to be maintained and operated by the state just like they currently are today.

MS. HAMMONDS: So I'm actually going to go ahead and make a last call for anyone who would like to sign up. We still have several people to get to, but if you would like to sign up, this will be a last call for them. And will Brian Kraus and Travis Smith come on up? Yes.

MR. FOWLER: Brandy Fowler, 433 Adeline Drive, Smyrna. I keep hearing a partnership; I keep hearing with Tennessee and whoever is going to be taking on the project. What I'm wondering are, you say that the current general use road will not be changed. That's today. What safety mechanisms do you have for scope creep so that when -- or if those lanes don't provide enough money, they don't creep into those lanes. You start charging for those other lanes, making them have to -- you know, future expansion of those lanes even though today they're not supposed to.

MS. HAMMONDS: Thank you. Thank you for your comment.

MR. KRAUS: Brian Kraus, I live in Smyrna. In the age of the Internet, I prefer not to give my address. So the problem is that traffic is too heavy on I-24. And your solution is to spend $8 billion tearing up I-24 for nine years to put in a toll road that no one can afford for the benefit of private entities that get to charge whatever they want. I don't see how this does anything but make things worse.

And, yet, judging from the fact that the alternatives you looked at didn't include anything practical like reversible General Purpose Lanes, I, I come away with the feeling that this whole process was not taken in good faith, and that the only reason you're soliciting our comments is because you're required to by federal law, not that you really want our input at all. Thank you.

MS. HAMMONDS: Thank you, sir.

MR. SMITH: Travis Smith, I live in Smyrna. Also won't give my address. I would really like to say that I'm from Kansas originally. When you get a toll road, you never seem to get rid of a toll road. It's always a toll road, and that is a concern. But my

question is, how hard did you guys look at, say, like, st. Louis? Well, they do have the reversible lanes for rush hour where it goes one way one time of the day and then it goes the other way the other time of day for saving cost cutting measures and just economy of space? So you're not taking up more time. It makes the project go quicker. And that's my question.

MS. HAMMONDS: Thank you so much. I will turn it over to my teammate. I do want to clarify and I know that the words can be interchangeable at times in conversation, but just to reiterate, it is not a toll road. We are not proposing a toll road. There will be eight lanes of traffic that will continue to remain free to anyone who chooses to use them.

Paige?

MS. HEINTZMAN: In regards to the question about the reversible lanes, as something that Erin detailed as part of the presentation, there was a three-level screening process. Level 1 did look at reversible lanes and also was an analysis of what we call fatal flaws. And that alternative -- that preliminary alternative, did not meet the purpose and need, and therefore it didn't progress further in the screening processes.

MS. HAMMONDS: So we have Brian Kraus, we have --

did we already -- Travis Smith, Derek (phonetic), we did those. We have Joel Counts and Leon Jo (phonetic); is that correct? And I just want to confirm Brian Kraus, Travis, and Derek have already spoken. Great. Thank you. Come on up (indiscernible).

MR. DEREK: Hello, I'm here. I'm live in Smyrna.

UNIDENTIFIED SPEAKER: Excuse me. Could you look towards the mic for the record.

MS. HAMMONDS: Yeah. We just need to capture for the court reporter.

MR. DEREK: Hi, I'm Derek. I live here in Smyrna. I own someone for this -- among some one of the younger people here, and this will be my home for the next 80 years. But with them doing the tunnel, they've all supposed to go to Murfreesboro into Lebanon. Has that been brought up to you guys? Have you guys thought about that? Should that get okayed? Because it will go under the ground and all that.

MS. HAMMONDS: Thank you, sir. Thank you.

MS. HEINTZMAN: So we're unable to answer that question. I mean really the purpose of tonight's meeting is to focus on the environmental assessment and the recommended preferred alternative at this point.

MS. HAMMONDS: Yes, sir.

MR. DEAN: Hi, I'm Dean -- or actually --

MS. HEINTZMAN: Sorry, forgive me.

MR. DEAN: I, I -- I'm from Brentwood. I have several questions. The first one is I, I know that budget is about $4.5 billion estimate budget for the impacted properties because those values could change better over time, right? So if the business goes very well, you need more. If the business goes down, you need less, right? So you counting this as a variable or when you do the estimates? And the second question is I saw a future Antioch Transit Center. So what's that -- what's that for? What's the future going to do for that transit center?

Third question -- last question is the Choice Lane price model. What the price model -- I heard, like, when the lane is pretty open, you can drop the price. Will drop to zero if the lane is empty, for example? But based from the simulation result and I saw the last one, even the General Purpose Lane is 15 minutes or 14 minutes. The Choice Lane is still 2 minutes -- 2 minutes. Feels like you would not lower the price so that more people go to Choice Lane; is that true? Because if you let more people go to the Choice Lane, if the general purpose that gives more

time. There's two travel times review --

UNIDENTIFIED SPEAKER: 30 seconds.

MR. DEAN: -- closer, right -- to be close now. It's not like 15 or 26 versus 3 minutes. That's my question.

MS. HAMMONDS: Thank you so much. I do want to (indiscernible) team by that maybe cost a couple of those (indiscernible).

MS. MCGEHEE: Yeah. I'll take the first question. So related to the right-of-way cost and that number that we had up on the screen earlier a few times, the approximately 4.5 billion, that does include right-of-way costs. So those were included in the overall analysis, right-of-way and construction, utilities, all of that was accounted for.

MS. HEINTZMAN: In regards to the Antioch Transit Center, the future transit center, it has been identified in an approved plan by Metro Nashville. So that is a planned Transit Center that is coming to the Antioch Global Mall. So that will have a direct connection to those WeGo buses coming to and from that center. And then in regards to the pricing model, we mentioned earlier that they'll establish what we call dynamic pricing. So the user fees will fluctuate based on time of day as well as congestion, not only

in the Choice Lanes, but also in the General Purpose Lanes. Policies and guidelines associated with user fees will and are being established by a Transportation Modernization Board. That Board was put into place with the enactment of the Transportation Modernization Act. So once we have a selected private developer, that Choice Lane operator will essentially use pricing to proactively manage demand in those Choice Lanes.

MS. HAMMONDS: At this point it looks like -- I'm sorry, did you want to ask a question, or were you getting photos? Oh, I'm sorry, I didn't have your sign up sheet. Go ahead.

MR. COUNTS: My name is Joel Counts. I live in Gallatin. I work with Murfreesboro folks from all over Rutherford County. I've ran, and haven't been able to verify that there are 20 businesses around -- 20 businesses including brand new grocery stores in and around Antioch that could be affected, maybe even have to close because of this. Is there a remedy in this plan for these business owners?

MS. HAMMONDS: Thank you, Joel. Sorry. I did have your sheet. Forgive me.

MS. HEINTZMAN: So as part of the environmental assessment, we do put together what we call a

conceptual stage relocation plan that does lay out potential displacements associated with the recommended preferred alternative. Those are residential displacements, and those are also business displacements. I do invite you and anyone who's interested in the right-of-way process to stop by our right-of-way station as part of the open house over to my left, so you're right.

But we do have and will follow state and federal guidelines when it comes to the right-of-way acquisition process. That'll include notification to property owners. Once we're to that point, it will include a third-party appraisal, and it will include a fair market value offer. And then, for those that are displacements, we follow a relocation assistance program. But I do invite you to have a one-on-one conversation with our right-of-way staff here tonight as part of the open house portion.

MS. HAMMONDS: Thank you. And with that, we will conclude the formal presentation.

Oh, yes, sir. You've got your sign up sheet displayed.

MR. VINCE: I'm Larry Vince. I live in Murfreesboro. A couple of questions. One, I was wondering who composed this beautiful piece of

literature, and what is Choice Lanes I-24 Southeast? Is that part of TDOT, or is that of the private entity that might have helped with this promotion? Secondly, what alternatives did we screen? I love it, no-build, no-build, no-build, no-build at all. The first part of that is, two additional General Purpose Lanes in each direction, that was eliminated. Would there be cost to the TDOT to build that in reference to the private company building? Is that why the no-build was kept in there, because of the cost to State of Tennessee? Because if the private entity builds it, it's going to be their cost.

If you went ahead and did four lanes additional, that'd be the cost of -- that would be the State of Tennessee that would be putting that bill, so -- and I really wonder why that got eliminated that quickly. And timeframe for either way, whether the Choice -- or was it ever assumed how long it would take that they didn't do the Choice and just added four lanes. That would seem like it would be a lot quicker project. And I'm not sure how my wife would ever handle getting from the right lane, five lanes over to the left, and back before she had to get off. Thank you.

MS. HAMMONDS: Thank you, sir. I just want to address that initial question of just what is I-24

Southeast. That is simply the nomenclature we're giving this project. I-24 Southeast, we are identifying because, as we've put in other publications and on our website and other project plans, we are looking at other metro urban areas throughout the state to see if Choice Lanes or the Choice Lane Program would be a fit for those urban congestion areas. So I-24 Southeast is just specifically the project name because we are in the southeast portion of that downtown urbanized area that goes specifically southeast. I'm going to turn it over to the team.

MS. MCGEHEE: So I'll address the first two questions regarding the alternative screening and the no-build. So, as a part of the NEPA process, the no-build is always carried forward. We have to have some type of comparison to the baseline if we did nothing. So that is what the no-build kind of stands for. As for the widening of the existing GP and not doing Choice Lanes, that was an alternative that we looked at early on in the Level 1 screening. Again, we have more details on that. But basically, it just didn't meet the overall purpose or need of the project. So that's why it was eliminated.

MS. HEINTZMAN: And I'll add that in particular

to adding General Purpose Lanes along the corridor, as Erin mentioned, that was looked at as part of those early screening activities, and adding General Purpose Lanes did not meet the purpose or need. In particular, it did not leverage innovative funding options. We do not have the ability to add General Purpose Lanes based on the limited funding that we currently have. Something that was noted in the presentation was the cost of this project, which is estimated at 4.5 billion, whereas ours -- in the Tennessee Department of Transportation, our annual -- statewide annual program is 1.2 billion.

So the cost of this single urban congestion project far outweighs what we can do on an annual basis. And that statewide annual budget covers projects across the State of Tennessee that are just as critical and just as important, our standard to repair, our bridge replacements.

MS. HAMMONDS: One of the benefits of a P3 or a private sector partner is not only innovation in design, but the delivery time and the leveraging of financing, something that we, as a state, do not do. So the note about funding is obviously meeting the purpose and need, but it also is allowing our project delivery to be expedited. So even if we did tackle

that right, we would not be able to do it in a timeframe that this private sector partner would even be able to do it, thus adding to the cost that would already be there. With that, I think we have our last.

Yes, sir.

UNIDENTIFIED SPEAKER: (Indiscernible) interchanges along that forward where it meets prior lane 40 (indiscernible).

MS. HAMMONDS: So I'm going to stop you. There were several questions that we did not verbally answer, and we will answer all of them in the formal environmental decision that will be made public to everyone.

So with this, I am going to conclude this session. Thank you so much. We do hope that you spend some time in the open house, talk to our subject matter experts that are scattered throughout the room. Thank you again. Have a good night.

(Hearing concluded at 7:31 p.m.)

CERTIFICATE OF DIGITAL REPORTER

I, MICHAL TOLON, a Digital Reporter, do hereby certify:

That the foregoing proceeding hereinbefore set forth was accurately captured with annotations by me during the proceeding.

I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.

IN WITNESS THEREOF, I have hereunto set my hand this 3rd day of March, 2026.



Michal Tolon
Digital Reporter

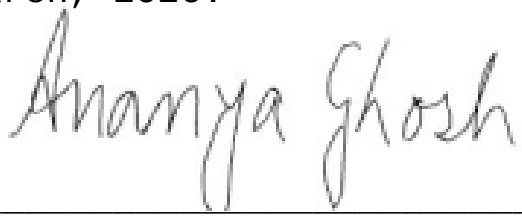
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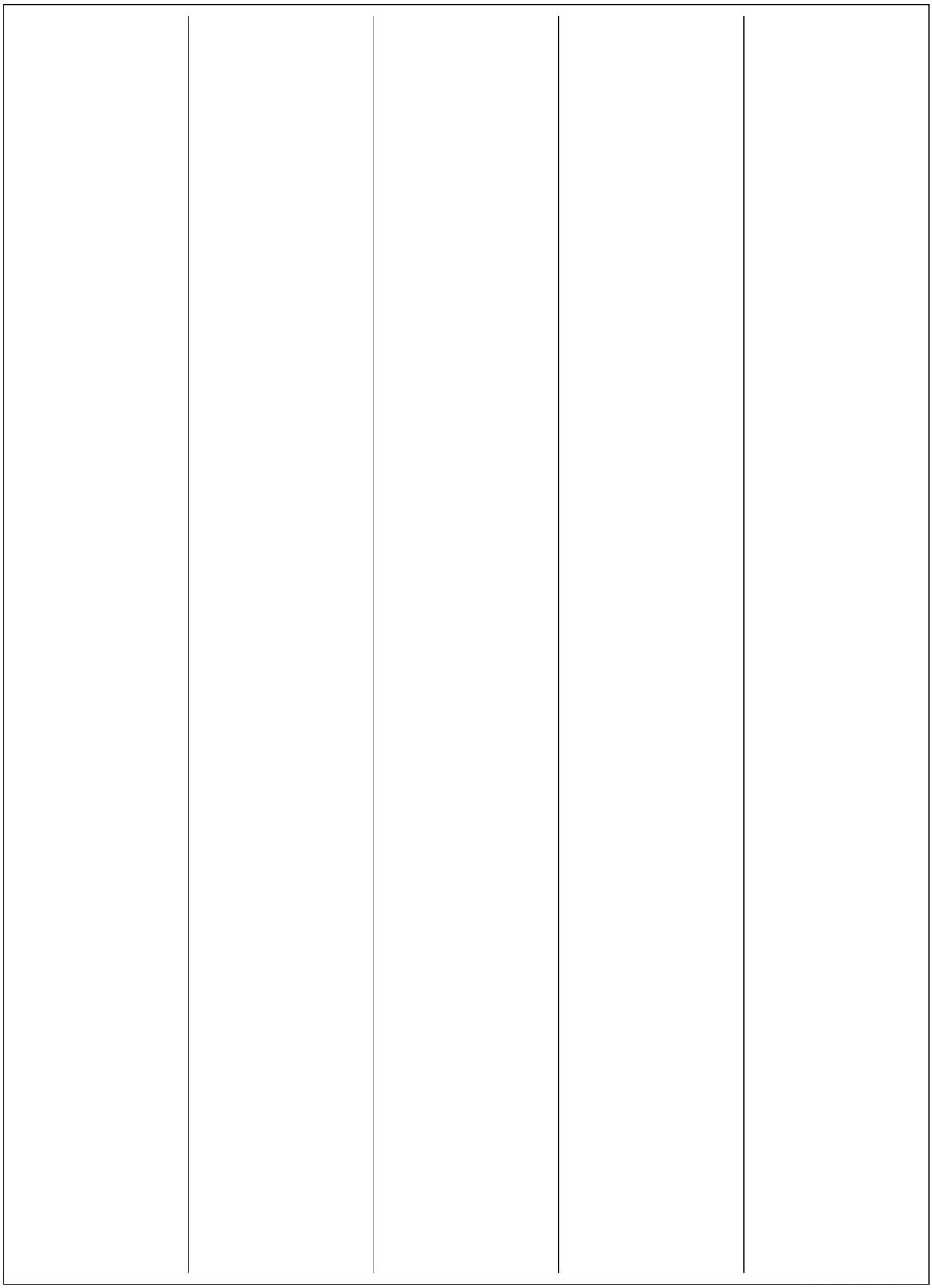
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IN WITNESS THEREOF, I have hereunto set my hand this 11th day of March, 2026.



Ananya Ghosh



Tennessee Department of Transportation

Public Hearing

Moderated by Rebekah Hammonds

Wednesday, March 4, 2026

5:32 p.m.

Coleman Community Center

384 Thompson Lane

Nashville, TN 37211

Reported by: Anna Brown

JOB NO: 7929972

A P P E A R A N C E S

List of Attendees:

Rebekah Hammonds, TDOT Spokesperson

Paige Heintzman, P3 Project Director

Joy Riley, HNTB Design Lead

Erin McGehee, HNTB Environmental Lead

Lindi Miller

John Bull, Attendee

Judy Klass, Attendee

Joy Styles, Attendee

Nathaniel Beaver, Attendee

Twana Chick, Attendee

Melissa Hanson, Attendee

Jeff Bergman, Attendee

Eric Weiser, Attendee

Hayden Ann, Attendee

Dustin O'Bryant, Attendee

Anthony Coon, Attendee

John Kramer, Attendee

Patrick Garner, Attendee

Dylan Ringel, Attendee

Kiescha Foster, Attendee

Barbara Clinton, Attendee

Jayla Thomas, Attendee

A P P E A R A N C E S (Cont'd)

List of Attendees:

Amber Christianus, Attendee

David Lane, Attendee

P R O C E E D I N G S

MS. HAMMONDS: Okay. We're going to go ahead and get started. Well, first of all, welcome and thank you so much for coming, taking the time out of what I'm sure is a busy week to come and learn more about the project and ask questions. We're excited to hear from you and hope that you get some questions answered tonight.

Before we fully jump into the presentation, I just want to talk about tonight's format. So hopefully you were able to take advantage of this open house portion before we go into the presentation, but we will be able to do that again. So we are going to do the formal presentation, which is a summary of that environmental assessment, and then we will go into the formal Q and A session. After that, roughly around seven o'clock, we will stop the Q and A session and jump back into an open house session. We understand that maybe not everyone wants to speak in front of the group or in the microphone, and so we want to make sure people have an opportunity to talk to our subject matter experts again and maybe have more in depth conversations after hearing the information that we present tonight. So we'll be

doing that from 7 to 7:30.

Okay. But I do want to introduce you to our team. So my name is Rebekah Hammonds, and I am the P3 communications officer -- Choice Lane spokesperson. And then here with me I have Paige Heintzman. This is our P3 project director. I have Joy Riley. She is the HNTB, who is our consultant, design lead. And then Erin McGehee, who is our HNTB environmental lead. We will each be partaking in the presentation and answering your questions tonight.

So let's start with why we are here and what these hearings are about. These NEPA public hearings are being held for very specific reasons. We are here to present the recommended preferred alternative. You're going to hear that a lot tonight. The recommended preferred alternative is a technical way to say the conceptual design, and it is just that. It's what is the recommended and preferred alternative to this congestion solution. We are also here to share the environmental assessment and then gather the public input that we are getting from you tonight. So your questions, your comments. And then we will collect that feedback and present that publicly yet again with the final environmental document.

Just a few reminders, as we do have a very large echoey space, and there's several people here tonight. We just want to make sure that we are respectful of all of our attendees and everyone who decides to speak tonight. We want to make sure that we allow others to speak without interruptions or distractions if possible. We do want to keep our questions and comments pertinent to this specific project, and then we will be timing the Q and A session. So every comment and/or question will be limited to two minutes.

And then let's focus on the why we're here in a much more high level overview. This is not new news to many of you. I-24 is the most congested corridor in the state of Tennessee. You all feel it on a daily basis. There are bottlenecks that are nationally ranked, and it's something that you fight, whether you're going home, work, appointments. We understand that this is a problem that we have to find a solution for.

But why Choice Lanes? Why a public-private partnership? We'll get into a little bit more information about the Transportation Modernization Act a little later and what a public-private partnership

is. But you can see in that graph there that -- our TDOT annual work program, everything we do from state line to state line, we have about $1.2 billion to get that work done. That's our funding each year. If we were to address the needs of just this corridor, it would cost roughly -- and what we are saying this project is costing roughly, is $4.5 billion. We simply, as a state, do not have the funds that it takes to address the congestion in our area.

So by utilizing the private sector and allowing them to design, build, finance, operate, and maintain this project, we're able to use the state dollars we have elsewhere. We understand that just Nashville or just this corridor cannot consume our entire funding budget.

At this point, I'm going to hand it over to Paige Heintzman, our P3 director.

MS. HEINTZMAN: Thanks, Rebekah. As a reminder, the project spans 26 miles along Interstate 24 from downtown Nashville to the I-24 I-840 interchange in Murfreesboro. This is one of the fastest -- fastest and busiest segments of the interstate in Tennessee. The intention of this project is to add Choice Lanes in each direction,

along with targeted interchange improvements along the way. It's important to note that as part of this project, no general purpose lanes or high occupancy vehicle lanes will be removed as part of the project. Choice Lanes are optional price -managed lanes, and the department intends to deliver this project through a public-private partnership.

So we've been evaluating the I-24 corridor for about a decade. In 2015, the department put together a multimodal corridor study that looked at current and future conditions, along with future multimodal transportation options for I-24 from Kentucky to Georgia. In 2022, we put together a congestion action plan that specifically identified improvements on the I-24 Southeast corridor. Those long-term improvements and solutions included managed lanes. It included ramp metering and it also included interchange upgrades.

In 2023, Governor Bill Lee signed into law the Transportation Modernization Act. The Transportation Modernization Act did many things for the Department of Transportation, one of which is it allowed us to enter into public-private partnerships. Secondly, it authorized us to facilitate and operate

user fee facilities. And then lastly, it provided new statewide funding.

With the enactment of the Transportation Modernization Act in 2023, the I-24 Southeast Choice Lanes Corridor was then identified as the first Choice Lanes project in Tennessee. With that, the department got busy performing some of the preliminary engineering and planning level work. We then went to the public in 2024 through a series of information meetings, where we presented before the public and community members the work we had done up to that point, along with various alternatives. As a result of those public information meetings, we took back feedback and we continued to progress with planning level work for approximately a year.

In late summer/early fall of 2025, we went back to the public with the work we had done -- changes that had unfolded over that year timeframe. Specific feedback that we received in those public information meetings in 2025 directly fed into the recommended preferred alternative that we're here to talk about today.

So with that in mind, that brings us to where we are today. So over the last few years,

TDOT's worked very closely with our federal partners, in particular the Federal Highway Administration, to develop the environmental assessment for this project. The environmental assessment evaluates the social, natural, cultural, and physical environments and the associated impacts of the recommended preferred alternative. The environmental assessment was approved on January 30th of this year, which did mark a pivotal milestone. And the approval of the environmental assessment does set the base project and it allows us to progress in advance to the commercial procurement process.

With that pivotal milestone behind us, we are now in the next pivotal milestone, which is these hearings. These hearings are important. We had one last night, we're here tonight, and we have another one tomorrow.

And with that I'm going to turn it over to Erin McGehee. Erin's going to go into the details of the presentation, focusing heavily on the approved environmental assessment.

MS. MCGEHEE: All right. Thank you, Paige.

Welcome, everyone.

So for the next few slides, I'm going to really walk us through what the NEPA process is and the evaluation of the look of the impacts of our resources. So what is an environmental assessment? Well, first and foremost, it's a federal requirement of the National Environmental Policy Act, also referred to as NEPA. You'll see that throughout the presentation and through some of the boards here tonight. But it really explains what the project is and why it's needed. And it also looks at all of the reasonable alternatives that we've screened through the various levels of our screening analysis. It also documents our process with our federal, state, and local partners. So think folks like FHWA, the Federal Highway Administration, our state partners, such as the Tennessee State -- and then it looks at all of the resources that we've evaluated along the corridor. So as Paige mentioned earlier, the social, physical, natural, and cultural environments.

Public involvement is still a big component to what goes into the environmental assessment. It's part of what we've done since August of 2024, fall of 2025, and where we're here tonight. And then after all of that is done, we'll look at ways

to mitigate and come up with commitments that are also disclosed in the environmental assessment. But ultimately it informs this federal decision making process. I do encourage everyone to visit our environmental station over here towards the back. It has some light reading for you all, if you'd like to take a look at the EA that's out there.

All right. So I briefly mentioned, you know, the purpose of the EA, which is to really talk about why the project is needed. So looking at the, what we call the purpose and need. So really, you know, as we've talked about briefly already, the need for the project, the increased urban congestion that we're experiencing in Nashville and along this corridor. And also the insufficient capacity due to the rapid growth that Nashville is seeing, the high travel demand, and slow travel speeds. But the purpose of that -- of this proposed project is to help address those needs through increasing capacity, improving our travel time -- travel times, and then addressing our limited funding options as well.

So after we've identified the purpose and need, we move in to what we call evaluating our our impacts to our resources. But first we have to go

capture what those resources are. Some of you may have seen us out over the past several years doing field surveys, and we do that by establishing what we call an ETSA, or an environmental technical study area. But it's really -- the main point of this is to use this tool to go out and look at all of the resources that we'll dive into here momentarily, but at a broad -- a broad range of beginning and end points along the corridor, the -- locations, and to really make sure that we're looking at what the direct impacts could be, but also what those indirect impacts could be.

All right. So that also brings us to the next part of our environmental assessment, which is screening alternatives. There's a lot of detail on all these alternatives. I know it's kind of tiny here, but we have a large board here in the back, and of course the environmental assessment that goes into a lot of detail. But the biggest takeaway here is that we go through various levels of screening. Level one is very broad. It's got multiple options that we look at. And then it goes into a level two, where it's more refined and we're looking at more of those design-related impacts. And then level three is

basically why we're here tonight, what we carried forward into what we call a reasonable alternative. You'll see recommended preferred alternative throughout the presentation throughout the boards here, and that's what we want your feedback on.

Also, an important takeaway here is that we always take forward the no build condition, or also known as the do nothing. We have to set that baseline for comparison against the recommended preferred.

(Video played.)

MS. RILEY: All right. So that was the recommended preferred alternative visualization. When we started developing alternatives, we screened every existing interchange and every existing overpass to evaluate for access to the Choice Lanes. And so that was a balance of the traffic volumes at each interchange and also the, you know, environmental and right of way impacts to screen down.

And so the recommended preferred alternative does include 14 access points. Those include systems to system or interstate to interstate access points. So we have direct connection ramps at the I-24/I-40 interchange, and also at the I-24/I-440

interchange. We also have a number of full interchange access points where we're maintaining the general purpose ramps and all the existing interchange access, but also adding those exclusive plaza style Choice Lane ramps to the existing interchange.

Also, we have a brand new partial interchange at Elm Hill Pike. That was an overpass -- existing overpass where there's not ramps today, and that's just in one direction, but it adds exclusive Choice Lane ramps at that location. And then there are several locations throughout the corridor where we have direct merge. And so that's where you can access the Choice Lanes directly from the general purpose lanes or vice versa, exit the Choice Lanes and get back into the general purpose lanes.

And so the signing will be there to make sure you're aware of those access points well in advance so you can make those maneuvers on the interstate to get where you need to be to access those points.

All right. I'm going to hand it back to Erin.

MS. MCGEHEE: All right, y'all. I'm

back. All right. As you can see on the screen here, these are basically all of the environmental resources that we evaluate as a part of the environmental assessment. But really the main purpose of this is to make sure that we're looking at how the proposed project would affect all of these resources. All of these are, again, detail -- in detail in the EA that is in the back of the room over there. But the important thing is is we look at ways to completely avoid, and where we can't avoid look at minimizing, and where we can't minimize, we look to mitigate.

All right. So looking at what are the potential direct impacts to the resources. So as you can see here, we've got them in a couple of different buckets. The social, physical, natural, and cultural environment. So just starting here at the top, you know, looking anywhere from land use impacts to visual impacts. As we can imagine with what we just saw, the visualization things are going to look a little different. So how does that impact the resources in the communities? Looking at potential property impacts, so relocations. And then moving into the physical environment, looking at things like air quality analysis, noise barriers, those types of

things.

We also look at hazardous materials and those types of sites. You could think of that as gas stations, laundromats, oil mechanic shops, things of that nature. And then finally, construction, utilities. What utilities may have to be relocated on a project of this size, and potential temporary detours and temporary access and how those impact the communities as well.

Sorry, go back. No, you're -- there. We got two more.

The natural environment. So waters, protected species. Those are also covered as a part of our evaluation of impacts to resources. We look at floodplains. I'm sure everyone's aware of the potential flooding that goes on along the corridor at certain times. So looking to -- to look at, you know, we don't want to make those conditions worse. Right?

And then finally, the cultural environment. So these are things that are above ground and below ground. Anything from a historic home to a cemetery. And we look at those along the corridor. So just to highlight the direct impacts to the cultural environment, we have two historic

resources out of the 17 that were eligible that will have adverse effects. We do have a station over here that talks a little bit more about that as well.

All right. And we saw this number a little earlier in the presentation, but just to recap, it's something that we do take into consideration in the environmental assessment. We look at project cost. So that's anywhere from the right of way cost, as well as things like utilities and construction. And we totaled that up and that's also disclosed in the EA. Again, we're approximately 4.5 billion for the project.

Okay. So how do we avoid, minimize, and mitigate our environmental impacts? We look at things from a visual impact. So landscaping, vegetative buffers, aesthetic treatments, noise abatement barriers. We also take into consideration the community and stakeholder coordination and all the efforts that have been done, and the feedback that you all give from a local perspective and what can be implemented in the environmental process to help mitigate those impacts. We look at things from erosion and sediment control. There's a lot of waters along this corridor. and of course we don't want to -

- we don't want to worsen the condition of those waters as well. So what can we do to prevent any type of stormwater runoff into those resources?

And in terms of the ecological and cultural resources impacts, you know, there are things that we want to take into consideration of avoiding certain cultural sites, things that we can implement during construction. monitoring. while we're out there, while the dirt's moving, we can be out there with them. And then also construction safety and risk mitigation. So again, with a project this size, we can imagine the construction impacts that we may have, and looking at how we mitigate and make sure that it's a safely delivered project.

Okay. And then finally, how do we address those property impacts that we have -- that we have evaluated? So obviously TDOT's goal is to secure the right of way that's needed for this job, but we really want to do that in a way that is transparent and respectful and consistent with all of the property owners that may be affected. Tonight we're here for the public hearings, and again tomorrow. Our comment period again goes through March 26th. So we encourage you all to leave that feedback. Once we do that,

we'll compile all the comments and get them into what we call our NEPA decision document. Once that process is complete, we will be able to move forward into the next phase of the project, which is the right of way process.

So with that, if you have any questions, you're a property owner, again, we have a station dedicated to discussing those. And again, I encourage you all to visit everyone around the room to to talk about all those impacts.

And I'll turn it back over to Paige.

MS. HEINTZMAN: Thanks, Erin. I'm going to spend a few minutes before wrapping it up with Rebekah. I'm going to spend a few minutes talking about the traffic component of the approved environmental assessment.

So part of the environmental assessment does include a detailed comprehensive traffic document, which is a technical appendix to the environmental assessment. The intention of that work is to show the operational benefits of adding the Choice Lanes to the interstate system. I'm going to kind of explain what's on the screen and then walk through some of the information that you see there.

But essentially as part of that traffic work, we do look at what we call just the existing conditions, the no build scenario. Kind of like what Erin mentioned that serves as the baseline. We also look at traffic through the lens of the recommended preferred alternative. And in particular, we look at the Choice Lanes as well as the general purpose lanes.

When we do this traffic work, we look at what we call an opening year scenario, which is essentially when you can expect the Choice Lanes to be open to traffic. For the I-24 Southeast Choice Lanes project, that's expected to be around 2032. And then we also look at a future year, which is traditionally 20 years from that opening year. So roughly 2052 for this project.

So the information that we've got on this one slide is reflective of average travel times for the I-24 corridor that do fall within the project limits. I'm going to talk through a little bit of it. Let's -- I want to first start and focus on the left side of the screen. Those are average travel times for the opening year. Again, that's the I-24 -- I mean, excuse me, that's for the 2032 opening year. We broken it down into Eastbound and Westbound as well as

the a.m./p.m. period -- a.m. peak period, which is from six to nine, and then the p.m. peak period, which is from three to six.

So when we look at that opening year analysis, for the most part in all directions in an a.m. and p.m., we're seeing what we call free flow speeds for both the Choice Lanes and the general purpose lanes. That's the 21 minutes, the 22 minutes, the 23 minutes you're seeing there on the left side of the screen. I want to talk a little bit about the information shown for adverse travel times in the I-24 Eastbound afternoon period. You see there, that's at 51 minutes. Again, average travel time for the I-24 limits within the project. We then compare that to the recommended preferred alternative. And you can see that both the general purpose lanes and the Choice Lane users are seeing a decrease in travel time by approximately 30 minutes.

Focusing on the I-24 Westbound direction in that opening year in the morning peak period, you can see that the average travel time is roughly 75 minutes. And so then when we look at that and compare it to the recommended preferred alternative users of both the general purpose lanes as

well as the Choice Lanes are seeing a savings of approximately an hour.

Looking at the design year information. So that's the average travel times on the right side of the screen. Again, for the recommended preferred alternative for both the general purpose lanes and the Choice Lanes, for the most part we're showing free flow speeds as average travel times anywhere from 22, 23, 24 minutes. I want to specifically make note of the I-24 Westbound a.m. direction. There in the design year you can see that the average travel time is 138 minutes. So pushing over two hours. When we look at that and we compare it to the recommended preferred alternative, users of the Choice Lanes and the general purpose lanes are seeing a savings of anywhere from an hour and a half to two hours.

So still focusing on traffic, but now we're now looking at average travel times for the I-40 corridor, since there is a segment of the 40 corridor as part of the project limit. So same layout, but new information to report out. So focusing on the opening year -- again, that's that 2032 year, for the recommended preferred alternative, the Choice Lanes are experiencing what we would call free flow speeds.

Those are the average two minute times that you're seeing there.

In the I-40 Eastbound direction we're seeing a little bit of improvement in the general purpose lanes, in particular in that p.m. peak period, where we're saving anywhere from three to four minutes.

And then when we look at the I-40 Westbound direction, you can see in the no build for both a.m. and p.m., the average travel time is roughly 17-18 minutes. When we compare that to the recommended preferred alternative, general purpose lLane users in that a.m. peak period are seeing a ten minute savings. And then in the p.m. our general purpose lane users are seeing a savings of three to four, with Choice Lane users, seeing more due to free flow speeds.

And then lastly, looking at the design year, that's the information shown on the right side of the screen for that design year of 2052. When we look at I-40 in the Eastbound direction, you can see that the Choice Lanes are at free flow speed, and we're seeing somewhat an improvement in the general purpose lanes, in particular in that p.m. peak period,

that three to six timeframe, with the savings of four or five minutes in comparison to the no build.

And then lastly, when we do look at the design year in the Westbound direction of I-40, the no build scenario for both a.m. and p.m. is roughly 21-22 minutes average -- average travel time. In the a.m. peak period, with the recommended preferred alternative, users of the general purpose lanes are seeing a savings of three, four minutes. Choice Lane users are seeing something roughly in the 15 minute. And then in the afternoon you can see that the Choice Lane users are experiencing anywhere from an 18-19 minute savings in the p.m. peak period.

We're seeing a slight increase in the average travel time for the general purpose lanes that make up the recommended preferred alternative. That is due to the merging of the Choice Lanes in that direction in a bottleneck area that currently exists. And this is only in the scenario that there's no improvements in that area for the year 2052.

I will note that as part of the traffic analysis work that we performed as part of the environmental assessment, we did perform a thorough scenario of looking at an expanded build where we do

see improvements in the general purpose lanes and the Choice Lanes.

And with that, I'm going to turn it over to Rebekah. Rebekah's got a few slides to wrap this up before we turn it over to the Q and A portion.

MS. HAMMONDS: Okay. So the environmental assessment that we've been discussing -- and all of these materials were posted publicly on our website on February 13th. They also were printed and placed in physical locations. You can see the list of the physical locations there. And then if you scan the QR code, that'll take you to our website where the document is linked. And of course we also have hard copies here if you'd like to see the actual document.

I do want to note because we -- the projector is small, and I understand we're in a gymnasium and maybe not well lit. Our handout that you may or may not have received has a lot of this information in it. So the traffic slide, the breakdown of the mitigation or possible impacts -- all are in your handout. Please take that. Or if you don't have one, grab one. We want to make sure that you can have this information.

So as we wrap up, we want to make sure

to reiterate that one of the main goals of these hearings is to hear from you -- collect your comments and questions. You can do that in many ways. We of course, will transition into the formal Q and A session here in just a minute. But I want to make sure that you're aware of all of the different platforms that you can comment through. So there is a physical comment box over here to my right. This is our comment station. You can write down your comment on a form, place it in the box. You're done -- you've done your duty. So you can take care of it tonight if you just want to write down your comment. You can also dictate your comment to the court reporter.

I do want to note, so the court reporter has been recording this hearing all evening. She will be doing that each hearing. But as we enter into the formal Q and A session, it is vital that if you speak, you speak into the microphone so that it can be captured by that court reporter. So if you don't want to speak in front of a crowd, you can come to the comment station and actually just dictate your comment to the court reporter.

Of course, online, we have a portal that you can submit the comments that way. You can

submit an email via the email address that's in your handout. You can leave a hotline voicemail. Again, very simple: Call the hotline. And then you can physically mail in your comments. So all of those options are available to you until March 26. That is when our public comment period closes.

So we are going to now transition into the formal Q and A portion. I just want to throw this slide up here. Just as a reminder, we want to make sure to be respectful of everyone speaking tonight. We're going to limit our comments or questions to two minutes. I do want to point out a couple of folks in the room.

So you do have to sign up to speak, and you will need to speak into the microphone in the center of the room. We will not be taking comments or questions from the audience, again simply because we -- the whole point of this is that we capture and record them. So it has to be into the microphone so that it can be captured by the court reporter.

So I have Lindi over here. She will be recording the time. So she will give you a 30 second warning, just so you know, you've got 30 seconds left to give your formal comment. And then Robert is going

to be collecting sign in -- sign up sheets. I already have some here, but if something has prompted a question or a comment as we've gone through this information, you can go ahead and sign up with him over here to make sure that we get your information.

Lastly, we will be wrapping the Q and A session around seven o'clock as I mentioned earlier, simply because we want to make sure that everyone has time to submit their comments however they choose. We also know maybe you weren't able to participate in the open house portion before the formal presentation began. And we want to give you the opportunity to speak to the many subject matter experts we have in the room and have those one-on-one conversations. So just a reminder on that as well.

Okay. So with that, I am going to be calling your name. So forgive me. Not everyone's handwriting is amazing. So I'm going to do my best. We have -- is it John Bull, Judy Klass, and Councilwoman Joy Styles. You can come on up to the microphone. Yes. Just stand in line, please.

MR. BULL: John Bull, 370 Wallace Road, just off -- hospital. As I understand it, one Tennessee driver in five does not even have car

insurance. Where I'm going with this is safety is a real priority. I occasionally visit a friend at Murfreesboro riding a 20-ton bus driven by WeGo, which is the safest way to handle that in my opinion. I -- as I understand it, the WeGo buses will be allowed to use the Choice Lanes at no additional surcharge. That's a very good thing.

That's about it. The sooner this gets on the road, the better. Thank you for your time.

MS. HAMMONDS: Thank you for your comment. Just as a note -- when you come up to the microphone, just as you did, please state your name and your address for the record. And again, if you could be sure to get close to the microphone so that we can hear you. Thank you.

MS. KLASS: Hi. My name is Judy Klass. I live at 1304 Caldwell Avenue in Nashville. And I'm someone who has been looking forward to the Chinatown fully opening. Lucky Bamboo closed a couple years ago. There's no place to get dim sum, literally, in Nashville. You can go three hours by car to Memphis; two hours forty minutes to Louisville, Kentucky; close to four hours south by car to Atlanta. That's the only way to have a dim sum lunch. That may sound like

nothing, but to some of us who think it's the greatest cuisine in the world, it's a sad thing. There's no place to get good szechuan food.

So obviously that Chinatown is a boon to the Asian communities. It's a boon to Antioch. But there are a lot of people who maybe don't move to Middle Tennessee because -- you know, just the fact that you can't get a good Chinese meal, it affects the way the city is seen, Nashville. And it does matter. It can have other kinds of impacts.

So I -- you know, I see that you have some of the road elevated sometimes. I hope you could have it elevated for five more acres in Antioch or just find some other way to do it, because that would be -- in terms of both cultural impact and economic impact, that would be a huge loss if we lost that Chinatown.

MS. HAMMONDS: Thank you for your comment.

Okay. That -- Councilwoman Joy Styles.

MS. STYLES: Good evening. Thank you so very much. I am Councilwoman Joy Styles. I represent District 32. I have Antioch. The Chinatown is located in my district. I don't think I could have

scripted anything better than the woman who just spoke before me to speak to the importance of Chinatown on our area. Over the last few years we have been revitalizing the area, and this Chinatown project is the only one in the entire state. So if you demolish it, we are losing a cultural amenity that is already being appreciated, and it is already adding to our economy.

I would greatly appreciate it if we could consider an alternate location that goes down the road. It's still on Hickory Hollow Parkway, but it is on land that has absolutely nothing on it. So it wouldn't interfere at all with the community being able to engage, or our revitalization.

And I want to thank everyone that has come out this evening in support of an alternate location for an entrance and an exit. Thank you so very much.

MS. HAMMONDS: Thank you for your comment.

We have Nathaniel -- is it "Beaver" or "Boaver"? In Nashville on Hill Avenue. Nathaniel Beaver.

Okay. We have Twana Chick.

MS. CHICK: Hey, there. Twana Chick, Cambridge Road. The saying for us is, "When will you be there? I'll be there when I-24 lets me." What I don't understand about this is the 840 Northern Loop would've actually been the thing to keep traffic from coming through Nashville. And it sounds like that's never going to be built.

What you're showing over here is using old maps. They appear to be four to five years old, and there's a lot more building that has occurred. And so how do we have an accurate discussion based on old maps? Y'all are going to be elevating sound, and I live a mile from the interstate, and I hear every rumbling truck and speeding motorcycle and zipped up little -- whatever they call those cars. So I'm concerned about that. I'm concerned about the blasting and the sound that travels through the limestone. I don't see anything about this that's actually going to alleviate I-24 traffic for us, the locals. I don't see any pedestrian bridges or future bridge stub-outs planned for the future. And that's where we keep failing in Nashville is we don't plan for the future, and then we have to buy back right of ways and such. Except in this case, you'd eventually

be buying it back from a private entity.

The Hickory Hollow/Antioch area has taken years to get going again, and it doesn't seem to be considered at all. I don't see any improvements to the local roads, like the CSX choke point on Bell Road is still going to be a choke point, and it makes no sense to me to do this ass backwards and not fix the short ingress and egress places on the interstate and not fix the choke points before we start doing a seven year project on the interstate. I don't see any answer for the impermeable surface that's going to increase the flooding that we already experienced. This is job and income security for a few, and not helping the rest of us. Thank you.

MS. HEINTZMAN: Thank you for your comments.

I will answer a few questions, and I want to reiterate something that Rebekah said. We're going to do our best to answer any questions verbally tonight. Anything that we don't answer or don't make a comment on verbally, it will be captured formally in writing as part of the summary matrix for the comment period here. So I just want to make sure that that that's stated.

But yes, I did want to make a comment. I believe there was a question about older maps. We acknowledge that maybe some of the aerial imagery is a little dated. We do have more updated survey data that the work we've done on the planning and the conceptual design side is referencing. So I do just want to acknowledge that.

And then in regards to the noise, part of the environmental assessment does include a detailed analysis as it relates to the noise. We have identified potential noise barriers; they're just preliminary. I do invite Erin or Joy if there's anything to add?

MS. MCGEHEE: Sure. Just in regards to the potential noise barriers that we have outlined in some of the materials, there's approximately 30 that are proposed. Just note that, based on where we are with the conceptual design, those noise barriers will be refined as we go through the final design process. So just because you're not seeing kind of this green shading, as you'll see on the smart boards back there -- those are the proposed noise barriers. Just because you don't see that here, and what it might look like in the future, we have to go through a final

design process for those particular barriers. So hopefully that helps clarify too in terms of the locations.

MS. HAMMONDS: Okay. We have Melissa Hanson, and then after Melissa we'll have Jeff Bergen -- Bergman.

MS. HANSON: Hi. Melissa Hanson, 307 Morton Ave here in Nashville. My question is about the RFP process, where it's selecting the vendor -- or the vendor -- P3 who will be collecting user fees for this road once it's done. We've seen in, you know, the Boring Company some deviousness about conflicts of interest and the selection of who's going to ultimately be collecting the user fee, as well as the length of that contract. Is that in perpetuity, or would that be reviewed on a regular basis? And where's the input on quality customer satisfaction with those Choice Lanes being constructed, and their commitment to maintain them throughout the life of this road?

MS. HEINTZMAN: So we released a draft request for proposals for this project last year, and we're looking to finalize it in quarter 2 of this year. This is a public-private partnership, like we

mentioned during the presentation. So once we select a team, a developer -- you'll also hear it references the Choice Lane operator. They will design, build, finance, operate, and maintain the Choice Lanes in exchange for the user fees they collect from them.

And then in regards to the length of the contract, it'll be at what we call a 50 year concession agreement. So the Choice Lanes operator would own and -- operate, excuse me, and maintain the Choice Lanes only for 50 years.

MS. HAMMONDS: If I can add, TDOT would always own the facility and the road. So the ownership will always land in this state. And we do have some experts in the room that can speak to the procurement process and the safeguards that we are putting in place to ensure that TDOT still has final say in a lot of the maintenance and/or operations of the corridor. So I invite you to find one of us, and we will connect you with those folks after the Q and A portion.

Jeff. Jeff Bergman?

Eric Weiser?

MS. WEISER: My name's Eric Weiser. I'm 120 Glenmont Drive. Thank you for having this. I

appreciate it. The comments I didn't realize would be speaking, but the comments that I made there is about noise abatement.

I've been in Nashville since 1977. The house I'm at now, and we live just behind there now, we've been there about 48 years. So I've seen I-24 expand. We've seen 440 come in. When I-24 expanded the last time, two lanes, which I don't remember exactly, but I think it's about 20 years ago, maybe more. They didn't put up a wall. No wall. It's on the same level as we have, that the houses are. We're about 150 feet. Our neighbors, which is three on your map if they're going to be -- replaced, and then restrictions on my neighbor right across the street.

The noise is terrible now. You have all this noise in the mornings and in the afternoon. All the emergency vehicles, the honking horns. You have the screaming motorcycles that backfires. All of us. And when I looked at the map over here that he had, there's no green in that for this.

My question is, related to this, of course, I hope somebody will do something about it. We had a councilperson that tried, but they said we didn't have enough people. And this is probably 15,

20 years ago. So what I'm curious about is, you're going to fund this thing separately by private. Do they include anything for this, or is this considered a previous condition, and it has to be funded by the State? That's one thing. Another thing is, if you're putting an elevation, which it looks like you're going to do --

MS. MILLER: We're at time.

MS. WEISER: Is it up? Okay. What are you going to do? Thank you.

MS. MCGEHEE: So I'll address the question regarding ultimately who's responsible for construction of the noise barrier. So the way the P3 is set up and the way we currently have -- the language is, right now we're at a conceptual design. And I mentioned earlier that as we move through the final design process, the noise barrier locations will be -- will be finalized. And that is going to be a part of the developer team's responsibility. So they will build and construct the noise barriers along the corridor once the final design analysis has been done and where those locations will be will be ultimately finalized.

MS. HAMMONDS: Okay. We have -- is

there a Hayden Ann or a Hayden with a last initial of A?

Okay. We have Dustin O'Bryant.

MR. O'BRYANT: Hey. My name's Dustin O'Bryant. 3304 Longstalk Road. Okay. So first of all, as some others have said, the new Chinatown development off of Bell Road just had the first business open, the pan-Asian market, and there's many more coming over the next few years. But this proposed expansion would demolish that. So I just think that if we're going to move forward with this, that it should be modified, or something should be changed to avoid that, because that's a very important development in our community and, you know, it can't go away.

Next, I understand that it costs a lot to build roads and that TDOT funds can't cover that, but Choice Lanes seem like a band-aid that require duplicated infrastructure such as the separate ramps, and there'll be administrative overhead that otherwise we wouldn't even need to have. So if we can't afford to develop and maintain our roads properly without that, I think that really points more to a problem with the way we fund our roads rather than, you know,

a problem that we need to solve by bringing in a, you know, private, you know, firm to work with it. So, you know, have there been alternatives considered to even expanding I-24 or, you know, maybe additional public transportation, expanding other roads, or putting roads in other places?

Let's see. And then also the -- for the Choice Lane operators, will they be limited in what they can charge for the Choice Lanes? Because as we've seen when the parking garage is downtown, when profit companies can extract money from the drivers in Nashville and we don't have a reasonable alternative to get where we're going or parking or whatever, then they tend to gouge us. So yeah -- thank you.

UNIDENTIFIED SPEAKER: How are you doing --

MS. HAMMONDS: Sorry. She's just going to answer his question. If you could hold on just one second -- just one moment.

Go ahead.

MS. HEINTZMAN: In regards to the question you asked about a different alternative --

UNIDENTIFIED SPEAKER: You make --

MS. HEINTZMAN: -- a

different -- additional general purpose lanes. We did look at -- as part of the three level screening process, we did look at adding general purpose lanes to the I-24 corridor as part of level one, what we call a fatal flaw analysis, and adding general purpose lanes did not pass that screening process. It didn't meet the purpose and need, and it also doesn't leverage innovative financing, which is what we need in order for this congestion management plan to be implemented.

MS. HAMMONDS: I'm sorry -- if you have any -- we're going to need to just clarify or ask additional questions in open house so that it can be captured.

Yes, sir.

UNIDENTIFIED SPEAKER: I've been -- I've been -- I grew up here. My middle school, high school here in Nashville. And I know about the traffic, but I've been in Chicago, but Chicago, he say the Arabic people or Kurdish people, he can move in after eight o'clock. And I know the traffic is so bad here. And especially some woman, she brought makeup too when she's driving. I see -- I work security officer here in Nashville, and some women, she brought

makeup up, and when she's driving, and this is not cool too. But I try everybody to be safe, but -- but the GPS -- you have a GPS. The GPS, he take you somewhere. But if we working about the GPS, we can finish this problem from the GPS. Like when you put the address from the GPS, he can take you some kind way.

And I've been 25 -- 27 years here. I grow up here. I'm 30 years year old here. I'm done. And I going back to my country, marry, and sit down over there. And I'm not going back to Nashville, but I love Nashville. My middle school, high school here. But you need -- you need his -- the English, my second language. I speak in Arabic, but his -- is like what I see it right now. People can't go in job and people, you know, have a job, and people is still in the street.

MS. MILLER: -- time --

UNIDENTIFIED SPEAKER: And --

MS. HAMMONDS: Sorry. We've hit our two minute mark. Thank you so much. Thank you.

UNIDENTIFIED SPEAKER: Thank you.

MS. HAMMONDS: Anthony Coon.

MR. COON: All right. Hi. I'm Anthony

Coon. I live in 849 Dover Glen Drive in Antioch. So the first thing I want to say, I just want to clarify. Are semis going to be allowed on the Choice Lanes? Because I would be hopeful that they're not, that we can get the benefit of -- if we got to use them, then we don't have to worry about extra truck traffic and that sort of a thing. But I wanted to make sure to at least ask -- pose that question.

Secondly, I also want to speak to the excellent property that is the Chinatown. We just had the pan-Asian open. It's one of the first buildings there. It is doing very, very well. It gets busy all the time. There's a new building that's going to be open this summer. It's going to have more -- it's going to have more restaurants and shops in it. There's going to be another, a third final building, a larger one that's supposed to be constructed starting this year and open next year, with even more. First of its kind in Tennessee. It's an economic boon for the area. And I'm not sure if you guys were aware of that coming when you guys were making the preferred alternative.

But -- just saying -- speaking for all of Antioch and everybody here, please find another

way, like Councilwoman Styles said. There are other alternatives that don't impact that boon of the area, 'cause we're trying to build a -- we're trying to do a lot of good things, and this is very, very desirable and, you know, I think it will be a public relations nightmare if that happens. So I just want to make sure to state that for the record. So -- all right. But thank you very much.

MS. HEINTZMAN: In regards to your question related to if semis are going to be allowed in the Choice Lanes, yes. So up to what we call FHWA Class 10 vehicles will be allowed in the Choice Lanes, which is a version of a truck.

MS. HAMMONDS: John Kramer.

MR. KRAMER: Hello. I'm John Kramer, 1319 Shannon Lane, and that's in Noble Place Townhome, which is a pretty new town home community. So right now from the prelim design, it doesn't look like our particular unit would be impacted, but we have several neighbors that would, potentially up to 20. So I was wondering what engagement looks like on a timeline for those people that would be impacted. And if people who aren't necessarily impacted but are adjacent, is there any engagement for those folks?

I had submitted an email address as a willing participant for visual impact study, and then my wife and I are expecting, so we're a little concerned about construction noise mitigation, and if there is a sound wall, and that's on the -- whoever wins the RFP. Is there any accountability to make sure that that actually happens? And is there a green space element to that?

Thank you.

MS. HEINTZMAN: In regards to contacting property owners, so once we initiate the right of way process, that's the very first thing that we do is notify impacted property owners. We're not there yet. We're currently in the NEPA phase, the National Environmental Policy Act. So once we initiate the right of way process, that's the first step. I do invite you to our right of way station to your left, to my right, right here. We've got several folks there that are more than happy to answer any specific questions you may have about it. They also do have some pamphlets that contain even more information that you could take back with you and neighbors associated with that.

And then in regards to the

accountability for ensuring that noise walls, kind elaborating on what Erin mentioned. Once a developer is selected as part of this project, they will eventually progress to final design. And part of that final design would include the design of noise barriers, and then also be responsible for constructing them.

MS. HAMMONDS: Patrick Garner.

MR. GARNER: Hi. I'm Patrick Garner. I'm here as the president of the Woodbine Neighborhood Association. I'm also an environmental planner with nearly a decade of experience writing NEPA documents and conducting analysis for infrastructure projects.

I've got a number of concerns about this project. My primary concern is that I don't think there's been adequate outreach done to minority communities and communities with limited English proficiency. As far as I could gather from the EA, the only such outreach was handing out pamphlets at Plaza Mariachi that were in both English and Spanish. I think that it would be more clear to you all the diversity of this part of town if you've done more than a county level demographic analysis. All that's in the EA is a county level view of income and race,

which is a really broad impact area and pretty atypical for the type of analysis you do to assess impacts to a community.

As the Woodbine Neighborhood Association, we engaged our neighbors last year and looked at census data. Over half of the residents of the block groups in this neighborhood are minority, low income, or have limited English proficiency, and it goes far beyond Spanish. There's a significant Southeast Asian community in our neighborhood, and as we just saw, there's an Arabic speaking community in this part of town as well. I think it's unfortunate that nobody was able to grab him and let him know that he could make his comment in Arabic and have it translated. I hope that y'all will reach out to him directly.

Another concern that I have is the statement that there's no impacts to -- no 4-F impacts to Mill Creek at Whitsett Park. If you want to talk more about that, come chat with me, but anybody should know that, just because you get cut off at two minutes here doesn't mean --

MS. MILLER: We're at time --

MR. GARNER: -- that you can't make

your comment in full to the court reporter. If you do get cut off like I've just been -- please submit that comment, and please respond to my comment in this next environmental --

MS. HEINTZMAN: Thank you for your comment.

MS. HAMMONDS: I just want to make sure that we're able to clarify the gentleman who was -- his primary language was Arabic. He was offered the opportunity to make sure that he wrote his comment. The clarification was made that it would be translated, and we did make accommodations prior to him actually getting up and speaking. So we have communicated that to him multiple times before he got to the microphone. So I want to make sure that was clarified.

And I'm going to double check with our staff, but we did reach out and hold multiple community meetings at the Salahadeen Center with the Kurdish community along the corridor as well. If that is not reflected in the EA, we will track that down and and find that out. But we have done extensive outreach for the Kurdish community, along with others along the corridor.

So -- and yes, just to reiterate this statement that I said before Q and A, if we don't answer every single question, we will respond to all of them in that formal final environmental document. Thank you.

Daniel Ringel? Am I saying that right? No, I'm not. Dylan. Dylan. So sorry.

MR. RINGEL: Hi. I'm Dylan Ringel. So I live at 2730 Bobby Avenue and -- in Nashville. And I think that the numbers that were given here showing the reduced travel lanes for -- the reduced travel times for the general purpose lanes are misleading, and I don't feel like induced demand was properly acknowledged.

So when you expand highway capacity, driving becomes easier, which encourages more trips, encourages longer commutes, encourages sprawl, and attracts drivers from other routes to use the new route. And over time, congestion has been shown to return to previous levels. This effect is well-documented across other US metro areas. And I feel like comparing no build 2052 to build 2052 ignores how new capacity changes behavior and generates more traffic.

If you don't believe me, just look at the Katy Freeway in Houston, Texas. It was expanded to 26 lanes at some point at a cost of $3 billion with toll lanes. And within just a few years, travel times increased dramatically. Morning commutes rose about 30 percent, and afternoon commutes raised about 50 percent, because easier driving encouraged longer commutes, development spread further outward from the city, more drivers used the corridor, and congestion returned. You can see similar stories in Los Angeles, Atlanta, and San Francisco, but New -- other cities like New York, Seattle, and DC and invested in transit, and actually reduced traffic by giving people the freedom not to drive.

Choice Lanes don't fix congestion, they just price it. So the core issue is that highways move vehicles and transit moves people. And my question is how TDOT's model accounts for induced demand over the long term, and what evidence supports the claim that general purpose travel times will improve in 2052m given outcomes from past freeway expansions in other US cities.

Thank you.

MS. HEINTZMAN: That's a very detailed,

specific question, and I want to make sure that we get the correct answer to you on that. And we will for sure as part of the formal record. I am going to invite you, if you have time after this Q and A closes, to go to the open house portion, in particular the traffic station, where you can meet with some of our project team members who can go into more detail. The data that we presented today, as well as what's shown in the handout that hopefully you grabbed, those are average travel times, but there is much more detailed analysis that I know our team members can speak to more intimately.

MS. HAMMONDS: Kiescha Foster. No Kiescha Foster.

Barbara Clinton.

MS. CLINTON: Good evening. My name is Barbara Clinton. I live on Peachtree Street in Woodbine. I'm a member of the Woodbine Neighborhood Association, and I'm the vice president of 16th United. I have one or two simple questions, and then a comment about the public-private partnership.

First of all, in the data that you presented comparing travel times, what were the speed limits for those, and were they the same for current

travel time and after construction?

Second question is, what will the cost be to a driver who wants to use this? That has not been revealed to us?

My concern is really about having a public-private partnership operate a major highway. What incentive will there be for the private company to work in good faith with community people, community organizations, and neighborhood organizations who experience difficulty with the operation of the Choice Lanes?

Thank you.

MS. HEINTZMAN: In regards to your second question -- and I may have to ask you to repeat the first question; I didn't fully hear or follow it. But the second question in regards to the cost. So the Choice Lanes will be managed in what we call a dynamic pricing model in the sense that the Choice Lane operator, which is that private sector partner, they will use pricing to proactively manage traffic, which will -- which means that the price will fluctuate based on time of day and congestion. So again, that private sector partner, that Choice Lane operator, he will design -- they will design, build,

finance, operate and maintain those Choice Lanes and collect the fees from the users that use those. So that's how the pricing is structured.

Do you mind restating the first question just to make sure I follow?

MS. CLINTON: Yeah, of course. The first question was about miles per hour. Were you comparing in the charts that you put up there and that are in the handout driving the same miles per hour when you compared the pre and post, and what miles per hour do you expect will be the speed limit in the Choice Lane?

MS. HEINTZMAN: The speed limits that are modeled in that traffic analysis for the general purpose lanes would be what they currently are today. In regards to the Choice Lanes, they will have a posted speed limit that will range anywhere from 55 to 70 miles per hour.

MS. HAMMONDS: Jayla Thomas.

MS. THOMAS: Hello, everybody. My name is Jayla Thomas, and I'm actually running for state legislator in this district. I am personally affected by this project because my home is getting knocked over.

But I'm not here to advocate for me. I'm here to advocate for those who are in the older generations; right? We see that 33 people are going to be displaced. And I'm a commissioner with the Affordable Housing Trust Fund Commission, and I always advocate to keep people in their neighborhoods so they can pass on generational wealth. And my neighbor Daryl, he's almost 80 years old. He built a tennis court, he put a basketball court in there, and he too is going to be displaced.

So I want to know, do you guys have, you know, a compensation plan, a rigorous one? Because if we're raising property taxes on people, we need to make sure that they're compensated.

And then I'm also here to advocate for the people in South Antioch. I was with the Cambridge group the other day, and like Councilwoman Styles said, she said, "Can we make sure that the on-ramps do not go through Chinatown?" Okay?

So those are the two people I'm here to advocate for. I'm your neighbor, I'm your friend, and I am at 205 Joplin Court. So thank you.

MS. HEINTZMAN: Yes. Impacted property owners and -- they are compensated as part of the

right of way acquisition process. We do have our staff here tonight over to my right, so your left. It's -- we're not to the right of way process, but once we are, the very first step is that impacted property owners are notified.

And I will say specifically to relocation, to those that are displaced, whether they're residential or they're businesses, we have a relocation assistance program to ensure that everyone is compensated accordingly.

MS. HAMMONDS: This is just a gentle reminder as we near seven o'clock. This will be just a last call for signups to speak publicly in front of the group. So again, there are many other ways to submit your comment, but if you would like to sign up to speak this evening, this would be the last call to sign up to do that.

Amber -- is it "Christus"?

MS. CHRISTIANUS: Hi. I'm Amber Christianus --

MS. HAMMONDS: Sorry about that.

MS. CHRISTIANUS: I'm at -- it's okay. I'm at 421 East Thompson Lane. And I am originally from the Dallas-Fort Worth area, so I'm very familiar

with the Choice Lanes. I dealt with them for 20 years in DFW. I saw them being built. I saw the fact that they -- how the toll tags work, the EZ Tags, the TX Tags, and the vendors that they used.

So I'm very familiar with all this, but the thing that's concerning me is the fact -- was there a study that was done with this particular part of 24 being -- being turned into Choice Lane/toll lanes? Are we going to be going underground? Are we going to be just on ramps, and -- is it just one particular road with the lane ramp going -- you know, Eastbound-Westbound, or are we going to be digging underground like, for example, 635, which is LBJ Freeway in Dallas-Fort Worth. They did a massive thing like that too -- and they did multiple, multiple Choice Lanes. It took them five years to build that, folks. Five years. And it was this very streamlined process, but they went underground. Was there ever any studies done for this was done -- instead of doing this above ground, underground? That's my -- that's my main question.

MS. HEINTZMAN: As part of the work that we've done with the environmental assessment and the recommended preferred alternative, we've got

mainly two different typical sections that are evaluated as part of the recommended preferred alternative. It's a mixture of at grade, where the Choice Lanes are at grade with the existing general purpose lanes, and they would be on the inside. And then there's also a scenario where those Choice Lanes would be on the outside, but be elevated in certain situations or locations based on environmental constraints, right of way constraints, things of that nature. But that's what's disclosed and released in the environmental assessment that we've got here today.

MS. HAMMONDS: Thank you.

MS. HEINTZMAN: Thank you.

MS. HAMMONDS: Patrick?

MR. GARNER: Thank you. Patrick Garner, again, WNA president. Section 4-F of the Department of Transportation Act protects parks, among other things, from impacts of transportation projects. The environmental assessment determined that there were no impacts to Whitsett Park, which is one of the few green spaces in our area. Again, a majority minority area. And I'd like to see a little bit more information about why it wasn't considered a

constructive use. I am regularly at Mill Creek, at Whitsett Park, and the idea of having a large flyover structure would certainly be a visual intrusion on what I consider the use of that park to be. And there was nothing in the environmental assessment that suggested to me that there was coordination with the official jurisdiction over that.

Also, having worked on large projects like this, I understand that a lot of these issues are systemic. This is kind of a -- like an all you can do sort of thing. I understand funding limitations and constraints of authorizations, but should be clear that this is a systemic and land use issue that we're having to connect to these distant satellite communities and creating these commuter issues.

And really, you know, it's -- I understand it's outside of the purview of TDOT, but we really ought to be looking at large land use changes that can bring people in, reduce travel times, and create comprehensive solutions to these problems. Not just band-aids that'll have to have money spent and take land, harm the environment, and really create some lasting change and some good projects.

Thanks.

MS. MCGEHEE: Sorry. Okay. For the comment and question regarding the section 4-F of the US DOT Act, particularly the area of Whitsett Park and Mill Creek. So as part of the environmental assessment and the memos that were done for section 4-F, that park was identified as a resource along the corridor. But based on the conceptual design that we have, there were no physical impacts. Coordination was done -- sorry. Coordination was done with our state and federal partners with the evaluation of impacts to all resources along the corridor, but this one in particular, and it was determined that there would be no adverse or physical impacts to the park; therefore it wasn't required to do a section 4 evaluation.

MS. HAMMONDS: Okay. Thank you, everyone. I just want to confirm with my team we didn't have anyone else sign up?

Well, as we close out the evening, I just want to again reiterate, we are so glad you're here with us. Thank you for being here. Thank you for taking the time to do this, to listen and to participate. It is -- it's just an important part of a community to participate; right? So we really value

the fact that you're here tonight.

We want to remind everyone, while we may not have been able to answer every question, they will all be formally responded to in the final environmental document that will be posted publicly. I encourage everyone to sign up for our project newsletter, that signup can -- there's a link or a signup form on our project website. It is an immediate notification when things like that come out. So we want to make sure that you receive word for when they do.

And you will have until March 26th to turn in or submit your formal comments and questions. And again, we have our comment station over here with all of the different ways that you can do that.

With that, we're going to create the open house again. Feel free to please take any of the questions you feel like weren't answered, go find a subject matter expert at the different stations, and doors will close -- simply because we have to break down and get out of here at a certain time. They will close at 7:30.

Thank you again. Have a great night.

(Off the record.)

THE REPORTER: This is the court reporter. I'm just -- have started recording to state that I was asked to stay until 7:30 p.m. It's currently 7:09 p.m., and I am waiting until 7:30 when I'm released.

(Off the record.)

UNIDENTIFIED SPEAKER: You can go ahead. Just make sure you say your name and spell it.

MR. LANE: David Lane. David, D-A-V-I-D. Lane, L-A-N-E. 220 Dodge Drive, Nashville, Tennessee 37210.

I live right next to the 440/I-24 ramp East. When they built 440, they did all kind of dynamite. I know they're going to again. Now who's going to repair my house when the dynamite's over? That's the reason I'm against this thing, 'cause I know what's going to happen. I had damage in the past. It wasn't bad, but nothing was ever fixed.

I guess that's it.

(Whereupon, at 7:13 p.m., the proceeding was concluded.)

CERTIFICATE

I, ANNA BROWN, the officer before whom the foregoing proceedings were taken, do hereby certify that any witness(es) in the foregoing proceedings, prior to testifying, were duly sworn; that the proceedings were recorded by me and thereafter reduced to typewriting by a qualified transcriptionist; that said digital audio recording of said proceedings are a true and accurate record to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



ANNA BROWN
Certified Reporter in and for the
State of Tennessee

CERTIFICATE OF TRANSCRIBER

I, RICHARD GOODNESS, do hereby certify that this transcript was prepared from the digital audio recording of the foregoing proceeding, that said transcript is a true and accurate record of the proceedings to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



RICHARD GOODNESS

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THE TENNESSEE DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING NOTICE
DAVIDSON AND RUTHERFORD COUNTIES

TRANSCRIPT OF PROCEEDINGS

BE IT REMEMBERED that the above-captioned cause came on for hearing on this, the 5th day of March, 2026, beginning at 5:00 p.m., before the Coleman Park Community Center, when and where the following proceedings were had, to wit:

Reported by: MICHAL TOLON

LEXITAS

A P P E A R A N C E S

PAIGE HEINTZMAN, TDOT P3 DIRECTOR

REBEKAH HAMMONDS, TDOT PUBLIC PRIVATE PARTNERSHIP COMMUNICATIONS OFFICER

ERIN MCGEHEE, ENVIRONMENTAL LEAD HNTV

JOY RILEY, DESIGN LEAD HNTV

LINDI MILLER

* * *

P R O C E E D I N G S

(WHEREUPON, the above-captioned matter was heard in open court as follows:)

MS. HAMMONDS: Okay. We're going to go ahead and transition into our formal presentation now. If you would like to stay, we ask that you come on down and take a seat. We're going to give our formal presentation and then go into our Q&A session.

Okay. Well, welcome, everyone. We just want to say thank you so much for being here, for taking time out of your busy schedules on a weekday evening to learn more about the project and voice your concerns. We're excited to present all this information from the environmental assessment tonight. My name is Rebekah Hammonds. I am the TDOT Public private partnership communications officer.

Before we formally get into the presentation, I just want to talk a little bit about the format of the evening to give you an idea of where we're headed. So, hopefully you were able to get some questions answered and some information from the boards and our subject matter experts during the open house

portion.

We're going to transition into the presentation and the formal Q&A. And then roughly around 7 o'clock, we will go back into that open house session. That's for a couple of reasons, but we understand that if you did not sign up to speak in front of the group, you may want to put your comment on the record in a written way or just a different portal. So, we're going to give you that opportunity to make sure you have time to do that if you choose not to speak.

Before diving in, I want to introduce my team. So, here with us we have Paige Heintzman. She's our TDOT P3 director. Erin McGehee, there at the end. She is the environmental lead with our consultant, HNTV. And then we have in the middle, Joy Riley, who is the design lead from our consultant, HNTV.

Okay. So, let's talk about why we're here, what's the goal and the purpose of this hearing. You can see the three primary reasons we're here tonight. So, we want to present the recommended preferred alternative for this proposed project, that being a very technical way to say that we want to present the conceptual design on I-24 Southeast. We also want to share and gather input for the environmental assessment. And then we also are going to

be collecting the public feedback, and of course, questions, concerns regarding the project as a whole.

Just a few reminders, since we do have a large crowd here tonight, we're in an echoey gymnasium, we just want to make sure that everyone is seen and heard. So, we want to make sure to, number one, be respectful of everyone who chooses to speak tonight. Number two, keep our questions and comments pertinent to the project at hand, that we're discussing. Number three, we of course, want to let others speak without interruptions or distractions. And then lastly, we want to make sure to keep those comments and questions to two minutes.

I'll go through the breakdown on what the formal Q&A will look like and just some of the logistics once we get there. But just as a reminder, we will have that time limit of two minutes during that session.

This is a slide just to set the stage, okay, well, why are we here overall, right? How did we get to this point, to choice lanes specifically? And we'd like to set the stage, but really we know that you who live along the corridor don't need the reminder, right? We all drive and use I-24 and we understand that the congestion is something that impacts our lives on an everyday basis. This corridor is home to one of, if not

two of the worst bottlenecks in the country. And I-24 Southeast is the most congested corridor in the state.

And then why choice lanes? Why a public-private partnership? And really the answer is that this is a solution to a funding dilemma, a funding problem. You can see there on the screen, the $1.2 billion represents our state TDOT annual work program budget. That's everything TDOT does, that's maintaining the state of our bridges, patching potholes, new projects, road widening, safety improvements.

If we were to address the entire needs of this corridor alone, and what the environmental assessment shows in its finding is that it is estimated to be $4.5 billion. We understand that we cannot take more than double of our entire state's funding to address one area to make sure that urban congestion is solved. So, we are utilizing the private sector to allow state funds to go to many other places that we also know need attention.

We also know that this is a programmatic approach to solution I-24 Southeast and choice lanes overall, we hope to be a program and not just one project. So, rather than moving one bottleneck down the road to a different location and waiting another decade to solve that problem, we understand that choice lanes

can be a programmatic approach solving that issue.

At this point, I'm going to turn it over to our director, Paige Heintzman.

MS. HEINTZMAN: Thanks, Rebekah. As an overview, the project entails 26 miles of Interstate 24 from downtown Nashville to the I-24 I-40 interchange near Murfreesboro. This is one of the busiest and fastest growing interstate segments in the state of Tennessee.

Overall, the project includes adding choice lanes in each direction along with targeted interchange upgrades along the corridor. It's important to note that as part of this project, no general-purpose lanes or high occupancy vehicle lanes will be removed. And then lastly, choice lanes are optional price-managed lanes that will be in addition and adjacent to the general-purpose lanes. And the department intends to deliver this project through a public-private partnership.

We have been studying the corridor for over a decade. Starting in 2015 in particular, we put together a multimodal corridor study that looked at I-24 all the way from Kentucky to Georgia. That study identified existing and future conditions along I-24 and it also identified long-term multimodal solutions to

address congestion along the interstate.

In 2022, the department put together what we call a Congestion Action Plan for Middle Tennessee. That study in particular identified specific improvements along the I-24 Southeast corridor and identified improvements such as managed lanes, ramp metering along with interchange upgrades along the corridor.

In 2023, Governor Bill Lee signed into law the Transportation Modernization Act. The Transportation Modernization Act did many things for the Department of Transportation, one of which is it authorized us to enter into public-private partnerships. Secondly, it gave us the ability to operate user fee facilities. And then lastly, it did provide new statewide funding.

With the enactment of the Transportation Modernization Act, we then identified the I-24 Southeast Choice Lanes corridor as the first-choice lanes project in the state of Tennessee. With that, the department got busy with the engineering -- preliminary engineering and environmental work. And we went to the public in late summer, early fall of 2024 through the lens of what we call public information meetings to present to the public at that time the work we had done and the

alternatives that we were evaluating as part of our team.

The work and the feedback and the comments we received from those public information meetings, we took that back and we refined the work we were doing, the analysis, the technical studies, and we went back to the public with another series of public information meetings in late summer, early fall of last year. So, approximately a year after the first series of meetings where we updated community members and citizens and stakeholders on the changes that had unfolded with the project up to that point.

I'll note that feedback we received from those public information meetings in 2025 directly informed the recommended preferred alternative, which is what we're here to talk about today as it's released and disclosed within the approved environmental assessment.

And that brings us to where we are today. So, over the last few years for this project, we've worked very closely with our federal partners, in particular the Federal Highway Administration, to develop the environmental assessment. The environmental assessment evaluates the social, physical, cultural, and natural environments and the associated impacts of the recommended preferred alternative.

The environmental assessment was approved on January 30th of this year. And that does mark a pivotal milestone in the project as it serves as a base for the project itself and it allows us to advance through and to the commercial procurement process. With having that pivotal milestone behind us, we were quick to look forward to the next milestone, which is where we are today, which is these public hearings. This is the last of three in person hearings we had. We had another one at this location last night and then on Tuesday night in Smyrna.

And with that, I'm going to turn it over to, to Erin McGehee. Erin is going to go into the more detailed part of our presentation, which first is going to focus on what is an environmental assessment.

MS. MCGEHEE: All right, thank you, Paige. Welcome, everyone.

So, the next few slides, we're really just going to walk through what an environmental assessment is. The EA is a document that we produce as a federal requirement under the National Environmental Policy Act. So, you'll see NEPA used throughout the presentation tonight.

It really explains what the project is and why it's needed. It looks at those reasonable

alternatives or the recommended preferred alternative, as Paige mentioned, and evaluates those impacts to the environment. It also documents all of our coordination efforts we've had with our state and federal agency partners, as well as our public involvement efforts such as why we're here tonight.

And then in areas where we have impacts, we look at ways to avoid and minimize to the greatest extent possible. If we can't, we develop what we call environmental commitments and mitigation measures to help offset those impacts. Okay.

As a part of the environmental assessment, as I mentioned, we really look at why the project is needed. So, as Rebekah talked in the beginning of the presentation, congestion is one of the biggest challenges that I-24 experiences. So, we're looking at the increased urban congestion that's developing along the corridor. A lot of this has to do with the slow travel speeds due to the induced travel demand, the rapid growth that Nashville is experiencing, and just overall, the geometric design constraints where you have bottlenecks at certain interchanges along the corridor.

So, really, the purpose of the project is to increase that capacity and improve those travel times

to address those needs. But it also looks at the limited funding options that we've had historically for Tennessee and how the P3 is able to leverage and accelerate that project delivery. All right.

So, after we've established our purpose and need, we also establish what we call an ETSA or an Environmental Technical Study Area. This really is just a tool that TDOT uses on all projects to really just look at the resources that are in the field. Some of you may have seen us over the past several years doing various surveys along the corridor. That's really what this tool does. It just allows us to capture those social and natural, cultural and physical environments along I-24.

So, after we've established the ETSA boundary, we also look at alternatives and how those are screened. I know there's a lot of information on this slide. We do have a board back there, I'd encourage you to visit after the presentation. But the main takeaway here is that we start with a level one analysis and we use that as a very broad way of looking at all the alternatives that we could have along I-24.

As we go through that process, we screen them out and eventually certain alternatives are carried forward. One thing to note here is that the no-build or

some people here, the do-nothing option is also carried forward with every level of screening.

So, once level one is complete, we move into a level two. It's a more detailed analysis. You look at more design details and carry that forward into what we call a level three, which is where we're here today. So, we look at -- excuse me -- we look at a more detailed design, but we really try to settle on what that reasonable alternative is that we can carry forward in the environmental assessment.

SPEAKER 1: The proposed I-24 Southeast Choice Lanes project, would bring Tennessee's first-choice lanes along approximately 26 miles of I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro, running through Davidson and Rutherford Counties.

Starting at the northern end of the corridor near downtown Nashville, the mainline bridge over Fairfield Avenue would be widened to accommodate the new choice lanes. The choices lanes are proposed to begin at grade, just west of the I-24, I-40 split before Fesslers Lane. The I-24, I-40 interchange at the Fesslers Lane westbound general-purpose entrance ramp would be modified in two lanes.

One lane would connect to the outside of

I-40 westbound general-purpose lane and the second would connect to the inside left lane. The existing I-24 and I-40 bridges at Elm Hill Pike, Fesslers Lane, and Arlington Avenue and the mainline bridges over Brown Street, Mill Creek and Massman Drive would be replaced.

The choice lanes would then become elevated east of Elm Hill Pike. Then the choice lanes would continue over Springs Lane and split as they approach I-40. The elevated choice lanes would follow I-24 to the southeast, diverging again at the I-24, I-440 split. The access point here would include two lane ramps on the inside of I-440, which would end just east of the interchange at Elm Hill Pike.

The overcross bridges of South Fly Lane, Foster Avenue and the pedestrian bridge on Dorsch Avenue would be replaced along with the I-440 ramp at the I-24 interchange. The segment of I-440 over the railroad at Glenrose Avenue, mainline bridges would be widened. The I-440 eastbound general-purpose ramp to I-24 westbound general-purpose lanes would also be replaced.

Continuing south, the elevated choice lanes will continue to East Thompson Lane where a plaza style interchange at Briley Parkway is proposed. A new directional general-purpose flyover ramp with no user fee would also be constructed here. To avoid impacts to

nearby local historic and cultural sites elevated choice lanes would be built over the general-purpose lanes.

Improvements to this area include realignment of Joplin Drive, replacing the I-24 mainline bridge over Glenrose Avenue and the East Thompson Lane overpass bridge and removing the existing loop ramps.

Moving south, the elevated choice lanes would transition to the outside of the general-purpose lanes just before Seven Mile Creek and continue beyond Antioch Pike. Here, the Antioch Pike overpass bridge would be replaced. The choice lanes would transition to at grade in the existing median beyond Antioch Pike close to the SR 255 Harding Place passing beneath Harding Place to replace the existing Harding Place Bridge over I-24 and minor ramp adjustments. No choice lanes access or exchanges to general-purpose lane access is proposed at this location.

South of this point, the choice lanes would elevate again just east of Haywood Lane where a plaza style interchange would be constructed to provide improved access to general purpose and choice lanes and replace the existing twin bridges over I-24.

The choice lanes would then continue south in the existing median for approximately one mile before transitioning to the outside and passing from

Blue Hole Road where the existing overpass bridge would be replaced to accommodate the choice lanes. The I-24 mainline bridge over Mill Creek would also be replaced to address the flooding issues.

The elevated choice lanes will continue south of the I-24 SR 254 Bell Road interchange to provide direct access to choice lanes with new direct connection ramps, avoiding conflicts with nearby railroads and improving access to the future Antioch Transit Center. No major modifications to the existing interchange are proposed except to replace the substandard I-24 bridge over Bell Road.

The elevated choice lanes would continue south outside I-24 and transition to at grade in the median west of the Hickory Hollow Parkway bridge. The existing Hickory Hollow Parkway bridge would be replaced and the choice lanes would pass under the new bridge. The choice lanes would continue at grade in the existing median, moving south to pass under the bridge at Old Franklin Road which would be replaced.

Continuing south, the choice lanes would remain at grade in the existing median and pass under SR 171 Old Hickory Boulevard and this overpass would be replaced to accommodate the choice lanes. While there would be no choice lanes access at Old Hickory

Boulevard, a direct merge will be available just south of the Old Franklin Road overpass.

The choice lanes will continue south at grade in the existing median towards Waldron Road where choice lanes access would be provided through a redesigned plaza style interchange by removing the existing loop ramp, converting it into a general-purpose diamond interchange and replacing the Waldron Road bridge over I-24.

The choice lanes would continue south at grade in the existing median towards SR 266 Sam Ridley Parkway. The interchange would also be redesigned into a plaza style by removing the existing loop ramp and converting it to a general-purpose diamond interchange and replacing the twin bridges over I-24 to provide direct access to the choice lanes. Just south of the interchange the existing I-24 mainline bridge over Rock Springs Road would also be replaced.

The choice lanes would continue south at grade in the existing median towards Enon Springs and Rocky Ford Roads. Where the existing Rocky Ford Road bridge over I-24 would be replaced to accommodate the choice lanes. There would be no direct access to choice lanes at the interchange, but a direct merge would be included in the median just southeast of Rocky Fork

Road.

The choice lanes would continue south at grade in the existing median towards Almaville Road. While there is no direct choice lanes access at the interchange, there are direct merger lanes east and west of it. The Almaville Road interchange would also be upgraded to a diverging diamond design including the replacement of existing I-24 mainline bridge over Almaville Road to accommodate the choice lanes.

The choice lanes then continue south towards I-840 before terminating approximately one mile northwest of the I-840 interchange. While there are no improvements planned for the interchange, the existing twin I-24 mainline bridges over Stewart Creek and the Baker Road overpass bridges would be replaced accommodate the choice lanes.

MS. MCGEHEE: All right. So, that gives you a bird's eye view of the recommended preferred alternative. I just want to talk for a few minutes about how we evaluated the interchanges and access points when we first started this project. And you probably can't see all the detail here but this same map is in the back there. You can check that out later to see more detail, if you have any questions.

But we did evaluate choice lanes access

at every existing interchange and every existing overpass within the project termini. And so our preferred alternative does propose 14 choice lane access points. And how we kind of need narrowed it down to that number is really looking at the traffic volumes and the travel demand for choice lanes at each of those locations, whether the interchange could handle that volume and then also just balancing whether those improvements would have significant environmental impacts or property impacts.

So, our system-to-system interchanges. So, the I-40 and I-24 interchange, the I-24 and I-440 interchange both have direct connector ramps. So, you can travel through those interchanges directly in the choice lanes without any intermingling with traffic in the general-purpose lanes.

We also have some full interchanges where we're not changing the access for the lanes that are out there today, but we are adding an interchange and we have a wall back there, the plaza style interchange, so that you can get direct access from those interchanges to the choice lanes.

And then we do have one new interchange proposed at Elm Hill Pike and that will be just a partial interchange there on I-40 and that will allow

vehicles to enter the choice lanes there or exit.

We also have direct merges along the corridor and those are the little teal-colored triangles up there. They're at every terminus of the choice lanes. And that just allows a direct entrance or exit from the choice lanes to the GP lanes or vice versa. We also have a couple of those within the termini, as you can see, where there's more distance between the interchanges and we don't have choice lanes that access at a nearby interchange. Thank you.

If you have more questions about that after the presentation, we have the maps back there and also the more detailed maps over here to the side.

MS. HEINTZMAN: All right. Let's dive back into the details of the environmental assessment. So, as you guys can see here on the screen, there are several different types of resources that we look at along the corridor. But really, the primary purpose is to make sure that we're looking at all of these and analyzing them so that we can determine the best path forward with the recommended preferred alternative. All of these resources you all see here are detailed in the environmental assessment that is in the back of the room on the right-hand side.

Identifying these resources really allows

us to look at the alternatives to avoid and minimize impacts where we can. But again, as I mentioned earlier, where we can't, we figure out ways to mitigate those impacts. All right.

UNIDENTIFIED SPEAKER: Sorry.

MS. HEINTZMAN: No, it's fine. All right. So, once we are able to identify all the resources, then we take the recommended preferred alternative and we compare them to those resources to figure out which ones have direct -- what we call direct impacts. Again, these are on some boards back here to the right-hand side of the room. But starting at the top in the peach color, again, these are broken down by the different environments that we evaluate.

So, starting at the top of the social environment, we look at land use impacts. We look at visual changes along the corridor. As you can see, imagine 26 miles, there will be some changes, whether it's temporary construction changes or where there may be a noise barrier placed or just the elevated structures that are proposed along the corridor as well.

We also look at things in the physical environment. So, topics like air quality and noise, hazmat sites, you can think of those as gas stations, laundromats, oil mechanic shops, those types of things.

Then we also look at construction and utility impact. So, we're again, 26 miles, there's lots of utilities along the corridor. So, we want to look at what that means when we have to relocate those utilities. But also what are the construction related impacts when it comes to temporary access and potential detours.

We also have the natural environment. So, think of the outdoors. So, anything related to waters or protected species, flood points. Again, most of you are probably aware, along I-24 has flooded in the past. And so we look at what those impacts may be with the proposed project.

And finally, we look at the cultural environment. So, things that are above ground and things that are also below the ground. Along the corridor we had 17, what we call eligible resources, only two of them having adverse effects. We do have a station over here as well that discusses what those impacts are and how we plan to mitigate. All right.

I think we saw this number at the beginning of the presentation. But as a part of the environmental assessment, the NEPA process, we also disclosed the project costs. These costs are, they do include right of way and utilities and overall construction impacts. Okay.

And then finally here we're looking at, after we evaluate all of our direct impacts to the various resources, we look at ways to avoid, minimize as much as possible. But again, where we can't, we want to mitigate those.

So, anywhere from aesthetic features. Think of the noise barriers along the corridor to mitigate noise impacts, any type of large -- sorry. Landscaping or vegetative buffers that may be along the corridor. We also look at the community and state order coordination that we've been having over the last several years and the feedback that we all get from you, all that takes into consideration the mitigation as well.

Erosion and sediment control. That's another one. We don't want to worsen the conditions of our waters that are surrounding the project area. We don't want to increase that stormwater -- what we call stormwater runoff, runoff would be increased lanes.

We also have ecological and cultural resources along the corridor. So, we have things that are going to be in place, such as monitoring during construction, having our experts out into the field to look at working with the construction folks to make sure if anything is uncovered out there that we didn't

already know about, that we can mitigate that in the field.

And then of course, construction safety is a top priority in the department as well to make sure that during construction the project is delivered as safely as possible. Okay.

And then we have property impacts. Looking at TDOT's goal, which is to secure the right of way that's needed for the proposed project. But the goal is also to ensure that the process is transparent, it's fair, it's respectful, and we have a consistent message out to you all.

Just to give everyone a little bit of an approximate timeline. So, we're at the hearings now. The comment period closes March 26th. Once that concludes, we'll take all the feedback we've gotten over the past several nights and put that into what we call our NEPA decision document. So, we'll be submitting that to our FHWA partners within the next few months, disclosing all of the impacts and hopefully receiving that NEPA decision in quarter two this year.

Once we are able to do that, we can move forward with what we call the right of way process. We do have some right of away folks here tonight if you have questions, we encourage you all to leave your

feedback either here speaking or in one of the six different ways that Rebekah had mentioned earlier.

With that, I'm going to hand it back over to Paige.

MS. HEINTZMAN: Thanks, Erin. I'm going to spend it few minutes talking about the traffic analysis before I turn it back over to Rebekah. Part of the environmental assessment did include a detailed traffic analysis for the corridor. This is intended to show the operational -- or show and disclose the operational improvements of potentially including the choice lanes as part of the project.

The traffic analysis looks at what we call existing conditions and then it projects volumes into the future for opening year and design year. I'm going to talk a little bit about the information that you see on the screen and then dive into some of the details specifically. But the numbers that we're showing here are average travel times and it's shown for what we call the opening year, which is 2032. That's shown on the left side of the screen. 2032 is when you can expect choice lanes to be open for traffic.

We also look at what we call future year. That's 2052. So, that's usually 20 years looking into the future beyond the opening year, hence the 2052

number. The information we've got shown here is broken up into both directions. So, I-24 eastbound, I-24 westbound. And then we also look at what we call an a.m. peak period and a p.m. peak period. So, for our project, the a.m. peak period is the time frame from 6:00 a.m. to 9:00 a.m. and the p.m. peak period is considered 3:00 p.m. to 6:00 p.m.

So, I'm going to walk through some of the numbers here and then we're actually going to show similar data, but for the I-40 corridor that falls within the section of I-24 Southeast Choice Lanes project.

So, focusing more on the opening year. So, again, that's the data that's shown on the left side of the screen, that 2032. For the most part, we're showing what we would call free flow conditions for the recommended preferred alternative for both the choice lanes and the general-purpose lane users. That's the green boxes you see there of 21 minutes, 22 minutes, 23 minutes.

I want to draw your attention to in the eastbound, the I-24 eastbound direction in the p.m. peak period, that 51 miles per hour or 51 minutes. Excuse me, that's average travel time in the I-24 eastbound direction, p.m. peak period. When you look at that and

then you compare it to the recommended preferred alternative, users of either the general-purpose lanes or the choice lanes are seeing a benefit of gaining 20 minutes approximately. Again, these are average travel times.

Staying in the I-24 corridor in the westbound direction in the a.m. peak period, you can see there that the average travel time is approximately 75 minutes. When we take that information and then we compare it to the recommended preferred alternative, the users of the general-purpose lanes or the choice lanes, whichever one, are seeing a benefit of approximately an hour by leveraging either of those lanes in the recommended preferred alternative.

I want to switch gears and just talk through some of the data that's shown for the design year. Again, that's the 2052. So, when we look at the recommended preferred alternative, for both directions at pretty much both peak periods, we're seeing again, free flow conditions. So, that's your 22 minutes, your 23 minutes that you're seeing on the right side of the screen.

When we look at the I-24 eastbound direction in the p.m. peak period, again, we're seeing an average travel time of about 51 minutes, very similar

to what we were seeing in the opening year. So, again, users of the general-purpose lanes and the choice lanes for that recommended preferred alternative are seeing a savings in their travel time of approximately 30 minutes.

And then lastly, I want to draw attention to the I-24 westbound direction in that a.m. peak period. You can see that the average travel time is 138 minutes. So, over two hours. When we compare that to the recommended preferred alternative users of the general-purpose lanes are seeing hour and a half ish decrease in their time, whereas choice lane users are seeing closer to two hours.

So, similar tables, different data. As it now reflects the I-40 corridor. There is a section of I-40 in the downtown area that does fall within the I-24 Southeast Corridor project. So, again, I'll just walk through some of the information and the average travel times you're seeing here. So, focusing, again first on the opening year, that's that 2032 year. When we look at the recommended preferred alternative, choice lane users are seeing about an average two-minute commute down that I-40 corridor.

When we look at the I-40 eastbound direction, we're seeing a little bit of improvement in

the recommended preferred alternative for general-purpose lane users, they're gaining approximately three minutes. That's that four minute you see there.

When we look at the I-40 westbound direction. When we look at the no-build in both the a.m. and the p.m., we're seeing approximately 18 average minutes, 17 minutes. When we compare that to the recommended preferred alternative in the a.m. peak period, the users of the general-purpose lanes for the recommended preferred alternative are seeing an average travel time savings of approximately 10 minutes. And then in the p.m. approximately three to five minutes.

And then lastly, looking at the design year again, that's 2052. That's approximately 20 years after the opening year. When we look at the eastbound direction along I-40, choice lane users are at that free flow speed and roughly two minutes average travel time. And our general-purpose lane users, as part of the recommended preferred alternative we see a savings of approximately four to five minutes.

And then lastly, when we look at the I-40 westbound direction in that design year, specifically the no-build in both the a.m. and the p.m. is approximately 21, 22 minutes. When we compare that to the recommended preferred alternative, general-purpose

lane users are seeing a savings of anywhere to three to four minutes in the a.m. peak period and choice lane users are seeing roughly 15 minutes.

And then lastly in that afternoon peak period, that 3:00 to 6:00, our general-purpose lane users -- excuse me, choice lane users are seeing a savings of approximately 20 minutes. I'll flag the 26 minutes that's identified within the general-purpose lane, that's a little bit of an increase in comparison to the no-build. That's only in this situation if there are no improvements in the year 2052. And again, these are average travel times.

And I'll also flag that as part of the approved environmental assessment and as part of this detailed traffic analysis, we do consider what we call an expanded build scenario where we look at alternatives beyond what's currently here. And we are seeing improvements in the general-purpose lanes as well as the choice lanes.

And with that, I'm going to turn it over to Rebekah. She's going to round out the rest of our presentation before Q&A.

MS. HAMMONDS: So, the environmental assessment that we've been referencing and showing you content from was posted publicly on February 13th. It

is on our website and it is also printed in physical copies at these locations. The QR code -- and there is a QR code in the handout. It will take you to the project website, which currently has all of the materials that you see here, the visualization, the recommended preferred alternative, and all of the slides, of course. That QR code is on your handout as well.

And I do want to note, your handout -- if you weren't able to see some of the screen. We know that the lighting is not the best in here. The materials are on the boards, but also some of them are in your handout if you want to take a closer look.

So, as we've noted, this is not the only way that you can make your comment on the record. So, I just want to walk through the different ways that you can submit your formal comment so that you know exactly what the options are and you can make the decision that's best for you. We have a comment station right over here. There's two tables and then our comment box. You can write down your comment and submit it tonight and then you have done your due diligence and you can be done.

We also have a court reporter in the back of the room. She will record your comments so you can

dictate your comment to her if you don't feel comfortable standing in front of the large group. Online, of course, as I talked about, all the materials are there. You can submit your comment online if you'd like to do it on your own time. We also accept emails at that email address, which is also in your handout. If you can't see that. There is a hotline, you can record a voicemail. And then lastly, if you would like to take some time, you can mail in your comment as well.

So, as we enter into the formal Q&A session for tonight, I just want to reiterate those few reminders we had at the beginning. We're going to have several people speaking this evening, so we just want to sure make that we're respectful of everyone who does choose to speak, that we keep those questions and comments pertinent to this project and the topic at hand and that we are respectful of the time limit so that we can get to as many people as possible.

Again, around 7 o'clock, we'll cut the Q&A session in order to transition back to the open house to make sure that anyone who chooses not to speak has time to put their comment on the record as well.

One thing of note, because this is a formal public hearing and is regulated, we have to make sure to capture all of the conversation that happens

here tonight. So, in lieu of that, we have -- well, not in lieu of that. Because of that we have our court reporter. Her mics are at -- the mics that are here in the room. We won't be able to take questions or comments from the crowd. She won't be able to hear it. It won't be able to be captured.

So, if you would like to speak, we still have sign-ups available. We have Robert over here who has extra sign-up sheets. Please, if something sparked your interest and you didn't want to speak in the beginning and now you do, you can of course come sign up and we'll be sure to call your name. The process will be that we will call out your name. You can come to the microphone. You'll have two minutes to give your comment or question and then our panel will answer, where we can.

I do want to reiterate, if we are not able to answer the specific question this evening, the next process is that we will collect all of this feedback and there will be a formal response to every question or comment that is given or taken during this comment period.

So, there will be a response. If it's not tonight, it will be in the formal and final environmental document that will also be posted

publicly. Okay.

So, before we transition, I just want to make sure that I've gone over everything. And just as a reminder, in case I didn't say it, March 26, that is the comment deadline. The public comment period will last until March 26th. Okay.

So, at this time -- also handwriting, not every hand -- not everyone's handwriting is the best. So, please bear me with me. Okay. So, the first one will be Dr. Wachoseiz. Yes, sir. Thank you.

DR. WACHOSEIZ: Hello. Dr. Wachoseiz. Thank you very much for presenting this, giving us the opportunity to talk. On your video and on the website for most of this time, our home has been a dirt -- piece of dirt. There's been about a $60 million investment that's not on your table, and we have been trying to find out what you're going to do. Accordingly, you're going to wipe out about 20 houses and we're not getting any answers. And the houses that sit back 100 feet, 150 feet, we are being told we will not be compensated even though they're going to lose at least 25 to 40 percent of their values. So, what are you going to do about that? That's one thing.

Second thing is why did the city issue building license for the $60 million complex which is

just being done and TDOT never told anybody? So, the money's been spent, the complex is completed. We can't sell our houses. I can't sell the house because I have to report that this is going to affect me. So, how are you going to compensate? Are you going to compensate the entire complex which is about 60 million? Are you going to --

SPEAKER 2: 30 seconds.

DR. WACHOSEIZ: -- currently taking out a bunch of things and you've got to put up a wall. But according to the scientists, the wall will not stop the truck rumbling and vibrations in our houses. So, what are you going to do?

The last thing is that you have this flywheel that is for the trucks that come across 24. So, you're serving the trucks --

SPEAKER 2: That's time.

DR. WACHOSEIZ: -- and you're wiping out our community. Last comment. Will --

SPEAKER 2: That's at time.

SPEAKER 3: I'm sorry sir, we're just at time. We have to stop everyone at two minutes.

DR. WACHOSEIZ: Okay. Would you please put the price of payments for the time? I don't see anything around here about how much it's going to cost.

SPEAKER 3: Thank you, sir. Thank you. Thank you for your comment. Okay. Rebecca Pheiffer.

DR. WACHOSEIZ: Fair questions. Just no answers.

SPEAKER 4: I have a question. So, are you going to answer?

SPEAKER 3: That's right. We're going to do our best to answer the questions verbally as best as we can. In a situation where we can't, like Rebekah mentioned, we definitely will in writing as part of the summary matrix. So, we're going to do everything we can tonight to answer them verbally. But if we cannot all questions will have -- all questions and comments will have responses in writing.

SPEAKER 4: And you didn't say that out loud --

SPEAKER 3: Thank you. Rebecca, you can go ahead and state your concern.

MS. PHEIFFER: Thank you so much. First of all, I want to thank you for having such a well-thought-out and really easy to understand presentation. I've never been to a forum like this before and I was kind of expecting an episode of Parks and Rec. So, thank you so much for not being that.

So, my question is, I feel like you have

a, you know, a good plan for what this is. But why, with the incredible rapid population growth of Middle Tennessee, do we not have a proposal for increasing public transportation? Why is there not light rails, buses, anything that can actually move people, not vehicles?

SPEAKER 5: So, we work really closely with our local and regional transit providers, local, regional planning organizations. Prior to the beginning of the choice lanes project, multiple transit options were evaluated. So, (indiscernible) transit, commuter rail, heavy rail, light rail, subway. That was evaluated in a study that was put together by the Nashville Area Metropolitan Planning Organization, which is housed under the Greater National Regional Council.

That study evaluated those different options and ultimately determined that those types of measures had really high capital cost and the projected ridership was not there to support it. And so because of that, those options were not carried forward as part of the I-24 Southeast Choice Lanes project.

We do have transit options as part of our project in the sense that transit riders and transit vehicles will utilize the choice lanes for free. And so that is something that is part of the I-24 corridor.

And we would expect that transit riders could benefit from reliability and travel time advantages through that.

MS. PHEIFFER: Are those studies available for the public to see?

SPEAKER 5: Yes. Yeah. Thank you.

MS. PHEIFFER: And where will we find those?

SPEAKER 6: Well, they'll be in the GNRC website.

SPEAKER 5: So, it wasn't a TDOT study. So, that would be something that would be available through the GNRC, the Greater Nashville Regional Council's website. It would be something that was publicly posted.

MS. PHEIFFER: Okay, thank you very much.

SPEAKER 5: Yeah. Thank you. Natalie McMillan. And if you could, just for the sake of time, when you are done with your questions and comments, sit back down so that we can continue to call one. Thank you.

MS. MCMILLAN: So, she kind of raised one of my concerns, why isn't public transportation being used more? I'm from here, going to 40 years, and this has been an issue that's grown, it's just getting worse.

I do have questions about the time points that you were mentioning. They seem a little bit short even for, you know, traffic for some of the places (indiscernible) on the website.

But one of my questions is kind of, you know, A, people that commute are having to pay more out of pocket for something when they're already paying more maintenance costs, more gas. But at the same time, it also limits access to people who need their vehicle to get to work but don't have the ability to afford paying extra on top of everything else, given how unaffordable Middle Tennessee is getting for most of us that live here.

You kind of mentioned it briefly in your response to the one previous. But like, it, it kind of does feel like there's a disjoint in miscommunication between the, the local counties and cities and towns in the state and that that's part of the issue of not having a good transit and people that live here having difficult commutes and difficult times getting places because there isn't enough of local and state working together to create more comprehensive plans as opposed to just band aids that just don't really need, you probably just sort of --

SPEAKER 2: 30 seconds.

MS. MCMILLAN: -- fix it in very short-term way of the game, put some money on taxpayers and things like that. That's it.

SPEAKER 5: Thank you for your comment. Councilwoman Joy Styles. I did I was going to answer one part of your question, but you can hang out.

UNIDENTIFIED SPEAKER: Yeah, hang out over here. That's okay. Right.

SPEAKER 5: Just in regards to the cost piece of using the choice lanes, I just wanted to note that the general-purpose lanes will, you know, they'll continue to stay out there just like they currently are, along with the high occupancy vehicle lanes. Those will continue to be out there just like they currently are, which are not assessed to user fee. Those will stay out there and folks will use those or the choice lanes. That -- that's a differentiator.

COUNCILWOMAN STYLES: Hello. I'm back. I just wanted to come back again and reiterate how important it is that we retain our Chinatown site. As that has just opened, it's doing very well. We have a lot of patronage happening since it opened and it has gotten a lot of press and I think it would be a bad idea for us to use this particular site versus perhaps moving our exit and our entrance down the street. There's an

opportunity down Hickory Hollow Parkway, same road. It just doesn't go through a brand-new site which now also has a second building that's given way to open (indiscernible).

And also, another concern that I did mention last night is directly next door to the supermarket is a school. So, we would be building an on and off ramp. All that disruption for our kids and ultimately that school would have to close. It's not going to stay open and be located next to an (indiscernible).

SPEAKER A: No. Next. No.

COUNCILWOMAN STYLES: So, I'm really hoping that you're hearing enough feedback tonight that -- selfishly I am concerned with slide 11 and what is going through the Chinatown site and making sure that we -- we're not negative impacted and we're, we're working well together. So, thank you all very much for being on here for, for these two nights and I want to thank all of you for coming out tonight after work and school and everything to give your comments because this is that moment where we have an opportunity --

SPEAKER 2: 30 seconds.

COUNCILWOMAN STYLES: -- to say we'd like to see a little something different. We can't stop the

project, but we can influence perhaps what this looks like at the end of the day. And that's this moment. Thank you.

SPEAKER 5: Thank you for your comment. Next we have Dylan Ringel and Shani Glapion.

MR. RINGEL: Hi. I have some simple questions. This is Leslie --

UNIDENTIFIED SPEAKER: That's the court reporter's.

MR. RINGEL: Yeah. All good.

SPEAKER 5: Sorry about that.

MR. RINGEL: Yeah, yeah. No worries.

SPEAKER 5: I think it's the court reporter's. We need to make sure we get it.

MR. RINGEL: No, you're fine. You're fine. So, this is a public-private partnership. Could you talk more about who the private partners are? And obviously you, you might not know, yeah, motivations, but what their stated purpose is and why they want to contribute to this project. And what are the specific price points going to be for the choice lanes? And then are there -- since there are cases where choice lanes don't reduce congestion in the general lanes, is that factored into the time clock -- the, the time saved assessments, since, you know, just because there's, you

know, the whole one more lane sort of issue where when you make some more available, more people will use it. So, is that factored into those time assessments. Those are my questions.

SPEAKER 7: In regards to the private partners, so, our -- and being a private-partner partnership -- public-private partnership, we are currently in procurement. So, we have shortlisted four teams right now. We do not have a private sector partner selected at this point.

And in regards to the price point for the choice lanes, those -- the prices for the choice lanes will fluctuate based on time of day and congestion. That's what we call dynamic pricing. Policies and guidelines associated with user fees for the choice lanes, those are established by our Transportation Modernization Board, which was put into place through the enactment of the Transportation Modernization Act. But essentially the private sector partner, once they're selected, they'll design, build, finance, operate, and maintain the choice lanes in exchange for the user fees that they collect from the users that use them. And they will essentially use pricing to proactively manage traffic within those choice lanes.

SPEAKER 8: Okay.

SPEAKER 7: I want to get you the correct answer on your last question. So, I'm going to -- I'm just going to ensure it's recorded for the record and that we respond in writing.

SPEAKER 5: I do want to note the shortlisted teams, that document is available in -- publicly available on our website. So, for those who are interested, that is a PDF that's posted on the TDOT E3 website and is viewable for anyone to take a look at. Yes. And I don't know if I said this earlier, but if you could, when you come up to the floor, please just state your name and address before you give your comment. Thank you.

MS. GLAPION: Shani Glapion, and from Antioch, I won't give him -- I gave him my address. I'm not going say it out loud to everybody. So, I got a couple questions. What is that average income of the individuals who typically take this lane? I know you all done studies in other cities, so I would like to know where that falls.

What access to data will the private partners have? Why didn't this go all the way to the airport or at least to like Donelson -- is it Donelson Pike? And will you all enforce the high occupancy lanes? Because they're currently not being enforced.

SPEAKER 5: So, I'll speak to the HOV lanes. I think what sometimes might be confusing or people just don't know is that TDOT, the Department of Transportation does not actually enforce laws. So, I can't speak on behalf of the highway safety office or even metro or local jurisdictions who would be the ones to enforce that. But it is something that as a transportation department, we wanted to remain committed to keeping all of those lanes accessible and free. So, we kept the HOV as it stands. But like I said, I can't really speak to the enforcement of it simply because the Department of Transportation does not enforce those laws.

And then in regards to why the project did not go to BNA or I think you said Donelson, we set the project limits as they fall within the ETSA, which I think Erin had mentioned. So, going beyond that would essentially extend beyond the exit limits.

MS. GLAPION: Would the (indiscernible).

SPEAKER 5: It's in the environmental -- it's the boundary that we talked about in the presentation. We can get to. Dylan. Yes.

MR. DYLAN: Want to ask if you --

SPEAKER 9: Yes, yes.

SPEAKER 5: So, we need to find another

place. Have you thought maybe?

SPEAKER 10: I'll have to go.

SPEAKER 11: Oh, no. Just going to get. Yeah, just want to --

MR. DYLAN: Thank you. Good evening. My name is Dylan at --

SPEAKER: Thank you.

MR. DYLAN: -- 2730 Larmon Avenue in Nashville and thank you for opportunity to speak. I frequently travel via the I-24 corridor on WeGo Transit. I'm a high school student in Nashville and I've relied on public transportation in the greater Tennessee area for a very long time. And I still do every day.

And I -- Tennessee is growing quickly. And with that growth comes demand for transportation options. Many Tennessee residents, including myself, already rely on transit every day, whether it's commuters, students, workers, or people who simply prefer not to drive. And I'd like to highlight an opportunity to make this investment work for all travelers, including Tennessee transit riders.

When you evaluate, based on existing land use, growth, and development patterns, which is mostly single-family homes and spread out cul-de-sacs, of course you're not going to see enough ridership for

high-density transit and high-capacity transit. The New York City subway used to service small suburbs. If you build it, they will come. The subway now sees billions of riders.

Transit-oriented development follows the construction of transit projects. Express lanes can be extremely valuable for transit. Buses using managed lanes often provide faster, more reliable trips because they can bypass congestion. That means one bus can move dozens of people effectively through the corridor, reducing pressure on the general lanes and making the system work better. The project as proposed today allows transit buses to use the corridor for free, which is a wonderful thing --

SPEAKER 2: 30 seconds.

MR. DYLAN: -- however, it does not provide access or meaningful connectivity to anywhere along the corridor. Transit agencies need to build their own station off the route later, adding travel time, making transfers less convenient. And TDOT has the opportunity to design this corridor from the start with bus stations and stops, at new interchanges, with safe pedestrian bridges, park and ride lots, and connections to local transit systems that exist today and may exist in the future. My question for TDOT is

this, as this corridor --

SPEAKER 2: That's time.

MR. DYLAN: -- is designed, what steps can TDOT take to facilitate --

SPEAKER 5: Thank you. Thank you for your comment. Next we have Solomon Smith and forgive me, Ajuerre(phonetic) Pfeiffer. I'm having a hard time reading that one. Pfeiffer with a -- name starts with an A. Go ahead, Solomon.

MR. SMITH: Hey. Okay. I don't want to say my exact address, but Napier (indiscernible) right near that Fairfield exit, it's going to be effective. Simple question. And I want to give you plenty of time to respond. I know it's like not within your precise purview, but why is it that if we want to expand sidewalks or expand transit options, we have to vote on it and watch it fail, but if a company wants to come in to create car-centric infrastructure, we don't get to vote?

SPEAKER 5: Thank you for your comment. I think from TDOT's perspective, the ability to do this was enabled by legislation, the Transportation Modernization Act. And so this is moving forward with backed legislation. And with sidewalks and transit it often falls within the metro jurisdiction which we do

partner with them and closely coordinate with them. But that's not necessarily something that TDOT really has. Like you said purview, to.

UNIDENTIFIED SPEAKER: Go ahead.

MS. AURORA PHEIFFER: Hello. Thank you for all the thought you've put into this. I think the presentation is very beautiful. However --

SPEAKER 5: I'm sorry, can you just say your name? Because I didn't even say it right the first time.

MS. AURORA PHEIFFER: Oh, I'm sorry. I'm, I'm Aurora Piper and I live in Westmead.

SPEAKER 5: Thank you.

MS. AURORA PHEIFFER: Okay. So, thank you for all the thought you've put into this. I think the presentation is very beautiful. But the only way to avoid a permanent gridlock is to give people a viable alternative to driving. Highways move vehicles and transit moves people. When you expand highway capacity, driving becomes temporarily easier, which encourages more trips, longer commutes, sprawl and attracts drivers from other routes. Over time, congestion often returns to previous or higher levels.

This phenomenon is well documented across US metro areas. For example, the Katy Freeway in

Houston, Texas, it was expanded to 26 lanes at a cost of $3 billion and within a few years travel times increase dramatically. Morning commute times reportedly rose 30 percent and afternoon commute times reportedly rose 50 percent because easier driving encouraged longer commutes. Development spread further outward. More drivers used the corridor and congestion returned.

Cities like New York, Seattle, and D.C. invested in public transit and actually reduced traffic by giving people the freedom not to drive. Choice lanes don't fix congestion, they're pricey. General-purpose lanes stay congested and benefit higher income drivers disproportionately. The model assumes toll lanes stay fast because the toll price rises when demand increases. That means congestion is being managed by pricing people out, not by reducing total time.

SPEAKER 2: 30 seconds.

MS. AURORA PHEIFFER: Given the lack of options for us today, I urge TDOT to pursue the no-build alternative or change the plans to include specific tram stops and stations for transit, for buses or for perhaps a parallel passenger railroad rather than leaving it up to the agencies. Having stations on the corridor improves the speed and usability for transit dramatically, as done in, for example, Denver. Highway

extension just treats the symptom like too many cars in one place and not the root of the problem. Thank you.

SPEAKER 2: That's time.

SPEAKER 5: Thank you for your comment. Next we have Kathy Morgan and Nicole Thomas. Kathy Morgan and Nicole Thomas. Okay.

UNIDENTIFIED SPEAKER: I'm Kathy. So, I am not Nicole.

SPEAKER 5: No, that's fine. Go ahead. It doesn't look like Kathy's here. Go ahead.

MS. THOMAS: Okay. Nicole Thomas on behalf of Almaville Road. I'm under no illusion that I can affect the outcome of this by my words. But you deserve to hear them and be shamed by them nonetheless. This project has been presented to the people of Tennessee as a solution, a remedy, even a gift. But let us speak plainly, it is no gift.

It is instead a venture that will line the pockets of the already ultra wealthy while everyday Tennesseans shoulder the burden. Furthermore, this project demands that families be displaced through eminent domain, not an unavoidable public necessity, but for privatized, profit-driven roadway that serves the few at the expense of the many. Tennesseans deserves better.

Our Declaration of Independence boldly declares that all people are endowed with certain unalienable rights, among them life, liberty, and the pursuit of happiness. How can one pursue those rights when their home, the anchor of their stability is taken from them? The US Constitution in the Fifth Amendment affirms that no person shall be deprived of life, liberty, or property without due process of law, and the property shall not be taken for public use without just compensation. Is compensation just when families lose irreplaceable history, community, and security?

Isaiah 10 verses 1 and 2, "Woe to those who make unjust laws to deprive the poor of their rights and withhold justice from the oppressed." Is it not an injustice to force families out of their homes so that others make profits? Is it not exploitation to claim that this is for the good of all when only a minority will benefit? The human cost cannot be overlooked. Behind every dot on a planning map lies a family, a home, a story. Eminent domain is not an abstract government tool --

SPEAKER 2: 30 seconds.

MS. THOMAS: -- it is a force that tears apart communities. This project will displace hard working people who did nothing wrong except to live in

the path of someone else's profit plan.

My friends, my neighbors, the best community I have had the privilege of being a part of, this is not progress, but injustice. True public infrastructure should serve everyone, not only those who pay extra. True progress should lift communities up, not push them aside. True leadership listens to people. That's all I'm going to say.

SPEAKER 5: Thank you for your comment. Mark Watson and Lindsey Hartfield. Mark Watson. Lindsay Hartfield.

MR. WATSON: My name is Mark Watson and I represent -- and very few notes. Simply because I'm an engineer (indiscernible).

UNIDENTIFIED SPEAKER: Is there --

MR. WATSON: Sorry about that.

UNIDENTIFIED SPEAKER: There we go.

MR. WATSON: All right. We'll start over anyway. The downsides to this project are substantial. Several ways. It resembles a kind of infrastructure gamble that Nashville has already seen with the airport tunnel concept. Expensive, complex, and aimed at moving cars faster than fixing the underlying traffic problems. Toll swings do in fact create a two-tier power. You're actually telling people you can pay money to go fast.

Probably not a good idea. Private control of a public highway corridor. That's not Tennessee. We don't have toll roads. We shouldn't be doing this. We're splitting people up for no good reason.

Land impacts, don't even want to touch that. Everybody in here knows what that means. Perhaps the biggest criticism I've got is that this project doubles down on a car-owned strategy of one of the fastest growing corridors in the southeast.

Alternatives that receive less -- far less investments include the regional terminal rail. TDOT did the study that told us to move Radnor Yards. They're the ones that told us how much land would free up, how we could improve our traffic. Why don't we point that particular project that was done. We're not talking about -- we're talking about traffic and cars. That's not what this is about. We're talking about new moving people. Radnor Yards, that project -- TDOT should have done it. Other question. Where is NDOT in this?

SPEAKER 2: 30 seconds.

MR. WATSON: Three?

SPEAKER 2: 30.

MR. WATSON: 30. All right. Let's get there. Anyway. This study is studied internationally.

Everybody in the world knows about it. There's Vanderbilt University, University of California, Berkeley studied this corridor. It is considered an unstable corridor. You all know that. Your engineers know it, your planners know it. You don't get to overlook it because somebody wants to have a faster way to get to work.

SPEAKER 2: That's time.

MR. WATSON: Thanks.

SPEAKER 12: In regards to your question on where is NDOT as part of this project, we do work very closely with all of the local jurisdictions that are impacted by the project NDOT, Smyrna, Murfreesboro. So, we closely coordinate with them at this stage and the stages ahead.

MS. HARTFIELD: Hi, I'm Lindsay. I live at the Elm Hill Pike area. So, I have a few things. First, like somebody else pointed out, this is not a vote. Anything that this big should be a vote if it impacts us this greatly.

My second thing is the tree canopy. I asked a few people, are you planning on replacing tree for tree in our tree canopy that's already being decimated by all these apartment buildings and whatnot going up?

Second -- or third, how long do the -- do these people have -- do they get fined if they go over the due dates? And then it feels like a literal highway robbery when a private sector can charge us whatever the heck they want. I work in the hospital. I can save your life. But I have to work two jobs just to be able to afford my daily life. It's not right that somebody with money can just drive little bit faster.

And also, has anybody driven in Atlanta? Because it didn't work there. Even on the general-purpose lanes there is always traffic. And that guy over there built it -- sorry sir -- but I don't want him involved because Atlanta is a crap show. And then who holds this private sector accountable for fixing it? If debris falls off somebody's truck? Salting the roads, potholes, who hold them accountable?

Oh, and also for this, there was no information posted anywhere. I had to like --

SPEAKER 2: 30 seconds.

MS. HARTFIELD: -- deep dive on the computer to find this. There needs to be yard signs posted everywhere, not just on a blip on a TV thing. People in -- the state, they can pay for marketing. You got 4.5 billion people -- million dollars invested in this. Why can't you all invest in some advertising for

some people to know about this meeting?

MS. HEINTZMAN: In regards to the question on related to the trees and the canopy there, I want to make sure that we get an appropriate answer, an accurate answer. So, we'll do that as part of the formal record and then --

And in regards to who holds the private sector accountable for the maintenance fees. So, part of the contract with our public sector partner once we're there is that they will operate and maintain the choice lanes for a certain duration. So, they'll be responsible for O&M and there will be a compliance and enforcement piece from the department's perspective.

And then also -- thank you, Joy. She pinged me on this. In regards to the tree canopy, I wanted to flag something that I think Erin may have mentioned as part of the presentation we do have a visual impact workshop. Looking to schedule that in the near future. We have a sign-up for that here tonight. Over to my right -- to your left. If you that's something that you or others are interested in to be involved in that process.

SPEAKER 5: If I can add, about just the 4.5 billion. The real motivation behind this public-private partnership is because the state simply just

actually doesn't have the funds to address congestion in a traditional sense. And so under a public-private partnership, the private partner would design, build, finance, operate, and then maintain this facility. Meaning what you are seeing tonight is roughly 15 to 30 percent of a conceptual design.

We then, once this process is completed and moves forward then that private sector partner would then complete that process. So, they are financing, they are taking on that actual financing allowing the state to not to have to take on that cost. Next we have Gerald Stankerich. I'm sorry I may have said it wrong. And Michael Mastin. Gerald Stankerich. Oh and I'm so sorry.

Before you say it is roughly 6:45 we're going to do a last call for any additional sign-ups to speak in front of the crowd. So, you want to sign up. If something sparked your interest, please do so. Go ahead.

MR. MASTIN: Hello. My name is Michael Mastin, (indiscernible). One of third generation business owner here in Nashville hoping to be fourth and fifth and so on and so on. We -- our family started our company in 1942. We were here before the interstate. We've been taken from before and now we're going to be

taken from again.

My concerns is when does this stop? You're at 15 percent assessment so that means you're going to end up taking more. Two, how much more is it going to cost? You can still assess and then there's going to still be more cost. Three, everybody in Denver, New Jersey, in Atlanta knows they don't work. Four, we already have such a bad problem with potholes in this city. You're doing this suspended. What's the first thing that freezes, bridges and overpasses? So, the whole thing's going to freeze. So, we're going to shut it down during winter months. Thing won't be accessible.

The overhead part, I can't tell you how many cars have come through my building, two here in the last couple years. So, prepare yourself for that. And this just goes on and on.

This is not choice lanes, this is forced lanes. Nobody has say so in it. It's being forced upon us now we're having to deal with it. Our livelihood is being taken, uprooted from us, our history, our tradition, our hard work and sweat and tears. 84 years, my family has given to this city nonstop. We are an emergency service. We don't get to stop --

SPEAKER 2: 30 seconds.

MR. MASTIN: -- we don't get a day off. 84 years, no birthdays, no Christmas. We're serving this city. We can't do that without this location. Has anybody looked at any other things like that?

There's, there's so much more than money can't replace. I know everybody say, "Oh, you're going to get a lot of credit for this. You're going, you know, we're going to feed -- we're going to pay you for this." The money doesn't fix the problem. The money that you all are trying to bill is not going to fix the problem. Some other things here is going to fix the problem. Transportation is one ---

SPEAKER 2: That's time.

MS. HAMMONDS: (Indiscernible). You all can't handle that but thanks for your time.

SPEAKER 5: Thank you, sir. Thank you for your comment.

SPEAKER 13: Do you have (indiscernible).

SPEAKER 5: Do you want me to call the next? Do you want me to call them?

SPEAKER 14: Yes. Thank you for your comment.

SPEAKER 5: Sara Croft and Libbie Mosley. Ruby Mosley?

MS. CROFT: Hi, I'm Sara. I'm from the

drive down the road. A couple questions on this. Honestly, I'm very confused on whether or not we actually have the option.

I know it's been reiterated over and over again that you have a timeline, you have years set up. It sounds like the choice has been made, but I should have asked one of your guys over here, one not here, is there an option for the no-build? As in we have a voice. We have the choice to actually not do this. I was told that is an option. I was specifically told that if a million people raise a concern and raise it in a negative way that this cannot go through. So, we'd love some clarification on whether or not we do have the choice to not do this.

The second part is this seems like a very expensive one-way door that will not benefit the local community. You're going to invest time and funding and resources from TDOT and pulling it away from current roads and having to work on these other roads that are going to be owned by 3P. If they're owned by 3P, that means that we don't have the voice in how to maintain them. We don't have the accuracy of being able to maintain them in a fast pace. It's like renting an apartment. You have to wait on somebody else to come to you and fix your problem. Which means that the local

citizens, even the commuters, will not be able to use roads at times because you're waiting on someone else to fix these.

And the last part is because it feels like a one-way door, do we have any plans on whenever we don't see an ROI on this and we don't see any use --

SPEAKER 2: 30 seconds.

MS. CROFT: -- of these roads to actually repurpose them in any other way, hopefully in a train system.

SPEAKER 15: Want to start?

SPEAKER 16: Go ahead.

SPEAKER 5: Okay. In regards to the first question about, I believe the no-build and what the path forward is there, our intention for tonight and last night and the night before and as part of the open comment period is to receive all feedback. We need as much feedback as we can get from citizens, community partners, stakeholders to help us advance to the next step, whatever that is.

And so once we close the comment period on March 26th, our project team that's up here, plus all those that support us will collectively go through all the feedback we've received, likely thousands of comments and refinements and adjustments will be made,

whatever that looks like. So, we'll comprehensively look at all the comments and feedback we receive along the corridor.

In regards to a question related to who owns the roads. So, even though it's a private sector partner that would design, build, finance, operate, and maintain the choice lanes, the state of Tennessee will always own the roads. We own the right of way that those roads are within and so they are still state property.

Part of early stakeholder engagement has been with local municipalities and first responder agencies to make sure that we're hearing and seeing what they need as we work through this process and then eventually work with a private sector partner.

And so when it comes to things like maintenance, there are -- we are working through what it would look like to create a contract that we again would still be the owners of the road, but that we can prioritize the safety and the people of Tennessee. We want to protect the people of Tennessee and the facility that we own. Next, Lana White and April Gung, Grump?

MS. WHITE: My name is Lana and I live close to Joplin and I have a few questions. A few have been answered tonight. I did not hear the answer to one

of her questions though. If enough people tell you they are against these choices, will you stop all the plans? And I would like a yes or no answer to that right now because that will determine my next question to you. If there are enough people that are against the choice lanes, will you stop this entire --

SPEAKER 2: They need to make all questions at --

MS. WHITE: -- the entire plan?

SPEAKER 5: I don't know what she said.

SPEAKER 2: They need to make all questions at one time.

SPEAKER 17: Can you go ahead and state your next questions?

MS. WHITE: Well, I can but this one determines my next question.

SPEAKER 2: They need to field --

SPEAKER 17: So, as part of the first question, if we -- depending on the feedback that we get tonight, if no-build is what the people prefer, we have to take that into consideration for the remaining process. However, we still have to compare it to the build alternative and if it meets the purpose of meeting at the job.

MS. WHITE: But if enough people do not

want it, what will you do?

SPEAKER 5: No. No.

MS. WHITE: Because that does not answer my question. What are you going to do --

SPEAKER 17: In the process that we're in at right now, we'll take that feedback into consideration.

MS. WHITE: But that doesn't answer the question.

SPEAKER 17: We won't have this until the FHWA --

MS. WHITE: But can you legally continue with this, with enough people against it? It's obvious everyone that's here does not want this program. You have not -- you've talked about everything on the roads. You have not talked about the homes, the foundations, the water department or the water problems that are going to happen from this.

You're not going to talk about the environmental fumes that you're going to smell. You're going to inhale sulfur, lead, formaldehyde. There's many things you're going to do. And on the Briley Parkway, the Chapter 217 project alternative. There's supposed to be 12 new bridges and

SPEAKER 2: 30 seconds.

MS. WHITE: -- and you're going to be removing the loop ramps. But back to the first question is the most important. Will you continue with this? No one wants this. No one wants (indiscernible). What are you going to do -- what are you going to do to the elderly that have no place to go when you take their home? What are you going to do to the couple that just put all their savings at a home to buy their first home? What are you going to do for people like us that --

SPEAKER 2: That's time. That's time.

SPEAKER 5: Thank you, that's -- thank you so much.

MS. WHITE: (Indiscernible), the values, always talking about --

SPEAKER 5: Thank you, ma'am. I'm sorry, I'm going to have to ask you to be seated.

MS. WHITE: I didn't get that question. The fair market value is always (indiscernible).

SPEAKER 5: Thank you.

SPEAKER 2: Thank you for your comment.

SPEAKER 6: So, we are here to discuss the approved environmental assessment and the recommended preferred alternative that's associated with it. And we'll take the comments back from tonight, the night before, and Tuesday and collectively refine what

we have to this point and ultimately put that before our federal partners, Federal Highway Administration for their approval. So, those are the immediate next steps.

SPEAKER 5: We have Markeith Braden and Acker -- I'm sorry, Adam Nicholson.

MR. BRADEN: Most of my comments have already been said but I will come up to reiterate for the record. As a native of Nashville, particularly Antioch area, homeowner for over 20 years, we have seen the regression of Antioch and now the comeback of our area and we have seen buildings sit empty for multiple years.

And so I will reiterate what council lady stated about the Chinatown. That even if this project does go forward, we do not want to lose that new establishment. They have put a lot of money into that establishment and it will be terrible to see it go. But as the lady was sharing just a few minutes ago, it seems as though the community is not of support of this project. And so we hope that you take this into high consideration so that we will meet the community needs.

And then the last thing I will say is that what best practices have you all observed from other cities similar to an Atlanta -- and I frequent Atlanta often and nobody uses those choice lanes nor has

it decreased the traffic in that city. And so just take these things into consideration and we appreciate the opportunity to share what our thoughts are concerning this effort.

SPEAKER 5: Thank you. Thank you for your comment. I have an Ember and Tatum Clinton-Selin.

MR. NICHOLSON: Okay.

SPEAKER 5: Oh, I'm sorry. Yes.

MR. NICHOLSON: All good?

SPEAKER 5: Got it.

MR. NICHOLSON: So, thank you for being here through a tough job to get all of our negative feedback. No positive feedback. So, is TDOT required let's start from the top.

SPEAKER 2: Can you state your name?

MR. NICHOLSON: Oh, sure. Yes. Adam Nicholson with Transit Now Nashville. And I want to just say some stats here. Nashville has the worst commute in the whole country according to some figures. We're number one for getting miles driven per person of any city in the US, about 40 miles a day. We are number one for roadways per person. So, if more layers fixed traffic, then how did we get here? Okay.

So, will TDOT commit to completing a current alternatives analysis, the one that was

mentioned in the, the study, I've submitted feedback. I got a response. I appreciate that. I referenced a study from 19 years ago that the GNRC completed. That is the Southeast Corridor High Performance Transit Study from Jim McAteer, 2007 was, was what I found there.

So, in the event that TDOT does do an alternatives analysis study -- which maybe that's legally required -- that's another question -- would they possibly pursue public private partnerships to build transit systems? Let's see. Can TDOT assure us that there are no conflicts of interest between private companies that benefit from highways --

SPEAKER 2: 30 seconds.

MR. NICHOLSON: -- including officials that worked at TDOT such as Butch Eley who used to work on highway management systems before he became the commissioner of TDOT? And let's see.

Can you assure us that exhaust fumes, including brake dust and tire dust will not be poisoning more people that live within 100-foot radius of the highways, which increase risks of stroke and heart attack on top of all the opportunity costs of not doing the things that we know we probably should be doing better in terms of transit and smarter growth and all those things. Thank you, guys.

SPEAKER 2: That's time.

SPEAKER 21: Could you clarify your question about the transit study and that analysis? Could you ask that again?

MR. NICHOLSON: Yes. The exact name of that study is called the Southeast Corridor High Performance Transit study from Jim McAteer, the GNRC. He's now not at GNRC anymore. But if you google that phrase exactly, that's what was sent to me as a response for the justification for why we're doing this, you know, a non-TDOT study that was mentioned before as well when someone asked this question.

So, it sounds like the justification is from 19 years ago. It's not like the city has changed at all in 19 years, right? So, maybe we can use that sorry. Pardon the sarcasm. Try to keep it light. No, but it's awful that we're using a 19-year-old study in the GNRC. TDOT should have an in-house alternatives analysis.

So, follow-up question, just to reiterate, is TDOT legally required to do alternatives analysis? That's a big point. Thank you.

SPEAKER 5: Thank you.

SPEAKER 21: Yeah. To answer the question directly on the alternatives analysis, yes.

That we are required through the NEPA process and that is disclosing the environmental assessment that was approved by FHWA in January.

MS. HOLLAND: Hi, I'm Ember Holland and I've only been living here for a few years. I live in East Nashville. And increasing lanes will not help at all. It will just increase traffic. I watched my hometown of Clearwater, Florida be completely destroyed. Both properties and also businesses have gone to shit just because of a US Highway 19 which is called the highway of hell be worked on continuously for years. It does not end.

Roads have had to be built and then he fixed in many, many years and it's -- construction has yet to end. And so this is an absolutely terrible idea. Public transportation is the only way that's going to get fixed (indiscernible).

SPEAKER 5: Thank you for your comment.

MS. CLINTON-SELIN: Hello. My name is Clinton-Selin. I live in Woodbine and was born there actually. There's obviously general mood discontent here. I do share that but I also have some more granular questions that I'm hoping you can speak to. I'm confused about the travel times that seem to be furthering towards the city where there is not shown to

be a benefit for the general use lanes. And I don't understand why that wouldn't mean you wouldn't put general use lanes so far into the city. You mentioned a newer analysis and I don't understand why that wasn't presented to us tonight, if that is the newer analysis.

I also wanted to touch on visual effects. I didn't have a lot of time to look over the document before our meeting tonight. But I did notice that the visual effects section is very short and it is mentioned that there will be more discussion of visual effects. I'm confused about why that isn't analyzed in the document draft that was given to us and why what was analyzed in the document draft is regarding visual effects for people driving on the highway and not for people who live right next to a highway.

I also have concerns about noise, which has been mentioned in some squishy language in there -- what sounds like squishy language to the general citizen about there may be these things, but there may not be these things. They may not be -- just -- you may not decide to build them later on. And it's unclear to me and I think us in what circumstances they would or would not be constructed. And I don't believe we'll have input into that later on.

SPEAKER 2: 30 seconds.

MS. POTENCIA: The, the last is a more general comment which rides on the lack of information and the general public impression of myself and I believe others that this is the I-24 project, but it's also I-40, it's also I-440 and that has not been in the general discourse.

I did notice this small pixelated line on I-440 before the fall meetings and thought, "This is not just I-24, this is 440 which is like two blocks from my house." I attended the fall meetings. There was no information on what things would look like.

SPEAKER 2: That's time.

SPEAKER 22: Before they answer, I just want to say it's roughly 7 o'clock. We said we would cut everything off. We only have a few more people. We want to make sure to get to these few last people. So, we're going to go ahead and go over just a little bit. Go for it.

SPEAKER 6: In regards to your first question about the travel times not benefiting the general-purpose lanes near the city. If I'm following correctly, it may have been a slide that was presented along the I-40, which we do have that as a flyer and there's a board. I do invite you to speak with some of our staff here tonight. We have project team members

who have worked very intimately on the traffic analysis report.

There was a mention of a scenario in what we call the design here in that 2052 where in the recommended preferred alternative that the general-purpose lanes are seeing a little bit of a decrease of average travel time. But there is more detailed information in our traffic analysis report. And so I do invite you to talk to some of our folks at the station during the open house portion if you have time. If not, you will definitely get a clarifying response as part of the formal response here. And then visual effects, I'm going to pass it to (indiscernible).

SPEAKER 17: Yeah. So, I can help answer that one as well as the follow-up regarding the noise (indiscernible) barriers. So, in terms of the visual impacts, there are different levels of tiers that we have to evaluate based on the community surveys that we did back in 2024. That really sets the stage for the level of visual impact assessment that we have to do for this level of document, environmental assessment. All of that was approved by our FHWA capturing that we chose the right level of analysis to consider.

I will put another plug in for the visual impact workshop that we're planning after the comment

period closes here for the hearings on March 26th. So, I encourage you to come out and leave your feedback on what visual impacts you think you may have in your local community, but what you'd like to see approved as well.

For the noise barrier, that analysis is very preliminary right now just due to the nature of where we are in the design process. So, I think Paige mentioned earlier where the 15 to 20 percent, what we call design plans, we can only do so much with the exact location of the noise barrier. As we progress forward, after we get our decision, we go into the final design process, then we'll be able to refine those locations much more clearly than what we have tonight (indiscernible).

SPEAKER 5: Okay. And our last three for the evening, forgive me again for the mispronunciation Tory or Tony Zavotson, Zavistor, Allen Dyer, and Monroe Abram. And again, just as a reminder, please state your name and address if you'd like.

MR. ZAVOTSON: You'll have to excuse my handwriting. I'm a lefty and my teachers didn't know how to teach me how to write in school. Yeah, my name is Tory Zavotson. I live in the Glencoe neighborhood. I've lived here for eight years now. So, I, I echo a lot of the concerns that people have here tonight.

I, I put in a comment back in October about the on-ramp, the I-44 west on-ramp off of Briley Parkway. What are the plans for, for that? Because that's something that it's already really dangerous to get on the interstate as it is very short. You have to either speed up, you have to -- it's a mess. So, I want to know about that. That's my biggest concern there. Everything else I wanted to say has already been mentioned. So.

SPEAKER 6: Yeah. That's a very detailed question. I want to make sure we answer it accurately. If you're able to stop by the RPA station and talk to one of our designers. That way they can specifically answer any questions you have related to that off ramp. Maybe the proposal there for the recommended preferred alternative.

MR. ZAVOTSON: Okay. I've got to find somebody that --

SPEAKER 6: Yes, to your --

SPEAKER 5: The smart screen.

SPEAKER 6: To your right, the smart screen.

MR. ZAVOTSON: All right.

SPEAKER 5: Thank you.

MR. ZAVOTSON: And thank you guys all for

being here tonight.

MR. DYER: My name is Allen Dyer. I live in the Nashville community, very close. I live right across the street from my local place. So, yeah, in that area. We have a lot of principles. We see a lot of devastation coming to our community. A lot of destruction.

One of the questions I want to ask and I'm not really -- I'm, I'm just going to ask it easily. Rather than destroy so much of our community on the other side of the interstate, there are big parking lots (indiscernible) parking lots trucking companies and it would have been possible to at least move a portion of this over the other side and not destroy so much of our community.

Additionally, I do have to take exception of the concept of eminent domain. What I would suggest is that perhaps de jure, the state owns those highways but de facto, the private enterprise company owns those structures -- those -- that facility, the streets, and the income. And so they are making, over time a tremendous income of that total. And it's all tolls due. And in a sense I, I think there's an unfair settlement of people that live in that community who are losing their homes. And I'm saying --

SPEAKER 2: 30 seconds.

MR. DYER: 30?

SPEAKER 2: 30 seconds.

MR. DYER: 30 seconds. I understand these are people's homes, lives more than just the cost of a building that you're, you're moving after. And they probably deserve more compensation than you are projecting at this point, which goes way beyond -- which goes the business of you and look for a solution in that sector. One more thing.

SPEAKER 2: That's time.

SPEAKER 5: I'm sorry sir. We have to keep everyone to the same time. I'm sorry.

SPEAKER 2: Thank you.

SPEAKER 5: We're going to have to sit down. We are welcome -- we will speak to you in the open house.

MR. DYER: (Indiscernible).

SPEAKER 5: Sir, I'm so sorry. We're going to have to ask Monroe Abram.

SPEAKER 6: Excuse me. I was going to answer the first question in regards to not impacting the property on the other side, I believe. As part of the environmental assessment and the recommended preferred alternative, our whole goal is to try to avoid

and minimize and mitigate.

There are situations where we can avoid and that is where we need your input. And that's why we're here tonight to collect that and collect it holistically from all the feedback we receive such that we can make the refinements necessary within the environmental assessment along with the recommended preferred alternative.

MR. ABRAM: Hello. My name is Monroe Abram. I've live in Antioch. Been there 20 -- been here 25 years. My one, one question that I have, since this is a private-public project, how long do they plan to keep the toll -- you know, how long is the plan to keep the toll on and how long -- and who gets the role after the toll is up? Do they plan to keep the toll even after -- even after that window is up, and the state funds running?

And the other thing I'll just say is that, you know, I'm not -- I'm not a proponent of this project. You know, I've seen these things. I lived in Atlanta prior to coming here. I actually saw from start to finish where they built those, those choice lanes on both sides -- on both sides of Atlanta, going south and going north. Those things didn't really have to work. Nobody used them. You know, we're going down the road,

everybody, everybody still -- everybody else still using the regular lane.

So, no one else is -- no one's not -- going to use this thing and going with the toll, you know is the toll going to benefit, you know, the people of the state or the toll going benefit of TDOT? And how, how is all that going to look?

And plus the only other thing I'll just add, being in Antioch since we, I know other folks have said this too, you know, we got a lot of construction going on down in the area right now. And add something else, I mean to take out this new business that we just got, that just -- that just got into the area is a -- is a tragic mistake that I don't think is going to make it this way.

SPEAKER 23: In regards to your question about how long will the lanes be tolled. So, once we select a private partner through that public-private partnership they'll have -- we'll have an agreement in place. It's a 50-year concession agreement. And then once that 50 years is up, the facility will be handed back to the department, to the state.

SPEAKER 5: Anything else? Okay. We just want to say thank you again. We appreciate all of the feedback and the time and energy that you all have

spent. We understand that taking time out in the middle of your week is a dedicated thing and we want to commend you for that and say thank you again.

We're going to transition into the open house portion of the evening. I just want to remind you there are several ways that you can give your official comment if you did not want to speak tonight. And we look forward to engaging with you during the last open house portion of the evening.

Simply because we have this space only for a certain period of time, we are going to be closing the doors at 7:30. So, I encourage you to speak to whoever you need to in that time. Thank you. Have a great evening.

(The proceedings were adjourned at 7:30 p.m.)

C E R T I F I C A T E

STATE OF TENNESSEE)
COUNTY OF DAVIDSON)

I, MICHAL TOLON, a Digital Reporter, do hereby certify that the foregoing proceedings were taken down and transcribed under my direction to the best of my ability.

IN WITNESS THEREOF, I have hereunto set my hand this 5th day of March, 2026.



Michal Tolon
Digital Reporter

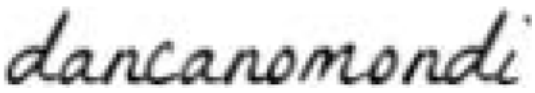
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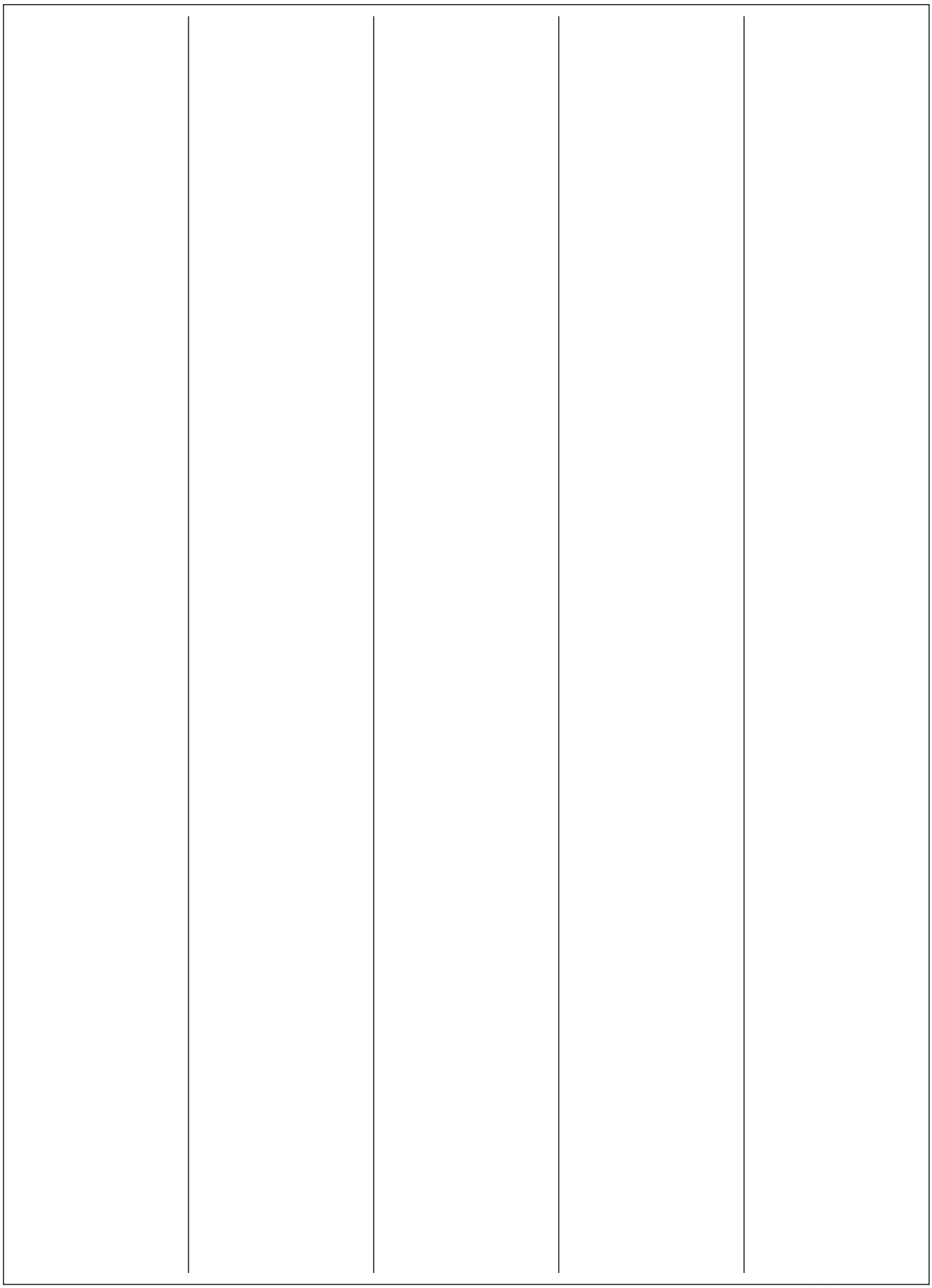
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I further certify that I am neither attorney for nor a relative or employee of any of the parties to the action; further, that I am not a relative or employee of any attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this matter.

IN WITNESS THEREOF, I have hereunto set my hand this 11th day of March, 2026.



Dancan Omondi



From: [redacted]i
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL]
Date: Friday, February 27, 2026 2:51:54 PM

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To whom it may concern,

Good afternoon! My name is Eric, and I am a 23 year old Physical Therapy student at TSU who lives in Smyrna off exit 70 of I-24. I am unable to make it to the public hearing on March 3 due to work, but I wanted to still leave comments.

I am firmly opposed to the "choice lanes." As a member of the next generation, I believe my opinion matters more than the elderly that mainly attend these public meetings. My generation is who will be running the world very soon and we no longer stand for a car-dominant society. Studies have shown (since the 60s and 70s!) that's more lanes do not solve traffic problems, but more options, walkability, and public transportation can.

If we look a little south to Atlanta, we can see their 12 lane highways and toll roads, and see that they clearly still have traffic. Yes the Atlanta metro area may have 6+ million people whereas Nashville has 1.8-2 million, but Nashville continues to grow and we will have the same traffic as Atlanta whether we build more highways lanes or not.

Furthermore, the Nashville area has recently passed new zoning codes to allow for missing middle housing (duplexes, cottages courts, and ADUs) to be built. That shows that more growth and population is expected. Since we know this will happen, roads will get more crowded whether even if more are added.

BUT, if we plan ahead and prepare the land for the growth in Nashville and beyond, we can start to allow for regular errands to be completed without a car, reducing the impact on our roads overall.

The only part of the Choice lanes I like is that the WeGo buses can use them. However, I believe that could be completed with o it one extra lane, or making the existing carpool lane a public transportation lane only. Public transportation will never be a viable option if it is getting stuck in the same traffic as all the suburbanites (including me) who drive along I-24.

Lastly, as a physics therapist student, I learn a new fact every day about how physical activity can improve one's health, function, and life. If we plan ahead to increase a public transportation network and pair it with dense, walkable communities, hundreds of thousands of people would be able to tally up more physical activity just by going throughout the day. I know from experience that it is hard to always set time aside in a schedule to workout, so if I could get my steps in doing errands, I could improve my cardiovascular health throughout the day. This activity compounds its effects.

With all of this said, I OPPOSE the choice lanes, and I think more efficient long term

transportation plans needs to be made.

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL]
Date: Thursday, March 26, 2026 11:13:55 AM

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Do not want Chinatown to be demolished.
Sent from my iPhone

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL]
Date: Friday, February 27, 2026 12:22:53 PM

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The creation of "Lexus Lanes" in TN is very concerning.
This doesn't address traffic concerns and merely creates expensive lanes that aren't affordable for daily commutes.
This is a failed experiment that has been tried in other locations with little success.

Other solutions should be considered that actually have beneficial outcomes, ie. Light Rail or other mass transit.

I do hope this project will be reconsidered and not move forward.

Thank you,

William Crane

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] 1-24 Southeast Choice Lanes Project
Date: Monday, March 23, 2026 11:23:50 AM

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There is no question that improvements in this corridor are badly needed.

This proposal could be helpful, but could, and likely will be, discriminatory.

Our society had become increasingly polarized. I'm not talking about Red vs Blue; but the *have's and have nots*.

The pricing of this service will be what determines if this *is a public service* or if is another way to *separate the rich from the poor* in our community.

Let's pick a number, say $5 to go from Antioch to downtown. For a commuter that would be $10/day or almost $220/month.

For someone who has an income of $200K that is pennies. For someone who has an income of $50K that is prohibitive.

So at just the level of $5 a trip you would see the BMW, Lexus, and Lincolns speeding to work, and the Chevrolet, Plymouth, and used whatever crawling in the next lanes.

How can you do this and not perpetuate, even exacerbate, the growing financial divide in our community?

How can you fix this so it will be a true public service?

John

John Netterville
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Cc: [redacted]
Subject: [EXTERNAL] 16th United"s Comments on I-24 Choice Lanes Project
Date: Tuesday, March 31, 2026 7:43:22 PM
Attachments: 16th_United_TDOT_Choice_Lanes_Letter.pdf

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On behalf of 16th United, please find attached our formal comments regarding the proposed I-24 Choice Lanes project.

We appreciate the opportunity to participate in the public engagement process and to share feedback on behalf of residents and stakeholders in Nashville's 16th District. As outlined in the attached letter, our organization has been actively engaged throughout this process and has heard significant concerns from community members regarding the potential impacts of this project.

We respectfully request the opportunity to meet with TDOT and project representatives to further discuss these concerns and to explore what meaningful, ongoing community collaboration could look like as the project moves forward.

Thank you for your time and consideration. We look forward to your response.

Sincerely,
16th United
[redacted]

March 31, 2026

Tennessee Department of Transportation
James K. Polk Building, Suite 900
505 Deaderick St.
Nashville, TN 37243

Re: Comments from 16th United on the I-24 Choice Lanes Project

To Whom It May Concern:

16th United is a non-partisan community advocacy group in Nashville's 16th Council District whose mission is to inform and to empower its stakeholders on matters of growth and development. We, the steering committee of 16th United, have actively participated in the community engagement period for the I-24 Choice Lanes proposal.

Members of 16th United have attended TDOT-sponsored information sessions over the last six months. In October 2025, we hosted our own meeting in Woodbine at Dozen Bakery that was attended by representatives of TDOT and the public. Additionally, we have encouraged our membership to submit public comments to TDOT in advance of each deadline.

We appreciate that there have been forums to explain the proposal to the community, but **today we write to share our own concerns and to call for TDOT to engage the community in a way that moves beyond explanation and into a more robust dialogue.**

During the public engagement process, we have listened carefully to TDOT's plans; we've also heard from both neighborhood associations in the immediate vicinity of the project (representing both Glencliff and Woodbine), as well as the 16th District's council member, our state representative, and other elected officials and community members, as they express concern and/or oppose major elements of the Choice Lanes proposal.

Among the concerns we share and would like to highlight are:

The Division of the 16th District (Community Fragmentation)

Highway expansions reshape communities. The I-24 Choice Lanes project risks dividing neighborhoods within the 16th District by creating physical and psychological barriers. Expanded

lanes and structures reduce walkability, limit access to schools, parks, and businesses, and weaken community cohesion.

Disproportionate Impact on Diverse and Economically Challenged Communities

Highway expansions have historically burdened low-income and minority communities with displacement, pollution, and declining property values. Without safeguards, this project risks continuing that pattern.

Lack of Serious Consideration for Light Rail or Transit Alternatives

The proposal does not adequately consider transit options like light rail, which could reduce congestion, improve equity, and lower emissions.

Transparency and Engagement about Community Impact

Community Engagement to date has been to inform about the technical aspects of the project; little has been said about the impact it will have on the affected neighborhoods. There should be meaningful dialogue about the potential impacts (both positive and negative) and engagement of the community to help find options to mitigate the negative.

It is the position of 16th United that for Choice Lanes to receive the buy-in of the community, TDOT must view the community engagement period as a starting point, not an end destination. It is notable and encouraging that TDOT has extended the deadline for public comments several times; **we would respectfully ask, what changes have been made or are being considered as a result of feedback TDOT has collected thus far?**

Secondly, moving forward, we would respectfully request the following measures:

1) **Public Engagement Must Continue After Developer Selection**

   Public engagement must remain ongoing. Residents should have continued opportunities to review plans, provide feedback, and influence decisions throughout the project lifecycle.

2) **Need for Transparency and an Oversight Board**

   An independent oversight board with community representation should monitor impacts and finances and ensure accountability.

3) **<u>Dedicated Community Liaisons</u>**

A designated liaison from both TDOT and the developer, once chosen, should provide updates and serve as a consistent point of contact when issues arise with stakeholders.

4) **<u>Revenue Sharing & Direct Investment in Impacted Neighborhoods</u>**

A portion of toll revenues should be reinvested into impacted communities for green space, noise mitigation, air quality improvements, and pedestrian infrastructure.

Finally, we, the members of 16th United, are prepared to offer our assistance to TDOT in creating a working group and partnership with the community as it pertains to Choice Lanes. We believe a holistic approach would involve a cross-section of stakeholders (community leaders, residents, business owners, the interfaith community, the immigrant community, and more), creating feedback mechanisms directly from stakeholders to TDOT and the developers. Our organization has successfully been able to organize in this community and we are offering our resources to make this project a true success, which would be, improving roadways while avoiding unintended negative impacts and consequences for the community as a whole.

We would welcome a meeting between 16th United and representatives of TDOT and the project developers to discuss what healthy collaboration with the community would mean.

For 16th United,

Julie James, President	Jamie Agin, Vice President
Carole Baker	Tatum Clinton-Selin
Mike James	Irene Kelley
Alexa Little	Diane Wilson
Debbie Young	Tony Zavitson

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] 24 lanes proposal
Date: Wednesday, February 25, 2026 8:00:32 AM

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We need better public transport, rather than a toll lane.
This has been an issue for years yet the traffic has only been getting worse. Having said that, adding shuttles or even moving a rail system(metro or train) into the city would definitely be a cost to consider, but the long term benefits for our population as it continues to grow and diversify would outweigh the cost.
If the city can afford to move out local businesses, build a new stadium, and increase our taxes over 110%, we can definitely afford to benefit those of us who have lived here all of our lives and those that transplanted here in recent years.

Having a system that would connect the city to Clarksville (even around exit 11-24), Franklin/Brentwood, through Antioch/Smyrna/lavernge/ Mobro, Ashland city/whitebridge, Mt Juliette/Donelson, would highly benefit those who have to commute as rent remains at a rate most of the locals cannot afford or dont want to live in a over traffic/crowded area.
Using the hwy system, or even better building a mono rail or any system alongside of such from these areas and making it accessible per hours most people work (ie run from 2am for the outlier towns/cities to 10pm or 12am, if not 24 hrs). It would ease the ammount of wrecks and stress of the population exponentially.

This is most people's views, you can see multiple social media platforms explaining this issue, and they have been for years!

Please take this into deep consideration when trying to take more money and local businesses from us.

From: [redacted]
To: TDOT 24ChoiceLanes
Cc: [redacted]
Subject: [EXTERNAL] 112 Neese Avenue Impacted by 24 expansion
Date: Wednesday, March 11, 2026 11:43:41 AM

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Good morning,

I am writing to learn more about how the Choice lanes project will affect the home at 112 Neese, Nashville, TN. 37211.

Can you tell me:

1. Is this parcel currently identified as a potential right-of-way acquisition or remainder parcel?

2. Can you tell me about noise control and other mitigating measures taken to not lower the property value? How can I receive a noise analysis specifically for this property? Also, how many feet between the new construction and this home?

3. If this is a remainder parcel, the plan as I see it shows the highway will be too close for this home to remain a home. There will be noise issues, light issues, and extreme safety issues. How would a request for noise analysis and full acquisition and relocation assistance work?

My concern is there will be substantial impairment of residential use and property value due to the proximity to the expanding interstate corridor.

Please let me hear from you soon.

Best,

Jodi Fawcett
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] 1011 Elm Hill Pike
Date: Tuesday, March 10, 2026 1:31:05 PM

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Hi, I own the property at 1011 Elm Hill Pike. This is where the restaurant ,Cledis, is located. I also keep some of my tree care company equip there. I'm wondering if the site is chosen, when will I be contacted and how much time will be needed for me to start thinking about the impact this will have on both of these businesses? I did make one of the meetings and spoke to a procurement person there. If another site will be offered to me it'll have to be in the same area. I chose that area because of it's proximity to the interstate and all of the repair shops in the area. Happy to chat when/if the route is determined, thanks, Jeff

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] 4708 Bass rd Murfreesboro Tn 37129
Date: Monday, March 2, 2026 6:40:17 AM

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To Whom It May Concern,

I am the homeowner at 4708 Bass Road in Murfreesboro, located near the I-24 corridor within the proposed Southeast Choice Lanes project area.

My backyard already experiences significant flooding during heavy rainfall events. There is a drainage structure/culvert under I-24 that discharges stormwater toward the wooded area behind my property. During intense rain, large volumes of water flow from this culvert, causing water to accumulate in my backyard. On multiple occasions, water has risen close to my deck and has taken several days to dissipate.

Because my property appears to receive stormwater runoff from the interstate, I am concerned that adding additional impervious surface as part of the Choice Lanes project could increase runoff volume or alter flow patterns in a way that worsens flooding on my parcel.

I respectfully request:

1. Confirmation that parcel-level hydraulic modeling has been conducted for my property.
2. Assurance that post-construction stormwater discharge rates will not increase toward my parcel.
3. Information on whether the existing culvert under I-24 near my property will be modified, replaced, or upsized.
4. Details on any planned stormwater detention or mitigation measures in

this drainage basin.

Given that water has already approached my home during heavy rain events, I ask that my property be specifically evaluated to ensure the project does not increase flood risk.

Please include my property in any detailed drainage review for this segment of the project and provide written confirmation of findings.

Thank you for your attention to this matter.

Sincerely,

Steven Taylor
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] 4708 Bass rd Murfreesboro Tn 37129
Date: Monday, March 2, 2026 5:48:34 AM

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Hello,
I'm looking for information on my address regarding the choice lane expansion. Will my home be displaced? How is my property affected? I have future plans for my property can you please outline a map showing how my property will be impacted?

Regards,
Steven Taylor

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] about the toll lanes and the Chinatown in Antioch
Date: Wednesday, March 4, 2026 3:15:37 PM

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Hi, folks. I understand why you want the toll lanes. I understand that they're important. I just wanted to give a sense of how important the coming, hoped for, long-awaited Chinatown is for someone who is not part of the Asian community.

I moved to Nashville in 2006. There has never been very good Chinese food here. The few fairly good restaurants that used to be here have closed. Nashville is a major city, a destination city, a place that people all over the US and all over the world want to visit and many people want to move to. But since Lucky Bamboo closed several years ago -- there is literally no dim sum parlor in Nashville. There is no place to have a real dim sum meal. A person can drive for three hours, to get to Memphis. Or, a person can drive two hours and forty minutes to get to Louisville, Kentucky. Or, a person can drive nearly four hours to get to Atlanta, Georgia. Those are the only options. I was waiting for the dim sum restaurant in the Chinatown mall to open in 2027 -- and then I heard that you'll be tearing the whole thing down. That was pretty depressing news. There are currently no good Szechuan options in Nashville, either. The best is the chain called P.F. Chang's. That's sad.

When people visit Nashville who like Chinese food, I'm ashamed of the options I can offer them. When people ask me about moving here, I warn them about the Chinese food situation, when I'm telling them about the advantages and disadvantages of life in this town. I'm sure lots of people that I don't know assess the culinary options in Nashville -- and decide not to move here, or to come here to study, in part because the Chinese food is lousy. You may think it's a small thing, but, to people who consider Chinese food one of the world's greatest cuisines, it matters, and it says something about the level of sophistication and hipness and importance of a city that it cannot manage to offer a single good Chinese restaurant. The coming Chinatown could change all of that around, if it is allowed to happen. It would be great for Antioch. It would be great for Nashville. It would be great for all of Tennessee.

I hope you move the highway in a swerve, for a patch. Then, when it's past the Chinatown area, move it back. It might sound crazy, but it would be a very good investment.

Judy

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Against choice lanes
Date: Saturday, February 28, 2026 9:45:49 AM

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Hi. I live in Southern Davidson County. I would rather have a rail system ran right down the middle of Murfreesboro Road.

Thanks,
Sara McCormack

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Antioch Choice Lanes- Bell Road
Date: Tuesday, March 3, 2026 9:09:25 AM

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Good morning,

I am writing you to ask you to reconsider the proposed route for the unpopular toll roads that will be placed in Antioch off the Bell Road exit. We are currently developing that area and have made amazing progress. To tear this progress down for toll roads no one wanted would be another disappointment to the people of Nashville. Whether the intent is to break up communities of color or not, it sure looks deliberate by the state. Interstates have historically broken up and hindered neighborhoods with marginalized people and it's a shame to see the same pattern happening over and over again. I urge you to use the alternate plan proposed by Joy Styles. The solution is there and the optics would be much better for you if the route was changed.

Thank you for listening,
Michael Roberts

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Antioch/Bell Rd-Community Statement Regarding Proposed Exit Changes
Date: Tuesday, March 31, 2026 6:31:22 PM

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We did not ask for this new exit, and we strongly oppose its development through our neighborhood.

Our community deserves to be treated with respect—not disregarded or sacrificed to accommodate broader plans that fail to consider the people who live here. Significant time, effort, and collaboration went into thoughtfully expanding our neighborhood, including the addition of Chinatown. That expansion brought meaningful growth, access to goods and services, and strengthened the cultural and economic fabric of our area.

Now, we are being asked to accept plans that would effectively dismantle and demolish that progress. This is not acceptable.

We deserve better as a community. We deserve to have our voices heard, our investments protected, and our neighborhood preserved. This proposed exit does not serve our needs, and it introduces unnecessary disruption, loss, and long-term impact to the very people who have worked to build and sustain this area.

We do not want or need this exit routed through

our neighborhood. We urge decision-makers to reconsider this proposal and engage with our community in a meaningful way—one that prioritizes preservation, respect, and responsible planning.

Concerned and Opposed
Jennifer Pugh

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Chinatown
Date: Tuesday, March 3, 2026 6:11:05 PM

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Please do not disrupt the new Chinatown. TN needs more diversity and this offers some. Let's look more into mass transit rather than making more lanes for single driver cars! Thanks.
Sent from my iPhone

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Chinatown is a treasure - don"t destroy it
Date: Tuesday, March 3, 2026 12:47:06 PM

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The new Pan Asian market is phenomenal, and it stays busy, no matter the hour.

Use an alternative route.

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Choice Lane Comments
Date: Thursday, March 26, 2026 8:23:59 AM

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Good morning,

I have been born and raised in Nashville and hope to continue to live here through my adulthood. I do not believe choice lanes are the solution to our traffic problems. First, the lanes will be going through communities that have just recently been developed and will displace local businesses. Not only local businesses, but also people of color. This is just another way to cut off and displace people of color within our community who we should be uplifting, not displacing. Second, this separates lower income residents due to the fact it is a way for people who have the money and means to use them, while those who do not are separated and face possible charges. For example, I have been impacted by using a toll/choice lane when I didn't even know I was. I can read signs; however, I still didn't know I was in one and got charged a heavy ticket fee for being in the lane. The confusion of choice lanes as well as citizens new to the country may be heavily disadvantaged and penalized for something they are not aware they are using. Lastly, the fact that these will be benefitting a private company rather than the State is ridiculous. We will be displacing local businesses to give more money to a private business. That's just wrong. And again, if you look at the majority of places that use this, does it really fix the problem? I don't think so. This is not the solution. And I hope you truly hear and listen to the people of this community. Because the majority of people I know who live here, have grown up here, and call this place home do not want these choice lanes, nor believe they are truly a solution to our problem.

Thank you,
Nicole Hooper

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Choice Lane Feedback
Date: Wednesday, March 18, 2026 12:12:18 PM

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Submitted online, but emailing as well.

First off, this state will do anything but build rail. Light rail P3 infrastructure could do wonders for the region. Building one more land is not always the solution.
Induced demand from perceived times will grow if TDOT does not make other forms of transportation beyond pavement.

1. Highest concern is the dumping of I-40 E before Briley into the right lane. The I-40E Briley N exit backs up easily, with Choice lane traffic forced to cross through ramp traffic. Why not dump Choice lane I-40 E traffic into lane #1?

2. I-24W Choice lane traffic appears to dump both right and left near Fesslers/Fairfield. This MUST happen to avoid bottleneck at the Exit 211W split.

3. The I-440 entry/exit points need to either be west or east of Nol. Pk. Where they are currently, traffic will snarl in regular lanes as Choice traffic merges across 5 lanes to/from the Nol. Pk ramp. Chance to PLEASE reconfig I-40W Exit 213A to I440W headache to have 2 full lanes.

4. I24W at Bell...move to the west of Comfort Inn. Those exit ramps are way too elaborate and plow right through established businesses. There's an easier way.

Thank you for your consideration. I'd appreciate a reply for my 4 concerns.

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Choice Lane public comment
Date: Saturday, March 7, 2026 12:58:28 PM
Attachments: 2026.01.14_Future Land Use with Utilities-REDUCED.pdf

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Greetings,

I applaud TDOT for taking the initiative and being proactive in addressing the ongoing traffic concerns on I-24. I think Choice lanes will help alleviate congestion on I-24.

One concern is how travelers will get to I-24. Currently there is bottle necks at interchanges of vehicles trying to access I-24.

One thing I believe would help diffuse congestion getting on I-24 is to build another Interchange at the beginning of the Choice Lanes about 1 mile from 840. This would be where a major thoroughfare will intersect with I-24 in the near future. This major 5 lane regional thoroughfare is an extension of the Cherry Lane/ Stonesbattle Pky connecting I-840 to the NE and intersecting I-24. This would bring relief from the current interchanges, increase traffic on the Choice lanes and give an outlet for the Cherry Lane/Stonesbattle PKY. This area is anticipated to be a gateway for the Murfreesboro/Smyrna region and will have regional commercial and home dwellings in the near future. If an interchange is not built the increase flow at the other interchanges will increase further.

If you have any questions/concerns, feel free to contact me.

Thank you,

Robin Tune
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Choice Lanes & why they aren"t right for Nashville.
Date: Saturday, March 7, 2026 3:10:06 AM

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Choice Lanes are not going to work in Middle Tennessee. We need something that will help alleviate congestion on a massive scale. Why not use the area that has been promised for these choice lanes and see about building a train down that section of I-24?

As people continue to move here it is only going to get worse without mass transit. This proposal is just kicking the can down the road. We need REAL solutions.

I'm also against destroying businesses and homes to build the off ramps for this project.

Thank you for your time.

Kevin S Williams

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Choice lanes 24
Date: Sunday, March 1, 2026 10:21:29 AM

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Good morning,

I want to thank you for the ability to leave my comments on this matter. I moved here from South Florida where choice lanes are already in place. In no way shape or form would this be an ideal situation for TN. Beginning with construction on an already crowded roadway, it will make travel impossible as well as add to the noise level. I currently live off 24 in Davidson county and it is a nightmare when construction is present. Once the lanes are up and moving the dynamic pricing made it impractical to use. Cost per toll could lead up to hundreds of dollars to go a few mile. High costs could potentiate that no one uses the choice lanes as it could be too costly. One unforeseen consequence of choice lanes is the use of a sticker or removable device to collect fares transmitting usage of the choice lane when in fact you were not, resulted in charges that caused financial ruin or lots of unpaid tolls for the state. While the idea of choice lanes in theory work it truly would be an inconvenience and nightmare for residents. I believe the county should look for other ways to alleviate traffic congestion with other ways such as a railroad plan, better bussing, incentives for hybrid/ electric vehicles and carpools and quality of roadways. Choice lanes would truthfully cost the county millions in loss of revenue and add to congestion and backups on 24.

Thank you Cassandra C. Davidson county resident.
Get Outlook for iOS

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Choice Lanes Construction
Date: Tuesday, March 31, 2026 2:11:34 PM

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Choice Lanes are not the answer to the congestion. The choice lanes will only help the rich that can afford to pay to use the lanes on a regular basis. There will not be enough people who use it to relieve the I24 traffic. Look at the Atlanta choice lanes. The regular lanes are still bumper to bumper with stop and go traffic all the time while the Choice Lanes are basically empty. They are generally only used during rush hour. So we are paying billions of dollars for lanes that will mostly only be used for 6 hours a day. Build regular lanes that will help everyone and alleviate traffic congestion for everyone not just rich people!!

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Choice Lanes feedback
Date: Wednesday, March 25, 2026 10:19:16 AM

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To whom it may concern,

I am writing to express my extreme opposition to the choice lanes proposal on I-24. These lanes are unnecessary, will negatively impact the local residents *and* businesses, and snuff out a brand new flame of community revitalization that has only just been lit. This is a bad idea for our roads and our community and as a resident, I do not support this project.

There is tons of available research about how adding an extra lane doesn't actually help with traffic, and making an additional lane pay-to-play is unfair to local residents, especially since this project would majorly impact a lower-income area of Davidson County (Antioch area). In addition, this proposal would require uprooting and tearing down long-loved local busineses such as TnT Billiards Parlor along with brand-new, ultra-popular Pan Asia Supermarket that serves as the cornerstone for the new Chinatown that is being built.

I am hoping that a human reads these feedback notes and actually takes them to heart, so I will speak plainly: Pan-Asia Supermarket is the first hint of community revitalization we've had in the Antioch area in a long time. Every time I drive by during open hours, regardless of the time of day, it is *packed.* The parking lot is full, people are often waiting in line *to get inside the supermarket*. It is a joyful bit of new energy, as well as opening up a whole new line of fresh and affordable food to nearby residents. It is the cornerstone of a cultural moment being built in the area. **PLEASE DO NOT TEAR IT DOWN. WE AS CITIZENS ARE BEGGING.**

There are a million ways to improve the roads in Tennessee, but tearing down beloved local businesses (new and old) in order to put in a pay-to-play lane is not the solution.

Respectfully,

Katie Campbell
Antioch Resident

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Choice lanes hurting Antioch
Date: Monday, March 2, 2026 10:38:51 PM

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To whom it may concern,

Please reevaluate the choice lanes going through Antioch. Chinatown in Antioch is part of the revitalization of this suburb that I have called home since I was born in 1989. I have watched Antioch go through great difficulties and to see how it's grown in the past 5 years has been incredible. Don't destroy the infrastructure that has been built and is a blessing to the community because someone did have knowledge or pay attention in planning.

Thank you,
Brandon Pierce

Sent from my iPhone

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Choice lanes in Antioch
Date: Tuesday, March 3, 2026 12:29:16 PM

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I am writing in hopes to add my voice AGAINST the choice lanes in Antioch, Bell Road. We have just recently got our Chinatown completed and we do BOT want to see this destroyed!!
I do hope all of the local residents voices will be heard and no changes will be made to our area!

Athena hiles

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Choice Lanes in Antioch
Date: Sunday, March 15, 2026 2:35:55 PM

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To whom it may concern,

I am deeply concerned with TDOTs lack of awareness in even suggesting destroying multiple buildings in Antioch for these choice lanes. It shows a blatant disregard for our community and promotes disrespect for what has been built. Chinatown is a key part of providing a building and business that deeply impacts our community. It would be disastrous to tear down these buildings and potentially force them out of a community that is on a real upswing. Please kindly reconsider.

Sarah Pierce

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] CHOICE LANES PUBLIC COMMENT
Date: Wednesday, February 25, 2026 4:08:20 PM

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To Whom It May Concern,

I am writing to express my great DISGUST with this project. Not only will you displace hundreds of businesses and homes to build this extension onto the highway, but then you will SURCHARGE us to use them? NO ONE WANTS THIS. This is the type of greed they talk about in the Bible. Shame on all of you. But hey, you know, anything to line your pockets (at the expense of the rest of us), right? You're all SICK in the head.

Very truly yours,
Hannah Blosser

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Choice Lanes Public Comment
Date: Thursday, March 26, 2026 10:50:26 PM

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Dear T-DOT:
After having traveled I-24 to and from Nashville for fifty years through all types of iterations for traffic control, I feel I am practically an expert on what does and does not work.
HOV lanes do not work because they remove a lane during the peak volume of traffic when it is needed most.
Now, there is a Choice Lane proposal which will add lanes that will not be available to all traffic but will act just like HOV lanes, limiting access and causing the same amount of gridlock.
I spoke with a Rutherford County Commissioner on Tuesday who agreed with my husband that more lanes do not solve traffic backups.
"San Diego has proven that adding more lanes does not work," Commissioner Pettus Read told me.
What does work is a proposal that my husband has advocated for years which San Diego did adopt a version of -- a monorail train down the center of interstates for commuters who prefer not to drive.
The space is already evidently allocated in the Choice Lane proposal in the unused medians and HOV lanes, while there would still be two lanes to carry automobile traffic, too.
T-DOT should have instituted this train concept fifty years ago but instead kept opting to remove medians and add more and more lanes such as on I-40 at Briley Parkway that did not and still does not prevent traffic jams.
More lanes simply do not work to prevent traffic gridlock.
The installation of a Monoral System would, because they work in other metropolitan areas.
Why not in Middle Tennessee??
Thank you.
Sincerely,
Mary L. Smith
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Cc: [redacted]
Subject: [EXTERNAL] Choice Lanes
Date: Tuesday, March 31, 2026 6:11:57 AM

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I am a Davidson County resident & have been for 35 years. I am not in favor of the TDOT Choice Lanes. I am not in favor of toll lanes in Tennessee.

Sara Lynes

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Choice Lanes
Date: Friday, March 6, 2026 11:06:59 AM

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I drive I-24 from Nashvile to Murfreesboro and back every day. What I would very much like to see before spending money on building choice lanes is to crack down on semi trucks traveling in the 3rd and 4th lanes from the left. The signs clearly say that trucks should stay in the right two lanes, but daily I see many, many trucks cruising along in the left two lanes, and when they come to a hill, they slow down. On the downhill slopes, they tailgate those of us going the speed limit in the left two lanes. Geo-fence them into the right two lanes. Or restrict them to the new choice lanes, make them pay for it, and make it safer for those of us in cars.

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Choice Lanes
Date: Thursday, March 26, 2026 11:33:21 AM

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Please DO NOT put Choice Lanes through the newly developed China Town which was welcomed and much needed in this area. It is a big economic boost to the area!

Thank you

Sent from my iPhone

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Choice Lanes
Date: Thursday, February 19, 2026 7:10:43 PM

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Dear TDOT Planning and Traffic Operations Team,

I appreciate the Governor's emphasis on delivering meaningful congestion relief in the I-24 / I-65 / I-40 corridor while remaining fiscally responsible and avoiding unnecessary multi-decade disruption. Achieving measurable improvement without committing the state to avoidable long-term cost is an objective I strongly support.

In that spirit, I would like to better understand the data foundation guiding both the near-term and long-term strategy for this corridor so that public discussion remains aligned with delivering the most efficient and durable solution possible.

Specifically, I am seeking clarification on the following:

1. Peak-Hour Origin–Destination Distribution

- What percentage of I-24 peak traffic approaching Nashville from Murfreesboro is:
    - Terminating within Davidson County?
    - Continuing north toward Clarksville?
    - Diverting to I-40 or I-65?
- What portion of downtown interchange traffic is true cross-metro or interstate through-traffic versus local commuter traffic?

2. Primary Bottleneck Identification

- Has TDOT determined whether recurring congestion is primarily driven by:
    - Volume saturation upstream?
    - Merge and weave conflict at the I-24 / I-65 / I-40 interchange?
    - Lane continuity and forced weaving movements?
    - Incident frequency?
- Where does speed breakdown most consistently begin during peak periods?

3. Vehicle Mix During Peak Periods

- What is the heavy-truck percentage during morning and afternoon peaks?
- Has TDOT modeled whether modest freight time-shifting would materially affect peak breakdown?

4. Modeled Effectiveness of Proposed Improvements (Short-Term Horizon)

- What projected peak-hour delay reduction is expected from the current managed lane proposal?
- How long are those improvements forecast to remain effective under current growth assumptions?

5. Long-Term 20–30 Year Projections

- What are the projected population and employment distributions for Rutherford, Davidson, Montgomery, and Williamson Counties over the next 20–30 years?
- Under those projections, is the current proposal expected to maintain acceptable performance levels, or is additional structural reconstruction anticipated?
- Has TDOT modeled long-term scenarios comparing:
    - Managed lanes alone,
    - Interchange geometry modifications,
    - Auxiliary or collector-distributor lanes,
    - Partial or outer bypass concepts,
    - Operational strategies such as peak spreading?

My intent is to better understand whether congestion in this corridor is fundamentally a volume growth issue, a geometric bottleneck issue, or a combination of both—and whether the selected solution addresses the root cause in both the short and long term.

Clear communication of these data points would strengthen public confidence that the chosen strategy is the most cost-effective and durable path forward for Middle Tennessee.

If these analyses are already publicly available, I would appreciate direction to the relevant technical reports.

Thank you for your time and for your continued efforts to improve mobility across the region.

Respectfully,

Martin Webb

Murfreesboro, TN

(615) 948-0159

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Choice Lanes-We Don't Need Them!
Date: Wednesday, February 25, 2026 8:48:50 AM

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Good morning,

I am writing as a concerned citizen of Davidson County, specifically the Antioch area, regarding the installment of "choice" toll lanes on our highway.

There cannot be much widespread support for this project, as you are planning on using tax payer dollars to build a four lane highway that we must turn around to pay for as an exclusive perk if we'd like to use it. It just doesn't make sense any way you spin it. In other larger cities, adding extra lanes has failed to help traffic congestion. Why not use that money to invest in proper public transportation? If growth is your goal for Nashville, we need a rail system in place that is accessible to ALL Nashvillians, not just the ones who want to pay the toll prices.

I'm also concerned that once these lanes are built, what's stopping them from being congested too? What if so many people, desperate to get out of rush hour traffic sign on to use your toll roads and then they get just as bad as 24? What is your plan then?

Not to mention the businesses and homes you would be demolishing in order to build this. Giving up all of these spaces, including a BRAND NEW neighborhood staple, Pan Asia isn't worth it for an elitist toll road.

It seems as if the news regarding the choice lanes just keeps getting worse, and it also seems that you aren't listening to your citizens on this matter. I don't think I've seen a single person in support of this.

I do hope that these comments are not falling on deaf ears, and you truly understand it when we say Nashville DOES NOT WANT THIS.

Thank you for your attention to this matter.
Sincerely,
Ally Waye
Concerned Citizen

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Comment on Choice Lanes on I-24
Date: Tuesday, March 17, 2026 9:23:22 PM

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Hello,
I live in a condo 1/2 mile from Exit 60 off I-24 in the Hickory Hollow Area (Antioch). I am strongly opposed to the exit off I-24 from the new choice lanes, being in the spot where our new "Chinatown" is located behind Red Lobster.
Joy Styles, the District 32 Council Member has made it clear there is another location that can be used that will not disrupt ongoing businesses.
I don't like the concept of a toll road but since we must have it, don't tear up our community with an off ramp!
Sincerely,
Alma F. Sanford, J.D.
[redacted]

From: [redacted]

Subject: [EXTERNAL] Comment Period Extension
Date: Wednesday, March 25, 2026 2:58:49 PM

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Good afternoon,

I am writing on behalf of the Woodbine Neighborhood Association regarding the ongoing public comment period for the I-24 Choice Lanes Project. We respectfully request a 15-day extension of the 30-day comment period.

Our community is actively engaged in reviewing the proposed plans, and we have scheduled a public community meeting for tomorrow evening, which coincides with the current end date of the comment period. This meeting will provide residents and stakeholders an opportunity to fully understand the proposal, ask questions, and provide meaningful feedback. Extending the comment period would ensure that the input gathered during this meeting can be submitted and considered, thereby supporting a more thorough and representative public engagement process.

Thank you for your consideration.

Sincerely,

Patrick Garner

Woodbine Neighborhood Association President

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Comment submission regarding the 24 Choice Lanes project
Date: Thursday, March 26, 2026 3:31:20 PM

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To my friends at TDOT:

I live at 215 Desoto Drive which is directly across the street from 440 near the Lyle Lane overpass.

When the noise abatement walls were installed across from my home during the widening of 440 several years ago, I noticed pretty quickly that they were not sufficiently tall enough to mitigate road noise. Because of a work schedule that had me traveling and away from home quite a bit, I was not able to comment on the project in its design phase and its impact on my home.

I wanted to be sure to forward some observations to TDOT this time however.

Even given my close proximity to the Choice Lanes project, it is still not clear if I will have to relocate.

In light of that, and given the possibility that I do not have to relocate, I would like to request/suggest changes to the noise abatement wall on the south side of 440 eastbound:

1. A wall much taller than the current one.
2. A wall that extends from the proposed new Lyle Lane overpass easterly around the corner of the intersection of 440 and 24.
3. A wall sufficiently soundproof enough to prevent a deteriorated quality of life of those of us living closely to it.
4. Post construction landscaping adjacent to the wall sufficient to match the character of the neighborhood.

Thank you for taking the time to listen to my suggestions/input.

Michael Todd
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Comment
Date: Tuesday, March 3, 2026 3:50:34 AM

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I really don't like the idea of the choice lanes causing the demolition of Pan-Asia. It is something needed culturally. Besides, only the rich will use choice lanes.
Kaitlyn Carter

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Comments and Questions on the I-24 Choice Lanes
Date: Wednesday, March 4, 2026 11:11:19 PM

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Hello,
I live at 2621 Malden Dr in Nashville. Thank you so much for holding the public hearing on the I-24 Choice Lanes. I just attended the hearing at the Coleman Community Center and wanted to send in my concerns and questions:

I am very worried about the current prospect of this project. I fear that it will be an incredible cost to the community, quality of life, and environment, while failing in its goal to reduce peak hour traffic in the long term.

- I do not believe these added toll lanes will improve traffic at peak times in the long run.
It is well proven at this point that adding lanes to highways does not reduce traffic congestion at peak hours in the long term. Instead, adding lanes creates induced demand, prompting more people to drive on that route at that time that did not previously, leading back to the same congestion that occurred in the first place but with more cars. People then tend to move further from town for longer commutes, while budgets and land for public transportation are reduced, thereby reinforcing the problem in a vicious cycle. This is found again and again in studies like the following and in observations such as the Katy Freeway in Houston, TX:
https://www.nber.org/papers/w15376
https://ww2.arb.ca.gov/sites/default/files/2025-04/Roadway%20Capacity%20and%20Induced%20Travel%20-%202025%20Policy%20Brief.pdf
https://www.sciencedirect.com/science/article/pii/S2213624X22002085?via%3Dihub

If there are studies that prove the contrary that have been used as a model in the planning of this project, I would like to know which studies those were.
Many of our issues with traffic in Nashville also seem to be directly related to the inefficient design of many of the interchanges and merges of the major interstates and highways. This was even touched on during the public hearing presentation when it was noted that the estimates for commute time on 40 Westbound don't seem to improve much based on the current plan's model. The current plan does not seem to address these inefficient interchanges and merges that are the source of so much of the traffic as people are forced to attempt to merge across multiple lanes of traffic over a short distance in order to follow the same interstate.

- While I fear that the added lanes will not accomplish their goal, I also fear they will cause harm in the process.
The Environmental Assessment by TDOT identified some rare animal species are at high risk from this project. The current plan also includes demolishing the Pan Asian Market and parts of the Chinatown project in Antioch, which has been an exciting and valuable asset to both myself and the community.

I can clearly see I-24 from my window as it is only a few hundred feet from my house. Already, the road noise from I-24 is incredibly loud and disruptive. With added vehicle volume, this noise will only grow worse, lowering quality of life for me and all of my neighbors.

The extinction of a rare species, the removal of a beloved new cultural and commercial space, and the damage to quality of life and communities in the area is not worth added lanes that will likely not help in the long run.

- One last facet of this plan that scares me is the nebulousness of the Public Private Partnership.
I understand that these kinds of arrangements are sometimes seen as necessary in order to get around budget restrictions. However, I have heard very little about any system for continued accountability for whichever private firm would pick up this project. What is stopping the private company from gouging drivers with prices that end up serving only the very few? This is the pattern that private companies seem to take for these kinds of operations: we've even seen it play out here in Nashville with the private parking companies and the hellishly expensive parking landscape downtown. With no accountability, we can only expect the private company to prioritize profits at the expense of the people of Nashville.

While it is out of the scope of this project, I think the solution that would much more directly, efficiently, and permanently help traffic flow is to improve our public transportation. I know that this is more of a systemic issue that is in some ways out of the hands of the people that are in charge of this project, and I know that the people that have worked so hard on this project so far are doing so because they truly want to help and improve the lives of those that live here. But, public transportation, when done well, has proved again and again all around the world to be a solution that gets cars off the road, clears up congestion, and provides safe and efficient transportation for the people. I would be more willing to swallow my fears about some of these potential damages outlined above if the solution were one like public transportation that I can trust will accomplish it and keep it for the long-term.

Thank you so much for your work and for your time. I can imagine that it must be frustrating to put so much work into a plan such as this, only to have people complain and combat the plan. Please know that I do appreciate your hard work.
--
Josh Altman
Nashville Resident

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Comments on Choice lane project
Date: Wednesday, March 25, 2026 5:44:47 PM

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To whom it may concern,

Hello, my name is Nathan, I am school teacher and resident here in Davidson county. I saw that there were public hearings happening on the choice lane proposal, but unfortunately was unable to attend in person. As such, I thought I would send along my comments here.

As I understand it, the main goal of the choice lanes is to help decrease traffic. However, while choice lanes may help in the short term, I don't believe it's a long term solution. A band-aid on a bullet hole, if you will.

By building choice lanes, yes there will probably be some traffic reduction, but who is to guarantee that a large number of people will actually ***choose*** these choice lanes on a regular basis? With rising cost of living each year, I wonder if many Nashvillians won't be able to justify paying to save some minutes on their daily commute consistently in order to make real an impact on the rest of the lanes congestion.

If the Tennessee Department of Transportation wants to truly make a lasting impact and legacy, I would propose building a train rail line in place of the choice lanes.

Now I have read on the TDOT website that a rail was considered as an option in the beginning, but it states that "**options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.**" (*Choice Lanes FAQs*)

While I am sure that constructing a rail line is much more expensive than a road, I believe that the projected ridership being insufficient to justify it, is simply not the case. Once residents are introduced to the ease, simplicity, and time efficiency of train commutes, I would make the assertion that ridership would sky rocket. They can work or rest while they ride, are at no risk of getting into a car wreck in bad weather, and can expect a consistently similar travel time each day.

While Train travel not the typical mode of transport in the south, now is the opportunity for Tennessee to be a leader in this.

Additionally, I saw that Nashville public buses would be able to ride the choice lane at no cost. While this exciting, and I absolutely support the expansion of the bus system that has taken place, I believe that the long term benefits of a train outweigh it. This is because utilizing buses can be difficult to integrate consistently into the lives of car-owning citizens. Given the ever increasing sprawl of Nashville, getting to bus stations can be difficult for those

not within walking distance or who are unable to be dropped off. With trains, I can simply leave my car at the station parking lot, and hop on the train. Buses could even be incorporated to drop people off at the station or place of work!

TDOT has the potential to be a trailblazer for public transport in the American south. Thank you for your carefully and thoughtful consideration on this.

Sincerely, a lover of Nashville,

-Nathan Salter
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Comments on I24 choice lanes
Date: Thursday, March 26, 2026 6:41:50 PM

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Hello,

Thank you for allowing me to provide comments about the choice lanes. I live in Murfreesboro off of I24. I 24 can be a nightmare whether traveling East or West. Some of the worst traffic I've seen. Yes, something needs to be done to decrease traffic, but I don't think choice lanes are the answer. Despite what Governor Lee said (80% of Tennesseans support choice lanes), that is absolutely false. It's more like 80% of Tennesseans do NOT support choice lanes. The choice lanes will take away much needed lanes and create more traffic by slowing down the other lanes. Tennesseans do not want to pay to drive in a lane that didn't previously cost anything. With today's economy Tennesseans can't afford to drive in a choice lane. I think the only people who will travel in a choice lanes are non-local business people who have their company pay for the choice lane fees. Light rail, metro trains systems and buses are all much better ideas to ease traffic. Yes, light rail and metro trains could take years to build, but at least Tennesseans would know it's coming. Please do not create choice lanes. It will not solve the traffic problem. It will just add to the problem.

Thank you, Suzanne

Get Outlook for iOS

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Comments on I-24 S Choice Lanes Project
Date: Saturday, February 14, 2026 7:03:45 PM

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Thank you for this opportunity to comment on the Interstate 24 Choice Lanes.

To be honest I think it's not worth the money. We need a bypass. Here's why:

- A bypass will keep the majority of thru traffic, out of down town Nashville.
- A bypass will greatly reduce bottle neck traffic, occurring at rush hour.
- Another lane, in the middle, will not reduce the amount of interstate city traffic. It will also have accidents with people trying to get off or on it, and there will be accidents on it, thus blocking traffic for 2 or 3 lanes.

I thought the goal is, less traffic through downtown Nashville. You don't want to add another lane to increase the amount cars/trucks into downtown Nashville, you want to remove them.

Below are links to info regarding existing Bypasses:

I-269 South Loop in North Mississippi - Extending Opportunities - Garver



I-269 South Loop in North Mississippi - Extending Opportunities - Garver

The four-lane controlled access interstate stretches through DeSoto and Marshall counties making it easier for t...

Wikipedia:WikiProject U.S. Roads/Resources/List of highways bypassed by Interstate Highways - Wikipedia

Wikipedia:WikiProject U.S. Roads/Resources/List of highways bypassed by ...

The above segment was originally designated as Interstate 5W.

- Monica Armstrong

Davidson County Resident

-
-
-
-

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Community Concerns Regarding Proposed Bell Rd Entrance/Exit Location
Date: Friday, March 20, 2026 3:32:40 PM

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Dear TDOT Representative,

I hope this message finds you well.

I am writing to express my concerns regarding the proposed location of the Bell Road entrance and exit as part of the Choice Lanes project. While I understand and appreciate the need for infrastructure improvements and traffic solutions, I strongly urge you to reconsider any plans that would require the demolition of existing homes and businesses in our community.

These properties are not just structures—they represent years of investment, hard work, and history. The local businesses in this area contribute significantly to the economic stability of our community, providing jobs, essential services, and a sense of identity that cannot simply be replaced. Likewise, the homes in this area are where families have built their lives, created memories, and established deep roots.

Displacing residents and business owners would have lasting consequences, not only financially but emotionally and socially. It risks weakening the very fabric of the community that makes this area unique and thriving.

We believe that growth and development should not come at the expense of existing communities when viable alternatives may be available. I respectfully ask that TDOT explore alternative locations for the Bell Road entrance and exit that would minimize or eliminate the need for displacing residents and demolishing businesses.

Our community deserves thoughtful planning that balances progress with preservation.

Thank you for your time, consideration, and commitment to serving the people of Tennessee. I appreciate the opportunity to provide input on this matter.

Sincerely,
Robert Lee Manis Jr
Antioch, TN
[redacted]

Thank you,
Robert Lee Manis Jr.

[redacted]

[redacted]



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From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Concern Regarding I-24 Expansion Through Chinatown
Date: Wednesday, February 25, 2026 11:27:58 AM

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Dear TDOT,

I am Fikirte Hunt from Lewiston, Maine, and I am submitting comments on the proposed I-24 Southeast Choice Lanes project.

I am concerned that the current plan could fragment the Chinatown community, threatening both cultural identity and social cohesion. The potential loss of local businesses and community hubs would diminish an important cultural space in Nashville.

I respectfully ask TDOT to explore alternative routes that do not disrupt this community, while still addressing transportation needs.

Thank you for considering my comments.

Sincerely,
Fikirte B. Hunt
Lewiston, Maine

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Concern Regarding I-24 Expansion
Date: Tuesday, February 24, 2026 9:06:59 PM

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Dear TDOT,

I am Tao Hunt from New York, and I am submitting comments on the proposed I-24 Southeast Choice Lanes project.

I am concerned that the current plan could fragment the Chinatown community, threatening both cultural identity and social cohesion. The potential loss of local businesses and community hubs would diminish an important cultural space in Nashville.

I respectfully ask TDOT to explore alternative routes that do not disrupt this community, while still addressing transportation needs.

Thank you for considering my comments.

Sincerely,
Tao Hunt
New York

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Concern regarding proposed choice lanes.
Date: Sunday, March 15, 2026 9:15:19 PM

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Dear Tennessee Department of Transportation,

I am writing as a Tennessee resident to express my strong concern regarding the discussion and potential implementation of toll lanes on Tennessee roadways.

Tennessee residents already contribute significant funding toward transportation infrastructure through multiple sources, including fuel taxes, vehicle registration fees, wheel taxes, and sales taxes on vehicle purchases. These taxes were established specifically to fund the construction, maintenance, and improvement of our public roads.

Introducing toll lanes on top of these existing taxes effectively creates a system where citizens are paying twice to use infrastructure that our tax dollars are already intended to support. For many working families, commuting is not optional—it is a daily necessity. Adding toll costs to everyday travel would place an unnecessary financial burden on Tennesseans who are already contributing their fair share.

Additionally, toll lanes often create a system where those who can afford to pay receive faster travel options while others are left with increasingly congested general-purpose lanes. Public roads should remain equally accessible to all citizens rather than becoming tiered based on the ability to pay.

Tennessee has historically been a state that values practical governance and responsible use of taxpayer funds. I believe the focus should remain on using existing transportation revenues efficiently to improve road infrastructure rather than introducing additional user fees.

I respectfully ask that the Tennessee Department of Transportation carefully consider the long-term impact of toll lanes on Tennessee residents and explore alternatives that do not place additional costs on those who rely on our roadways every day.

Thank you for your time and for the work your department does to maintain and improve Tennessee's transportation system.

Sincerely,

Cristian Ojeda

Tennessee Resident

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Concerns Regarding Choice Lanes and Proposed Residential Relocation – 1080 Noble Loop
Date: Wednesday, March 25, 2026 4:13:21 PM

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Hi Team,

I am Archana Saini, writing regarding the proposed I-24 Choice Lanes project and its potential impact on my property located at 1080 Noble Loop, Nashville, 37211. Based on the currently published project materials, my home appears to fall within the identified residential relocation zone.

I would like to express my serious concern about the financial and personal implications of this potential acquisition. Like many homeowners in this area, I have an existing mortgage obligation that reflects recent market conditions. In light of this, I am particularly concerned about the appraised fair market value of my home and outstanding loan balances or the current cost of securing comparable housing in today's market.

Given these circumstances, I respectfully request detailed clarification on the following:

- How TDOT will ensure that impacted homeowners are able to obtain comparable replacement housing without incurring financial loss
- What specific provisions will be applied in cases where mortgage balances exceed appraised property values
- The methodology and criteria used to determine fair market value, including how comparable sales are selected
- The structure and calculation of replacement housing payments and relocation assistance
- The anticipated timeline for property acquisition and homeowner engagement

In addition, I strongly urge TDOT to reevaluate the proposed alignment in this section to minimize residential displacement. The concentration of impacted homes within the Noble Loop neighborhood raises significant concerns about the disruption of an established community. I would appreciate greater transparency regarding whether alternative alignments or design modifications were considered to reduce or avoid these impacts.

This project carries substantial consequences for homeowners, not only financially but also in terms of stability, community, and long-term planning. It is essential that

affected residents are treated fairly and are not placed at a disadvantage as a result of this project.

I appreciate your time and consideration and look forward to your response with further details and clarification.

Sincerely,

Archana

[redacted]

[redacted]

[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Culpability
Date: Monday, March 23, 2026 8:48:37 AM

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It seems that the response from TDOT regarding the intended demolition of Noble Place Townhomes was, when TDOT plotted the trajectory for Choice Lanes, that the area was simply a vacant lot. This response is an excuse, a misdirection, a cover for a colossal mistake, and is not true. It is quite obvious from the aerial photograph that, when TDOT overlayed this land with their design, it was an active construction site, having been cleared for beginning the construction of 94 Townhomes. Construction trailers, vehicles and people are clearly visible, and the land was obviously intended for planned purpose. It is only the worst of incompetence and a serious misconduct to have proceeded without seeing and understanding what this was, with no outreach to the developer or to Metro Planning. Any competent civil engineer would have seen this. Further, when you later posted additional imaging that we could see at a TDOT community meeting in October of 2025, that your proposed lanes were seemingly as close as 5 or 6 feet from new homes. Of course, you had not notified residents for that meeting and were still seemingly 'oblivious'. We, their neighbors, let them know after that meeting. They were shocked to say the least. More incompetence and malfeasance on the part of TDOT. Certainly, you can't be accused of due diligence. If you had been competent, you would have recognized a building project and contacted developers for discussion early enough to avoid a total disaster. Your response has been less than honest.

Allen Dyer

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Deadline
Date: Monday, March 23, 2026 1:06:42 PM

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When is the deadline for sending comments regarding the Choice Lanes.
Thank you.
Sent from my iPhone

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] DONT DESTROY PAN ASIA MARKET
Date: Wednesday, March 4, 2026 9:53:30 AM

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Hello TN Department of Transportation,

I'd like to voice my opposition to the construction of Choice Lanes that would destroy some of Antioch families' homes, our beloved businesses, and the new Pan Asia Supermarket. I speak more so of the Pan Asia market because it was recently built and it has quickly become a popular destination for the Antioch area. I've seen entire families come together to go shopping, teenagers and adults gaining new job opportunities, and an entire community of people coming together and enjoying the highly requested development. Please don't take away this opportunity from us. This isn't like another Tanger Outlets where we have more of the stores in another neighboring city. People want Pan Asia to stay, everyone who I know is from Antioch/live within Councilwoman Joy Styles district say that they think destroying Pan Asia would be so stupid. Without pointing fingers at any one individual or group, I also hate to say that I agree. How would destroying such a beautiful, booming business in an area with so much upward potential look to other future investors who want to pursue business opportunities in Antioch? As a state, Tennessee is known for being an exceptional place to do business in, especially in Nashville. I strongly oppose this decision to have the Choice Lanes run through this area. Please take other locations into consideration instead. Thank you for your time.

Melody Moreno
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Exit 66 - Sam Ridley
Date: Tuesday, February 17, 2026 10:17:09 AM
Attachments: image001.png

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TDOT,
My biggest issue with Choice Lanes is the fact the public was told years ago that there was no more room for lanes on 24 but now there is magically room for these Paid Lanes to make someone richer. I call BS. Should have used Federal Funding from the Obama era for this like Kentucky did with widening I-65 to three lane from Tennessee to Indiana. Enough of that.
Why is Exit 66 Sam Ridley not a Four Leaf Clover style exit? Right now, traffic gets backed up passed the intersection with the Shell station. With the proposed Choice lanes, you are going to put 2 more traffic lights!!!!! That is going to really back traffic up because people turning left from I-24 West bound will not be able to turn left when traffic is heavy. If you finish the Four Leaf Clover this will help traffic flow smoothly. Please consider finishing the Four Leaf Clover style exit.
I'm still 100% against this Choice Lane idea. Everything I've read from other cities said it doesn't help traffic congestions at all. Even the cities I've seen with them hardly anyone uses them because they made it too expensive for people to use.

Thanks,
Concerned Smyrna Resident.

PS. I kinda like the exit 70 proposal. I live off that exit.

NISSAN [redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Feedback for I -24 Choice Lanes
Date: Wednesday, March 4, 2026 11:15:36 AM

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Hello,

I am Zack Miller, Im a TN resident and recently received notification of the proposed choice lanes for the Smyrna and Nashville area. As resident of South East Nashville where the construction would largely impact, I can not stress enough how bad of an idea this is. Many of my close neibors are low income and would have every little use of the dynamically priced lanes. This same community also uses many of the locally owned businesses that would be forced to relocate due to the construction and with already high rental spaces in Nashville, many would fail. While yes, buses could use these lanes, slightly faster buses would have no use to the people forced to relocate due to the changing dynamic this would bring. I do not enjoy the traffic on I-24 but would take it everyday of the week over spending tax payer money on this project that would most benitift out of city and out of county commuters that pay little mind to local Nashville politics. Please do not go forward with this idea. Thank you for your time.

Best,

Zack Miller

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Fesslers interchange
Date: Sunday, March 8, 2026 8:55:57 AM

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I am writing to submit a public comment regarding the Choice Lanes project along the Nashville–Murfreesboro corridor.

I own a commercial property at 400 Fesslers Lane near the existing interchange. One ongoing limitation of this interchange is that access is restricted to a single direction, which reduces connectivity and creates inefficiencies for businesses and commuters in this corridor.

As TDOT evaluates improvements associated with the Choice Lanes project, I respectfully request that consideration be given to enhancing the Fesslers Lane interchange to allow full directional access. Improving two-way access would:

- Increase safety by reducing out-of-direction travel
- Improve traffic distribution in the immediate corridor
- Support local commercial properties and economic activity
- Enhance long-term functionality of the interchange as traffic volumes grow

Given the scale of the Choice Lanes investment, this may be a strategic opportunity to address an existing access constraint while the corridor is already under construction.

Thank you for your time and consideration.

Best regards,

Cameron Weil

[redacted]

[redacted]

Sent from my iPhone

From: [redacted]
To: TDOT 24ChoiceLanes
Cc: [redacted]
Subject: [EXTERNAL] FORMAL REQUEST - PROPERTY IMPACT REVIEW _ Submission of Concerns Regarding the I 24 Choice Lanes Project – Impact to 112 Neese Avenue
Date: Tuesday, March 24, 2026 7:19:53 PM
Attachments: [redacted]

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Dear TDOT Officials, Project Team, and Community Leaders,

I am submitting the attached letter regarding the potential impact of the proposed I-24 Southeast Choice Lanes project on my property at [redacted]

Based on the current project maps, my home appears to be immediately adjacent to several properties identified for relocation. I am requesting that TDOT evaluate my property as a potential remainder parcel and consider it for acquisition due to the significant impacts anticipated.

I would appreciate confirmation that this request has been received and information on next steps in the evaluation process.

Thank you for your time and attention to this matter.

Sincerely,

Gabrielle Gumucio



From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] I 24 choice lanes
Date: Friday, February 27, 2026 4:10:56 PM

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As a resident / property owner in Rutherford County and having been to other cities with "choice lanes" , I am not in favor of this option. It has not helped other cities. All regular lanes still stay overcrowded and packed in. (IE. Atlanta). I suspect this would include flex pricing for these lanes and ultimately they would be too expensive.

The cost to build seems low according to your estimates posted. I expect it will cost 1.5 times to 2 times what is projected. This feels like a means to line the pockets of some construction / builders more than the correct way to help traffic and citizens in the to-be impacted areas.

Also, seeing what the re-surfacing during regular high traffic hours is doing to traffic flows this will be a larger nightmare for drivers.

If you want to make a difference, finish the loops around the city. I.E. 840 and designate them as the main truck routes to remove tractor trailers passing through from the main inner city interstate routes. I bring this up because since Covid big trucks no longer stay inthe right 2 lanes. They frequently are in 3 and 4 lanes. Also enforcing the right 2 lanes rule would be helpful right now for traffic and accidents.

There are other options that will need to be entertained even after choice lanes (such as the loops around mentioned above and others that need to be created), so why not address that first. I recall when 440 was built it was reported that this was a project that was proposed 20 years prior. What other projects have been proposed in the years since 440 to help flow that have been ignored and or shelved that probably actually do need to be re-examined and or modified?

I hope this finds your well and is considered seriously. I love this state and this area and want the best, Choice Lanes are just not it. They enrich some in the buildout and really do not change traffic in the long run.

Thank you,

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] I-24 Choice Lanes comments
Date: Tuesday, March 31, 2026 2:50:15 PM

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Two comments.

1. It appears that there will not be any improvements where I-24 / 40 intersects into the loop around downtown Nashville. The improvements begin around Fesslwrs Ln. There are only 3 lanes on the southeast side of the downtown loop and further around downtown. In the mornings the backups begin because the loop and downtown exits can not handle the existing traffic loading most any time of the day. Adding 2 additional choice lanes that will dump more vehicles onto a loop that is failing now will probably just frustrate morning travelers and negate all the additional benefits of getting to that point quicker.
2. There doesn't appear to be any improvement on the I-40 west to I-440 West connection. 3 lanes converge into 1 lane before merging onto I-440 west. This movement backs up onto I-40 and is very dangerous. Most days it is stop and go in the middle and right lanes. But many drivers stay in the left lane (to I-24) as long as possibe before merging at the last minute as they squeeze between slow backed up traffic waiting to go over the 1-lane bridge merging onto I-440. With all the construction for the choice lane project, it would be wise to address this problem at the same time. There needs to be a jersey barrier separation at the split to U-24 and the ramp to I-440 needs to be 2-lanes.

Nashville used to have morning and evening rush hour traffic. Now the downtown loop operates at a D or F for 12 or more hours ever day.

When I-440 was widened several years ago the entrances and exits were not addressed. TDOT said there was not enough budget to address them at that time. Nashville drivers have lived with that mistake ever since.

Please don't repeat a similar mistake by only putting a bandaid on the problem. The traffic problems begin with getting vehicles on and off the interstate. Address the causes instead of just the symptoms.

Mike Cochrane
[redacted]
[redacted]

Sent from my Verizon, Samsung Galaxy smartphone
Get Outlook for Android

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] I-24 Choice Lanes project to demolish Pan-Asia Supermarket, 20+ South Nashville businesses
Date: Sunday, February 22, 2026 12:00:57 PM

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Hey. Seriously. What the Actual Fuck?

My name is Stephen Wright. I'm a resident of 1414 eagle view Blvd in Antioch, TN. And this is just. The most blatantly, nakedly corrupt, downright racist and classist garbage I've seen in a while. Not only is your plan to put a toll booth in. (A notable inefficient and ineffective way to collect revenue for the existing roads for multiple reasons.
1: you have to build a whole ass new road instead of just repairing existing structure

2: invariably the people affected are themselves poor . The rich don't live in fucking Antioch and you could just TAX THEM INSTEAD SINCE THEY CAN AFFORD IT.

3: you're deliberately affecting a part of the region with a higher number of minority communities which are MORE LIKELY TO NOT Be RICH.

4. Presumably your intention is to build this road and then hire a corporation to manage the actual toll booth meaning that YOU WILL BE SIPHONING MONEY OUT OF THE STATE.

All of this to say. I'm extremely livid. Insulted by the temerity of your institution that you would think this bizarre and unreasonable plan would be anything resembling a solution for anything ever. You dim-witted lily-livered, scum-sucking poltroons.

Oh and y'know what else???

Didja .. even consider that destroying 20+ businesses would mean you would have to REIMBURSE ThEM FOR LOST REVENUE?? What brain-deaded Nimrod is responsible for this garbage?

Good day and fuck you.

Stephen Wright.
Citizen. Perturbed and disgusted Resident.

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] I-24 Choice Lanes public comment
Date: Thursday, March 12, 2026 10:33:28 AM

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Dear Sirs,

I applaud TDOT for taking the initiative and being proactive in addressing the ongoing traffic concerns on I-24. I think Choice lanes will help alleviate congestion on I-24.

One concern is how travelers will get to I-24. Currently there is bottle necks at interchanges of vehicles trying to access I-24.

One thing I believe would help diffuse congestion getting on I-24 is to build another Interchange at the beginning of the Choice Lanes about 1 mile from 840. This would be where a major thoroughfare will intersect with I-24 in the near future. This major 5 lane regional thoroughfare is an extension of the Cherry Lane/ Stonesbattle Pky connecting I-840 to the NE and intersecting I-24. This would bring relief from the current interchanges, increase traffic on the Choice lanes and give an outlet for the Cherry Lane/Stonesbattle PKY. This area is anticipated to be a gateway for the Murfreesboro/Smyrna region and will have regional commercial and home dwellings in the near future. If an interchange is not built the increase flow at the other interchanges will increase further.

If you have any questions/concerns, feel free to contact me.

Thank you,

Robin Tune
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] I-24 choice Lanes
Date: Saturday, February 28, 2026 9:59:51 AM

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Hello,
I oppose this project as it is illegal to charge a toll in Tennessee. Calling it "Choice Lanes" does not take away the fact that a toll, by definition, is required to use these additional lanes. There will be lawsuits and the taxpayer will pay for those as well, for what? To defend an illegal toll to begin with.

Toll: A toll is an amount of money that you are REQUIRED to pay to use a road, bridge, or other facility.

Thank you for your time.
Don & Faith Lester
Smyrna, TN

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] I-24 Expansion Through Chinatown
Date: Wednesday, February 25, 2026 8:35:04 AM

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To: TDOT.24ChoiceLanes@tn.gov
Subject: Concern Regarding I-24 Expansion Through Chinatown

Dear TDOT,

I am Diane Hunt from New York, NY and I am submitting comments on the proposed I-24 Southeast Choice Lanes project.

I am concerned that the current plan could fragment the Chinatown community, threatening both cultural identity and social cohesion. The potential loss of local businesses and community hubs would diminish an important cultural space in Nashville.

I respectfully ask TDOT to explore alternative routes that do not disrupt this community, while still addressing transportation needs.

Thank you for considering my comments.

Sincerely,
Diane Hunt
New York, NY

Sent from my iPhone

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] I24 Traffic Solution with License Plate Chip Scanners for Lane Management
Date: Monday, March 2, 2026 10:21:59 PM

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TDOT,

I wrote this the other day on the Murfreesboro Pulse's Facebook page regarding the new choice lane proposal. Im just going to paste it here with some feedback I got on it and my replies. If you want to seriously consider my proposals, Im willing to come talk to TDOT in person and hash out the finer details Ive already worked in my head how this whole system could work for I24, and any traffic jam areas in the USA highway system. My contact number is 615-766-2918. Im a resident of Murfreesboro that was commuting to my Nashville jobs before the new lane speed limit sign system went up (when rush hour morning commute time was 60 min or less avg), and commuting for nearly 2 years after the system has been active (currently 75 min commute time avg) to see all the flaws in it currently.

William Dingman
Age 48, former CA resident, mid TN resident and commuter since 2004.

[redacted]
I cant make this meeting, but I'll say this. The Speed "Limit" signs project along I-24 is a TOTAL FAILURE! Nobody is live monitoring the lanes with UP TO THE MINUTE data, because often the Lanes Xed out are OPEN by the time you get there. All faith in the system is BROKEN and nobody trusts it. Waze is a better indicator of lane closures over the system TDOT wasted money on. The signs making every exit 30 mph has CRUSHED traffic flow because there are still too many actually observing this FALSE speed limit. Traffic flow will dictate our speed during rush hours. We dont need to be told to slow down to 30 mph. Commute time from Mboro to Nashville has increased by 20 min, averaging 75 min from Mboro to Nashville. We can NOT afford to lose even 1 lane to a Toll system. You can NOT control human driving patterns by making them pay more for a "fast lane". Too many drivers are NOT WORTHY to be in left 2 lanes, because they are scardy cats and or doddle 4+ car lengths behind car ahead of them, sometimes eating in car or doing their effing makeup at rush hours. Youll start a toll lane with idiots that will continue gumming up the traffic flow by refusing to maintain a 2 car length limit at speed, and 1 car length in bumper to bumper. Yes I know what the official driving distance is supposed to be, but its not realistic in rush hour traffic, we all know that. Even if the lane is walled off, the tollers will still take their freaking time driving how they always have and not being worthy to be in the fast lane, maintaining maximum attention to reduce massive gaps in their lane, which just encourages others to jump in front of them and bog down the fast lane over and over. Calling it an HOV lane is a joke and no one respects it and cops dont police it. It doesnt need to be turned into a toll lane either, for all the reasons stated above. I know the public wont like this, but the solution ACROSS THE NATION is chipped license plates with lane scanners to police which cars belong in which lanes. You do this because EVERY commercial

vehicle has NO BUSINESS in the left lanes! This removes all big rigs and large vans and trucks and various commercial vehicles clogging the 2 fast lanes. Businesses dont want their vehicles breaking the road laws, SHOULD be making all their drivers maintain the speed limit, and therefore all commercial vehicles with business license plates will be FINED if their vehicles pass under the chip scanners in high commuter traffic sections of highway across the nation. You also use the chip trackers and scanners with AI to FORCE commuters to get into their proper lanes WELL AHEAD OF TIME when they need to merge onto other highways. We ALL know what the I-24 West problem is, its the 2 lane 440 overpass to go west from I-24. All those aholes like to wait for the last minute to get into the 2 right 440 lanes. License plate chip scanners would FINE drivers who dont get into those lanes early enough, literally 2 exits back. The AI would work like this, it would track how often you use the 440 overpass to go west every month and mark your plates as a dedicated commuter to 440 west. If you DO NOT get into the 2 right lanes ahead of time, at the 440 lanes entry scanner polls, TWO EXITS BACK, then try to enter the 440 overpass late, the AI will mark you as a line cutter, and FINE YOU, citizen or business vehicle. These fines would be fully enforced at time of vehicle registration, if you do not pay them as you receive them. The public, with their various driving skill ranges, cant be trusted to play fair any more, therefore AI license plate scanner enforcement MUST be used in commuter traffic problem areas across the country. I am available to TDOT to discuss this project more that TN could start ourselves before the nation adopts it. The current system is an absolute bust. AI lane management and fines is the ONLY answer, not toll lanes that blindly trust the toll payers to maintain tight swift traffic flow even in the lanes they are paying to use. I offered to address TDOT months ago and asked Nick Beres NC5 to get the network to start a public televised meeting with NewsChannel 5 Nashville about this so I could share these ideas, and Nick ignored me and left my message on Read. But AI lane management with chipped license plates for overhead highway scanners is the only solution to manage greedy drivers merging late and lane cutting and causing backed up traffic across multiple cities in tight corridors like I-24. Id also use the AI scanners to modify forced lane changing or construction changes to the Bell Rd onramp that is the cause of many accidents because of greedy I-24 drivers refusing to let onramp traffic in swiftly and fairly and causing many accidents. Metropolitan Nashville Police Department Smyrna, TN Police Department Murfreesboro TN Police Department Few weeks ago I was chit chatting with a Metro PD officer who told me all the lane slowing has caused a new problem in that everyone crawling for a 20 mile stretch has made people put their noses in their phones while stuck in bumper to bumper traffic, causing MORE distraction and fender benders. They told me the Nashville Mayor has been the biggest roadblock to a plate reader system, but Im suggesting we go even further with my AI lane scanner idea. Im totally willing to meet with TDOT to further hammer out the details of such a system TN could create for the benefit of commuter traffic across the nation.

[redacted] Ive been commuting to Nashville from the North and from the South since nd traffic and human behavior realities better than the people about to waste 3 billy on toll lanes that WONT HELP. The solution isnt to make good drivers pay more. Its to punish the greedy behavior that causes the jam ups. Normally you wouldnt need to take these measures, but when you have a corridor with limited lanes (compared to SoCal) and a constant influx of residents in Rutherford Co commuting to Nashville more

and more every year, you have no choice but to take these digital measures with fines so the aholes causing the hellish traffic are tamed down to get the commute time back under an hour again Mboro to Nashville.

[redacted] I totally get your point, but I don't think that fines on people that do this [redacted]r do I think more AI to send tickets to people who won't pay them anyway. These interstates were designed to handle a set amount and I believe that was 80K autos a day.
Since 2005, traffic has increased over 60% and continues to increase daily.
At this increase, toll lanes won't fix it, adding AI fines won't and at a 60% increase. How many are just simply mind set with MY SECONDS ARE MORE IMPORTANT THAN YOURS! Mentality.

The bad is Nashville is not built like LA, unless you buy up a lot of real estate to make additional lanes each side your hemmed in!
TDOT is a stingy organization. Money won't be spent to fix it. Only band aids here and there.

[redacted] Oh theyll pay the fines. I havnt got to the actual enforcing yet. ☐ But youre point, lane expansion isnt an option. 440 was just redone, and even if you expand the overpass to 3 lanes wide, still wont fix it. The ONLY option is to PUNISH that late merging line cutting greed mentality with fines. Creating a simple AI system and license plate chip tech with highway scanners is still cheaper than the 3 billy they want to spent on their dumb toll lane idea. Other cities have tried that I see and failed, so why TN would spend to replicate failure? Someone go that meeting and read my post word for word, and hopefully it stops the dumb planners in their tracks. Its either my idea, or just remove/alter the speed light system they made. That system does NOT need to be showing the traffic flow speed, only the real speed limit during normal times, and IF there is an accident, you lower the speed limit of the lanes connected to closure only in those sections.

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Impacts to Residents at Noble Place Townhomes
Date: Wednesday, February 18, 2026 10:19:15 PM

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Hello,

I'm a resident at Noble Place, and am very concerned about impacts to our newly built townhome community.

We understand that there will be impacts, but have no idea if people will lose their homes, be stuck staring at raised highway lanes, or breathing dangerous exhaust fumes.

My wife and I are expecting a baby in March, and need to understand the impacts to our development.

Apparently when the project was planned, TDOT was unaware a development was being built in our location.

This is not an ideal situation, since the highway expansion project will severely devalue our properties and present a serious hazard to our health. In the best case scenario, we'll be starting at a hideous highway in our front and back yards.

These concerns have been completely ignored to date with zero notification of timelines, actual impacts, or how residents will be made whole due to these impacts.

As somone who has a vested interest and owns property in Nashville, I expect better from local and state representatives.

So far, the impacted residents seem to be of little concern to those planning the projects.

Where is the consideration for the community being impacted?

I would like to be contacted, and like to participate in visual impact studies and be made aware of impacts that will devalue my property and my neighbors property.

Thank you.

Best,
John L. Kramer

[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Improvements to I24
Date: Wednesday, March 11, 2026 6:45:24 PM

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Coming from the Northeast/Mid-Atlantic region, I would like to add for consideration several ideas about improvement of the I24 corridor from Murfreesboro to Nashville. Having driven this section of the road quite often, I noticed several problems with the design and construction of the road. The exit lanes are not long enough nor are the secondary roads capable of handling the traffic. You can build a 100 lane road, but the results will be the same, no way to exit. The number of lanes, the traffic signal timing and surface conditions of the secondary roads are not up to handling the amount of traffic. These need immediate attention.

The second issue is the lack of merging opportunities upon entering the I24 corridor. Because of the slow lanes being the entry point, the short on-ramps do not allow enough spacing for a zip type merge. Instead it is more stop and go which is very inefficient. Longer merging lanes would help.

Finally, the worst part of the whole I24 corridor is the merging areas of I440 and I 40. YOu have multi-lanes trying to merge together, all within a very short distance. Plus the fact that all the interstates in Nashville have a common problem, you have to move over several lanes to stay on the same interstate, all within a mile or so. For example, I come from the east on I40 going west thru town on I40. I first have to merge with I 24 and move over at least one lane to the laft with the same trying to happen with the I24 traffic wanting to stay on I24. Then within a mile I have to exit and move over another lane to the right to stay on I40 at the I65 interchange. Then it is back to the left one lane to stay on I40 before the next exit at I440, where I am crossing another lane to go west on I40. What a mess with each interchange within a mile or mile and half of each other. Same with I24 and I65.

If the interchanges at I440 and I40 were redesigned with designated lanes to stay on I24 and I40, tht would eliminate a much of the backup that ends up causing the backups on I24 inbound traffic.

I also believe that by doing the above will eliminate the need for “rich man” travel lanes and a private company (usually an overseas company) operating part of our interstate system. Most of the people who would benefit from the “choice lanes” can not use them with the pricing that occurs during rush hour. Plus the added cost of servicing the lanes, whether TNDOT or the contractor, will result in shutdowns of the lanes either by repaving or accidents, rendering a no solution problem.

Please consider other means of solving this problem. I know from my experience that you have problem made the decision to go with the “choice lanes” and are publicly justifying it with the hearings, but a total reconsideration is in order.

Thank you for your time.

Sent by Vince Lord
Hermitage TN

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Interstate expansion is not needed in TN
Date: Monday, March 30, 2026 12:58:45 PM

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I am writing to share my concerns regarding continued highway expansion in our region. If adding more lanes truly resolved traffic congestion, Nashville would not currently rank **#1 in the U.S. for Daily Vehicle Miles Traveled** (at 42 miles per person) while simultaneously suffering from the nation's worst commute—despite already having the most roadway miles per capita.

Source: FHWA Statistics HM-72

The primary driver of this failure is **"Induced Demand,"** a phenomenon where increasing road capacity simply invites more traffic. This cycle encourages car-dependent land use patterns that have created a feedback loop of congestion, ultimately harming Nashville's urban development. This process is explained in detail here: Wired: The Physics of Induced Demand.

Furthermore, the public health implications of these projects cannot be ignored. Research indicates that living within 100 yards of a highway significantly increases the risk of **cardiovascular disease**. As such, the proposed widening of I-24 represents a direct hazard to the air quality and long-term health of nearby residents.

Reference: NCBI: Highway Proximity and Cardiovascular Health

Has there been any formal consideration of these negative health outcomes and the diminishing returns of highway expansion in the current planning process? I look forward to your response regarding how these factors will be mitigated.

Cheers,
Miller - Middle TN resident for 25 years

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Kirsten Jensen - 1088 Noble Loop
Date: Wednesday, March 4, 2026 8:09:47 AM

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Dear TDOT-

I wanted to write an official comment regarding the I-24 choice lanes. As a homeowner in noble place townhomes I am directly impacted by the conceptual design plans.

The uncertainty surrounding the potential impact to my home and the many unknowns have caused me considerable anxiety and stress. As this is not my forever home, I would like it formally noted that I am open to TDOT acquiring my property through the right-of-way process.

I am strongly opposed to any conceptual plans that involve constructing an elevated freeway behind my home. Such a development would increase noise and pollution, create significant visual disruption, and substantially diminish my property value.

Thank you,

Kirsten Jensen (homeowner)

[redacted]

[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Motorcycle shoulder access
Date: Friday, February 27, 2026 12:25:57 PM
Attachments: SB517 .PDF

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Greetings!

I live at 737 Waldron Road, La Vergne TN 37086. I and my husband are on I-24 daily. If you passed this bill, the two of us, and a lot of other riders would use their bikes to commute. This would free up more time and space for other drivers- and costs practically nothing!!!

Thank you!

Cheers,

Amy Brown
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Move Proposed Bell Rd Exit
Date: Tuesday, March 31, 2026 5:47:59 PM

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Hello,
I am a homeowner in Antioch, TN and reside just a few minutes away from the I-24 Bell Rd exit. I am writing to express strong opposition to the currently listed exit for Choice Lanes at Bell Rd. Please, please move the exit so it does NOT go though the Chinatown property. I know our District 32 councilperson in Davidson County has suggested an alternate location along Hickory Hollow Parkway that would meet the stated goal of connecting with a public transit hub planned for the former Hickory Hollow Mall by our local officials. That seems like a great potential option for an exit ramp rather than the Chinatown site. If for some reason it is not possible, I want to advocate for another option to be identified.

Our family has visited the new Chinatown location numerous times since it opened this year. We regularly witness the parking lot full of customers with long lines inside for food and the line to get inside circled the parking lot over opening weekend. This gives you a glimpse of the market demand it meets in our area, its popularity, and the excitement about its opening. I only expect that to continue as the additional sites in the works on that property open as planned. We have even had family members read about the opening out of state and email to say they want to visit when they come to Nashville later in the year.

Chinatown provides jobs, dining, grocery shopping, and a positive cultural impact on the Asian community in the Antioch area and beyond. While the public may never quite know how this site was mistakenly identified as available/vacant during TDOT's conversations with local officials, there is still time to course correct. Please avoid the negative impact this will have on our area's economy, international grocery and dining option, and cultural influence by changing the ramp location as requested.

Best,
April Gung
Antioch, TN (37013) Resident

Sent from my iPhone

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] my suggestion
Date: Wednesday, March 11, 2026 3:41:27 PM

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After sitting through one of the public hearings and hearing the opposition, may I suggest you start with the East section of road (probably Rutherford County). It sounds like you already have the land, you are widening it in the median, and perhaps you would have the money to widen it for EVERYONE, and not create a "choice lane". That would help traffic get out of Nashville more quickly. Replacing every bridge, going out and up—I-24 will be impossible to travel for the next 5-7 years with all the construction!! Perhaps after you finish the eastern part of the road, there will be more transit available, neighborhoods won't have to be destroyed, and we won't need choice lanes.
Thank you for your consideration.
Peggy Reilly
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] No to choice lanes
Date: Sunday, March 15, 2026 9:51:07 PM

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Choice lanes will not save any traffic and no telling how long to pay off the extra billions it will cost to build for the next decade. That money can actually be used to fix all the craters already on the interstate. The damage is already done in all the cities by not planning roadways larger decades ago. It is what it is, no choice lanes

[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] No to Choice Lanes
Date: Thursday, February 26, 2026 4:40:09 PM

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I am writing to express my opposition to the proposed "choice lanes" (toll lanes) project and to advocate instead for meaningful investment in a comprehensive light rail system.

Toll lanes are not a real solution to congestion. They create a two-tiered transportation system where those who can afford to pay move freely, and everyone else remains stuck in traffic. That approach does not reduce overall congestion long-term, nor does it serve working families who are already stretched thin by rising housing, childcare, and transportation costs.

Adding more highway capacity—tolled or not—typically leads to induced demand. Over time, traffic increases to fill the added lanes, leaving us with the same congestion problems but at a higher financial and environmental cost. We will have spent billions without fundamentally changing how people move around our region.

Instead, we should be investing in long-term infrastructure that benefits everyone. A light rail system would:

- Provide reliable, predictable commute times
- Reduce traffic congestion for drivers
- Support economic development along transit corridors
- Increase property values and housing access
- Lower emissions and improve air quality
- Create transportation access for seniors, students, and workers without cars

Our region is growing rapidly. We need infrastructure that matches that growth and prepares us for the future—not short-term fixes that lock us into more car dependency.

Light rail is not just a transportation project; it is an investment in regional competitiveness, workforce mobility, and quality of life. If we want to attract employers, retain families, and build a modern city, we must prioritize real transit solutions over expanded toll roads.

I urge you to reconsider support for choice lanes and instead champion a transparent, voter-supported investment in light rail and regional public transit.

Thank you for your time and consideration.

Sincerely,
Shelby Hawkins

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] No To Choice Lanes
Date: Tuesday, March 31, 2026 9:10:43 PM

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I'm a homeowner in Antioch. I'm about five minutes away from the Bell Road exit.

I did not ask for this new exit, and I strongly oppose its development through our neighborhood.

Our community deserves to be treated with respect—not disregarded or sacrificed to accommodate broader plans that fail to consider the people who live here. Significant time, effort, and collaboration went into thoughtfully expanding our neighborhood, including the addition of Chinatown. That expansion brought meaningful growth, access to goods and services, and strengthened the cultural and economic fabric of our area.

Now, we are being asked to accept plans that would effectively dismantle and demolish that progress. This is not acceptable.

We deserve better as a community. We deserve to have our voices heard, our investments protected, and our neighborhood preserved. This proposed exit does not serve our needs, and it introduces unnecessary disruption, loss, and long-term impact to the very people who have worked to build and sustain this area.

We do not want or need this exit routed through our neighborhood. I urge decision-makers to reconsider this proposal and engage with our community in a meaningful way—one that prioritizes preservation, respect, and responsible planning.

Respectfully,
Tiffany M. Crawford

Sent from my iPhone

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Official Comment - Choice Lanes Project
Date: Thursday, March 5, 2026 5:29:58 PM

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Hello,

Please find below my official comment on the I-24 Choice Lanes project and the feedback period that's currently going on. Thank you.

Cyrus Bahrassa
Antioch, 37013

I live off the Bell Rd (exit 59) interchange with I-24. Please do not pursue the Choice Lanes project as designed.

I travel to/from downtown Nashville regularly at rush hours; I know how bad the traffic is. But, the proposed approach is too costly: financially, visually, and environmentally. Your own data shows that pursuing the proposed build will cause higher levels of pollution and noise, while having an adverse effect on wetlands and wildlife. It will require billions of dollars, and given TN's poor track record for maintaining roads, it makes no sense to spend so much money on this project, only for the infrastructure to rot away over time. I also think bringing flyovers and elevated lanes will ruin the beauty of our city and turn it into a concrete jungle. Residents will hate it.

I recognize that change is needed and the current I-24 situation is untenable, but there are alternatives. Please focus your time, money, and energy on (1) improving the safety of the corridor and reducing the frequency of accidents, since the worst traffic jams happen when there is an accident; (2) high-capacity, frequent public transit (in partnership with Nashville and surrounding cities), which will actually get vehicles off the road and reduce congestion, noise, and air pollution; and (3) better investment and maintenance of our roads, which of course requires proper investment by the General Assembly. Nashvillians don't want to live in a concrete jungle; we want a modern, efficient transportation system, and it doesn't have to be a car-based one. The current design for the I-24 Choice Lanes is not the right move for our city or our state.

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Opinion on Choice Lanes
Date: Monday, March 30, 2026 9:14:31 PM

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Hello!

I really like most of the Choice Lanes' proposal. Probably one of the better proposals provided for middle TN thus far. Nashville is overdue for a solution. I know there is a team behind the scene who really put in lots of time and effort. So, thank you!!

However, what I don't agree with is the economics aspect of it regarding toll charges. It divides the city, separating the Haves and Haves-not. It forces the ones who are living paycheck-to-paycheck, to sit in traffic longer. Not fair. This will also create new financial burden and debt to the city. You can read license plates all day long and send fines or revoke licenses for unpaid tolls, most people will ignore and keep on driving.

Additionally, based on the last 4-5yrs in the news, the stretch between Lavergne and down I-24 has already experienced tragic road rage and numerous fatal pedestrian accidents, especially around the Bell Road exit. I would strongly urge that we move the HUB away from Bell Road. If studies were completed as stated, you will see how congested Bell Road already is. Not to mention the homeless and panhandling that goes on around that area. Bringing a HUB to that area would make matters worst. It would welcome addicts and the unhoused who will view it as shelter. It would become more unsafe. Lets be frank, law enforcement is not going to focus their time and attention on the hub.

Additionally, Nashville has finally caught up with the times and developed a Chinatown. I attended the grand opening for it, and it was a melting pot. There were asians, hispanics, blacks and whites. We are finally seeing unity and diversity. Forcing the closure would really be disheartening. It would make more sense to route the HUB to Tanger Outlet area as there are less residential homes there or even Murfreesboro Pike.

Lastly, I think it's makes us sucky human beings to force people out of their homes to build this. Are homeowners being fairly compensated so that they can turn around and purchase another home with today's home prices in Nashville?

Thank you for your time!

Teresa Dobbins

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Oppose Choice/Toll Lanes
Date: Thursday, March 26, 2026 8:21:07 AM

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Please note my opposition and concerns about privatization in general along with efficacy of economic bifurcation and future cost creep for commuters. This feels like a wrong headed approach to a problem that requires more forward-looking transit solutions. Entering long term relationships with private entities also has the potential to make genuine transit options more difficult and expensive due to contractual obligations to outside interests caring only about profit extraction from automobile drivers.

John Lowery

Sent from a mobile device. Please forgive typographical errors.

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Oppose toll lanes
Date: Thursday, March 26, 2026 5:02:17 PM

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Hello,

I am a constituent in Nashville who drives I24 multiple times a week for work. I strongly oppose the addition of toll roads to this important highway in Nashville. While we are in desparate need of traffic control, additional lanes that will benefit a private company, destroy Nashville homes, and ruin Nashville businesses while costing Tennesseans a fee every time they use it is NOT the way. Please choose to keep Tennessee roads free for all Tennesseans, not just those who can afford to pay more for less traffic . Please instead look at free for all options to improve traffic flow on these corridors.

Sincerely,

Melanie Jobe
Kirkbrook ct
Nashville, TN

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Opposing I-24 Choice Lanes - WE DON"T WANT THIS!
Date: Monday, March 30, 2026 12:10:26 PM

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Hello!
I am a Davidson County resident and I have serious concerns about the proposed I-24 Choice Lane project planned for the Nashville area. Firstly, I will implore TDOT to complete and publish the **required Alternatives Analysis** so that we can get a full picture of the project costs and options. Secondly, I will break my opposition of the proposed highway expansion into three categories:

- Wrong solution
- Outrageous cost
- Disruption

Wrong Solution
I strongly believe that highway expansions are generally short-sighted and self-defeating in that they do not solve the problems they are intended to solve, namely, traffic congestion on the interstate. I think there is solid scientific evidence in the public record to support the concept of induced demand and will not belabor the point here. This project is slightly different in that the cost to use the additional lanes may mitigate the lack of improvement in overall congestion for paying users, but that congestion will still ensnarl less affluent users unable to pay the convenience tax, I mean toll. The main issue with the interstate in Nashville is that the inner loop creates a chaotic series of weaving interchanges that bogs down through-traffic as local traffic jumps on and off, often switching two or three lanes to catch the next interchange a mile away. I believe any highway spending in Nashville should be dedicated to untying the noose around downtown (the Inner Loop) and routing through traffic around the city, as the original planners of the Interstate Highway system intended. If the Inner Loop must stay, high capacity transit for local commuters on the I-24 corridor would be the next most desirable solution, as significant mode shift could permanently ease the strain that high traffic volumes put on the highways today, along with the massive environmental benefits that shifting to safer, more efficient travel modes unlock. Continuing to expand highways is tantamount to climate arson and I cannot support the continued assault on our single solitary habitable planet.

Outrageous Cost
The current projected cost of the Choice Lanes program is being advertised as $5 billion (with a B). The high concentration of flyovers, raised lanes, new interchange configurations, etc. adds enormous design and construction complexity which drives up the cost per mile to an astronomical degree, even when compared to typical highway widening projects. And the costs are especially crazy compared to the expected outcome, which again will be modest congestion improvement for paying customers for a short period of time before induced demand brings still more personal cars and freight traffic onto the Choice Lanes. A short survey of historical mega projects also shows that the advertised cost is typically 2-3 times lower than the actual built cost and I expect this project to experience cost overruns in that

same vein. For the same investment, we could establish permanent, high quality, high capacity transit connections into the areas around the region that Nashville supports. Again, mode shift and reducing VMT would be vastly preferable for users, communities, and the environment.

Disruption
The plan calls for the demolition of established homes, churches, and businesses in several locations along the I-24 corridor. Think about the community that has grown around these places, and how hard it will be to start that process over from scratch. Even if there are plans for relocation assistance, there are impacts that can't be measured in dollars. Beyond that, construction is likely to take years. I think we all know that work zones aren't exactly the best way to relieve traffic congestion. For whatever modest congestion gains these lanes may provide upon completion, we will have endured years and years of slow zones, closed lanes, blocked exits, etc. The juice will not be worth the squeeze.

Please reconsider destroying parts of Nashville for the modest convenience of a few paying motorists. Complete the Alternatives Analysis and consider which of the potential solutions will put the region on the right path towards transportation freedom and efficiency instead of tripling down on a failed experiment to force every American behind the wheel of an SUV for hours everyday.

WE DON'T WANT THIS!

Thank you!

Chris Bowe
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Opposition to I 24 Southeast Choice Lanes Proposal
Date: Tuesday, March 3, 2026 5:42:11 PM

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Dear TDOT Representatives,

I am writing as a Nashville native who has proudly called this city home for 26 years to express my opposition to the proposed I 24 Southeast Choice Lanes project.

Like many long time residents, I understand the frustration surrounding congestion on I 24. It has been a challenge for years, and we all want meaningful and lasting solutions. However, I do not believe the Choice Lanes proposal truly addresses the root cause of the problem. Adding priced lanes does not eliminate congestion. It often shifts it. Communities in other states that have implemented similar choice or toll lanes have not experienced long term congestion relief. In many cases, traffic remains heavy in the general lanes while only those who can afford the toll benefit from faster travel.

Beyond effectiveness, I am deeply concerned about the impact on our community. Nashville has grown rapidly, and with that growth comes the responsibility to protect the neighborhoods and small businesses that give our city its character. Many residents were excited about the vision for Chinatown and the opportunity to see new cultural and economic development take shape in that area. Projects that risk displacing homes, affecting small businesses, or undermining community investment should be carefully reconsidered.

Transportation solutions should strengthen our city rather than create inequities or threaten established and emerging communities. I respectfully urge TDOT to pause and reevaluate this proposal in favor of solutions that more directly address congestion without compromising neighborhoods and local economic development.

Thank you for considering my comments. I hope the voices of long term Nashville residents will be thoughtfully considered before any final decisions are made.

Respectfully,
Alishah Gilani

From: [redacted]
To: TDOT 24ChoiceLanes
Cc: [redacted]
Subject: [EXTERNAL] Opposition to Property Tax Increases, Choice Lanes
Date: Monday, March 2, 2026 7:49:46 AM

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[redacted]

03/02/2026
The Honorable Freddie O'Connell
Metropolitan Government of Nashville and Davidson County
1 Public Square, Suite 100
Nashville, TN 37201
To whom it may concern.
I am writing as a deeply concerned resident to express my disgust with the current fiscal and infrastructure priorities of your administration. Nashville is currently facing a cost-of-living crisis, yet the policies coming out of Metro Hall appear to ignore the financial reality of everyday citizens in favor of "pay-to-play" transit and downtown pet projects

Of primary concern is the recent property tax burden. While the administration touts a "historically low" tax rate, this is a disingenuous framing that ignores the 45% median increase in property evaluations. By setting the new rate at a level that generates massive new revenue, you are effectively pricing long-term residents out of their own homes. It is unacceptable to demand more from taxpayers while the city struggles to provide basic, reliable services to neighborhoods outside the downtown core.

Furthermore, I am firmly opposed to the implementation of "Choice" lanes. Transforming our public interstates into toll-access routes is an affront to the working class of this city. We should not be forced to pay a premium to bypass the very gridlock that your office has failed to solve through equitable planning. This "luxury" infrastructure, combined with vanity projects like the West End Corridor, serves a specific demographic while neglecting the urgent needs of the rest of Davidson County.

Nashville's growth should not come at the expense of its residents' financial stability. I urge you to freeze further spending on non-essential corridor enhancements and provide genuine property tax relief to homeowners who are being buried by over-evaluations.
I expect a response detailing how your office plans to address the rising tax burden on residents who do not benefit from these downtown-centric projects.
Sincerely,

Misty Brown

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Opposition to toll lanes on public interstates
Date: Thursday, March 26, 2026 6:55:19 AM

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Driving is already a very expensive undertaking - approaching $10K per year for any car in reasonable condition.

If our roads needs expansion or maintenance, please simply increase the gas tax, and make that happen.

I realize that for elite Republican donors, it is appealing to pay for a smoother well-maintained road surface with fewer cars on it and ignore the suffering of others. (That's been the result around DC). This is the same elitist diseases that brings us public school vouchers, as example.

We should instead cherish our shared resources. We must all use the same roads, the same schools, in order to live together in better harmony.

Please focus energies on maintenance of roads for all, getting hazardous drivers off the road (the I-24 corridor is full of road rage and lane swapping), and enforcement of carpool lane restrictions.

Focus on the basics - and walk past schemes to make us rich folks happier at the cost of others, PLEASE!

Finally - if you do engage in the madness of tolls, please adopt the EZPay system used in the Northeast. It would be beyond stupid to not use the same transponder system as Virginia and 10 other states.

Chris Moth
[redacted]
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Opposition to Toll Roads
Date: Saturday, March 14, 2026 8:16:41 AM

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To whom it may concern:
I am writing to express my opposition to the implementation of Toll Roads in our community. ("Choice Lanes" is just a euphemism/fancy title for Toll Roads). While I understand the need for infrastructure funding, I believe that Toll Roads create more problems than they solve.
I oppose toll roads because they create additional financial burdens on drivers and lead to unfair pricing practices. Also, toll roads tend to exacerbate traffic congestion and limit accessibility for lower income drivers.

Tennessee's transportation system is funded through state and federal taxes, which keeps, and has kept our highways toll-free for drivers. We should keep it this way.

Toll roads would lead to increase costs (covered by the tax-payer) imposing additional financial burdens on commuters, especially those who rely on these routes for daily travel. This can/will disproportionately affect low-income families. Toll roads also lead to increased traffic on local roads as drivers will seek to avoid toll roads, causing congestion and safety issues in residential areas.

Pollution and land use are also a major concern as this can lead to higher emissions and air pollution which will negatively impact public heath and the environment as well as the construction of toll roads requires significant land use and changes leading to the disruption of ecosystems and communities.

I urge you to consider alternative funding methods for Tennessee's transportation infrastructure, such as innovative financing solutions which would not place a financial burden on everyday commuters.

Thank you for considering my perspective on this very important issue. I hope to see a focus on equitable and sustainable transportation solutions for our community.

Sincerely,
Hector M Ruiz Jr
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Please answer these questions
Date: Monday, March 23, 2026 3:26:59 PM

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1) Is TDOT changing/modifying, re-doing any plans based on community feedback or just going through the motions? Like what.?
2) Will TDOT work with community groups to achieve the best possible environmental solutions? How? How high are the barriers for the elevated lanes? Will TDOT plant and maintain appropriate evergreen tree rows in front of barriers?
3) Will TDOT compensate homeowners for loss of property value that will most certainly result from many homes that will become less desirable directly caused by their closeness to elevated highway lanes?
4) How will TDOT control harmful pollutants resulting from 1) construction processes and 2) from particulate matter and emissions that stem from traffic on the constructed highway? Are you responsible/liable for health deterioration that results from pollutants caused by Choice Lanes construction and operation? Especially in regard to the elevated lanes? Do you understand the demographics of COPD, asthma, allergy, chronic sinus conditions and other respiratory illnesses in the communities you will affect?
5) What is TDOT doing to protect community residents who have respiratory diseases and limitations and who live close to the new construction and new highway that are intrusive to their community?
6) How much blasting will occur in the affected communities, how close to people's homes? Are you doing inspections of all area homes prior to blasting?
7) What will TDOT's practice and responsibility be for any construction debris or dirt that contaminates communities? Do you follow metro codes guidelines? Do you correct problems in a timely manner and police yourselves or are there other intermediaries (Metro Codes?)
8) Will TDOT acknowledge monetary value recompense for homes taken, over and above the so called 'fair market value', including payment for the hardship they create and the toss of other personal values and relationships that are taken from residents that are to be "relocated" ? And considering the restriction of housing markets in Nashville and that the location of a home is as important as the pricing for an individual's work, relationships and culture?
9) Will TDOT put restrictions on settlements for people that may have to rent or find other accomodation for an undefined period of time because of satisfactory new home choices, availability?

Allen Dyer

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Project I24 Southeast Choice Lanes
Date: Wednesday, February 25, 2026 2:52:44 PM

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I am against this project. We pay enough taxes and these lanes will not support the lower income people. I suggest making more lanes for everyone.
Sent from my iPhone

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Public Comment on I-24 Southeast Choice Lanes – Chinatown
Date: Tuesday, February 24, 2026 8:31:25 PM

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Dear Tennessee Department of Transportation,

I am writing to provide public comment regarding the proposed I-24 Southeast Choice Lanes project, specifically the segment affecting the Chinatown area of South Nashville.

I am concerned that the current plan could result in the displacement of local businesses, including Pan-Asia Supermarket and other community establishments, while also increasing traffic, noise, and pollution in residential neighborhoods. These impacts threaten both the economic vitality and cultural character of the community.

I urge TDOT to consider alternatives that avoid the Chinatown area, including route adjustments or investment in multimodal infrastructure, to minimize disruption and preserve the community's social and cultural fabric.

Thank you for considering my comments.

Sincerely,
June Adams-Pallais

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Public comment on Proposed choice lanes project
Date: Thursday, March 12, 2026 8:49:13 PM
Attachments: Glencliff_TDOT_Advocacy_Letter_FULL.pdf

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Please see attached



Public Comment on Proposed Choice Lanes Projects

The Glencliff Neighborhood Group

We live in an area directly affected by the proposed interstate corridor changes.

To the Tennessee Department of Transportation,

I am writing as a Nashville resident and community leader to share concerns about the proposed Choice Lanes projects currently being studied and advanced in Middle Tennessee.

I understand the intention behind Choice Lanes. They are designed to provide optional toll lanes that allow drivers to bypass congestion by paying for more reliable travel times. While this approach may provide limited benefits for some drivers, it does not address the underlying causes of congestion in the Nashville region.

A significant portion of congestion on Nashville's interstates is not simply the result of too many vehicles, but rather the result of design bottlenecks as traffic enters the urban core.

On several corridors, four lane interstate segments approaching the city quickly compress into two lanes in order to accommodate interstate splits. Immediately after these splits, the right lane often becomes an exit only lane. This configuration forces drivers to merge rapidly and creates cascading slowdowns that appear to be congestion even when traffic volumes alone would not require it.

In practice, this produces what many drivers experience as a false backup caused by forced lane changes and merge conflicts rather than true capacity limitations.

Targeted design solutions such as dedicated exit lanes, extended merge lanes, and improved lane continuity through interchanges could significantly reduce these bottlenecks. Addressing these operational issues would likely provide meaningful congestion relief without requiring massive new lane construction.

There is also extensive research showing that expanding highways does little to solve congestion in growing metropolitan regions. Transportation studies have repeatedly demonstrated the phenomenon known as induced demand, where additional highway capacity quickly fills with new traffic. As populations grow and development continues, new lanes often become just as congested as the lanes they were intended to relieve.

These projects also come with substantial costs beyond the financial investment. Large highway expansions frequently divide neighborhoods, remove homes and businesses, and create infrastructure that is visually and environmentally disruptive. The result can be the destruction of community fabric, increased air pollution, and large concrete corridors that become permanent scars on the urban landscape.

There are also opportunities to think more creatively about how existing transportation corridors could be used to move people rather than simply expanding capacity for cars.

Raised light rail lines could be constructed along interstate medians and elevated above roadways that TDOT already owns and manages. This approach would allow high speed transit to move independently of traffic while avoiding the need to acquire new right of way through established neighborhoods. A system like this could provide fast, congestion free regional transit while connecting communities along the same corridors where commuters are already traveling.

If projects such as Choice Lanes ultimately move forward despite the concerns raised by communities, I would strongly encourage TDOT to establish a meaningful mitigation program for neighborhoods that bear the greatest impacts.

Highway expansions have historically placed the heaviest burden on nearby communities. If homes, businesses, or neighborhood cohesion are disrupted in the process of constructing new interstate infrastructure, a portion of project funding should be directed back into those communities to support improvements that enhance quality of life.

This could include funding for neighborhood beautification, pedestrian safety improvements, green space, noise mitigation, tree planting, local mobility improvements, and other projects that help restore and strengthen the communities affected by the construction.

Transportation infrastructure should not come at the expense of the neighborhoods that make our cities vibrant and livable.

I encourage TDOT to carefully evaluate whether Choice Lanes truly address the underlying operational challenges facing our region and to prioritize solutions that correct known bottlenecks while expanding meaningful transportation alternatives.

Thank you for the opportunity to provide public comment.

Sincerely,

Alexa Little, President
Tony Zavitson, Vice President
Brad Gerick, Secretary
Katie Phillips, Communications
James Huerta, Beautification
Katie Bowers, At-Large
Debbie Young, Historian
Tony Zavitson, Treasurer

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Public Comment
Date: Tuesday, March 3, 2026 8:25:16 PM

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When I tried to use the public comment section on the Choice Website, I am not sure if it went thru. So I may be repeating comments I have already made.

It appears most respondents from previous public meetings about the toll lanes are not in favor of them. I too think that making I-24 12 lanes wide will not work unless you went to great lengths to make it look like the northern section of the NJ Turnpike. Four 3 lane roadways separating trucks from car-like vehicles.

My suggestions are four fold. 1. Eliminate the HOV lanes. They don't work. As taxpayers, we paid for those lanes to be constructed. They should be open to everyone 24 hours per day 7 days per week. 2. Construct auxiliary lanes between the interchange entrance ramps and the following exit ramps to assist trucks to get up to speed. That will make I-24 10 lanes wide between all interchanges. See I-95 in Palm Beach County, FL to see how this would work. 3. Installed signs in the median showing the distance for the next three exits. I know signage is not a TDOT strong point and by giving motorists extra notice of upcoming exits, it might get them into the proper lanes before they are supposed to exit. 4. Purchase the CSX tracks from Shelbyville to Nashville to give everyone another alternative to driving into Nashville. The alignment of the tracks should be adjusted so there will be a station on Main Street in front of the Middle Tennessee State University (MTSU) campus. It seems students today like to use mass transit and that station will likely be very well used. It will serve students in both Rutherford and Davidson Counties.

Thank you for your assistance!

Brian C. Dill
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Public Comment: Opposition to I-24 Choice Lanes Alignment through Nashville Chinatown
Date: Friday, February 27, 2026 5:11:48 PM

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Dear TDOT Project Team,

I am writing to formally submit my comments regarding the Environmental Assessment for the I-24 Southeast Choice Lanes project. While I understand the goal of improving travel reliability along the I-24 corridor, I strongly oppose the current "Recommended Preferred Alternative" that would require the demolition of the Pan-Asia Supermarket and the displacement of the new Nashville Chinatown development.

I visited the market this past weekend and was struck by how much life it has already brought to our community. For years, this specific area of Antioch has felt like a "dead zone" of underutilized space. Seeing it buzzing with people and activity was a clear sign that this development is exactly what our neighborhood needs to thrive.

Destroying a brand-new, $27.5 million economic and cultural anchor just as it has begun to revitalize the area feels like a significant step backward for South Nashville. I urge TDOT to reconsider the alignment and explore alternatives - such as shifting the lanes or utilizing different easements - that would preserve this vital community asset.

Antioch deserves both improved infrastructure and the preservation of the unique businesses that are finally bringing new life to our streets. Please prioritize a solution that does not come at the expense of the Nashville Chinatown project.

Thank you for your time and for considering the impact on our local community.

Sincerely,

Aaron Bondurant
Antioch, TN 37013

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Public Feedback for Choice Lanes- Vote NO!!!
Date: Monday, March 30, 2026 7:58:48 AM
Attachments: [redacted]

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Dear Choice Lane Panel,
Smyrna resident here. I am completely against this proposal. I don't understand why this is the only option for adding more lanes. Was there not government funding for infrastructure improvements over the last 12 years? Kentucky used it to expand I-65 to three lanes from the Tennessee state line to Indiana with their funding!!!! Why couldn't we do the same? Our exits to I-24 in Rutherford and Davidson counties need work now for improvements. I live off exit 70 and I'm for the proposal of the "X" style plans but it has to wait because of these "Choice Lanes". We need help now!!!! Pepsi is now off this exit and traffic is insane. Please shelf these Choice Lanes and keep the interstate the way it is and focus on improving each exit and entrances to I-24.

I've been to cities with these and have spoken with locals and they have not helped traffic conditions at all. You don't see people even using them for the most part. Locals say the cost is just too much for them to even consider using them.

Rutherford county is against the Choice Lanes. Add an exit for Smyrna at Rocky Fork.

NISSAN

[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Question
Date: Thursday, March 5, 2026 1:11:53 PM

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Thanks for taking the time to answer my inquiry.

I see from the Environmental study that a list of properties substantially impacted by this project has been developed. I think my home may be one of them.

Is there a way I can determine that?

I will be at the hearing this evening, but was hoping to have that information before I attended.

Best,

Michael Todd
[redacted]

From: [redacted]
To: [redacted]
Cc: [redacted]

Subject: [EXTERNAL] Questions and Answers
Date: Thursday, March 5, 2026 9:24:09 PM

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Hi Rebekah,

We were hoping that the Q & A tonight would include more answers. I'd like to give you and your team an opportunity to respond to questions that went unanswered tonight and others that occurred to me afterward. I'm sure there are additional questions I haven't captured here, and I hope others will follow up with anything I've missed.

Please take whatever time you need to gather full and accurate responses from the appropriate personnel, in order to meet TDOT's stated standards of "Communication, Accountability, Consistency, and Integrity."

1. What would be necessary for TDOT to select the "No Build" option? Since that is still a valid option according to your presentation, and it would be improper to bias one option over another, I expect you can tell us specifically what criteria would need to be met to select it. Please be specific about the proportion of public comments in opposition, environmental impact thresholds, cultural impact considerations, and any other factors that inform the decision. Again, since you should not be biased one way or the other, I anticipate a full and detailed response.

2. What is the projected price range for Choice Lanes users? If you can predict traffic times to the minute in the year 2053, you can give us a projected range for the choice lanes. Will it cost between $.50 - $5 per month? Will it cost between $5 and $10 per month? Between $10 and $15 a month? This project would not have been approved without some projection of revenue generated. Please provide a price range for what users can expect to pay.

3. What percentage of the revenue from the Choice Lanes will be returned to the state of Tennessee for public use?

4. If the answer to the previous question is less than 50%, please provide a full legal justification for exercising Right of Way to claim private land. T.C.A. § 29-17-102 prohibits the taking of land where the primary purpose is a private party's economic benefit and the "public benefit" is merely pretextual. The public use doctrine requires that land seized under imminent domain be available to the public as a class. The Choice Lanes, however, require members of the public to enter a contractual agreement with a private company in order to use them. The private operator is thus

the primary beneficiary of the land. Tennessee courts evaluate the public use doctrine based on functional use, not on who owns the lands. Even if the state retains ownership of the land, the functional purpose of that land is to generate revenue for a private operator, rendering the public use justification entirely pretextual.

5. What is TDOT's plan to compensate property owners and renters whose property is NOT seized but whose property values and quality of life are negatively impacted by the project?

6. Will homeowners whose property is seized know the full Relocation Assistance amount before choosing whether to accept the Approved Written Offer? It is my understanding that Right-of-Way compensation involves two separate payments: The Approved Written Offer to purchase the property, and then Relocation Assistance covering price differential, incidental expenses, and increased interest costs. However, if we are required to accept the purchase offer before knowing the Relocation Assistance amount, we cannot make an informed decision. Please clarify the sequence of these disclosures and whether the full compensation package will be available before accepting the offer.

I appreciate your attention to these questions and look forward to substantive responses. These answers directly affect whether the people in that room tonight can make informed decisions about our homes and our futures.

Gabe

From: [redacted]
To:
Cc:
Subject: [EXTERNAL] Request for Acquisition Timeline and Relocation Process – I-24 Southeast Choice Lanes
Date: Saturday, February 14, 2026 9:19:54 AM

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Hello,

My name is Molly Shaw. I am reaching out regarding my property:

[redacted]

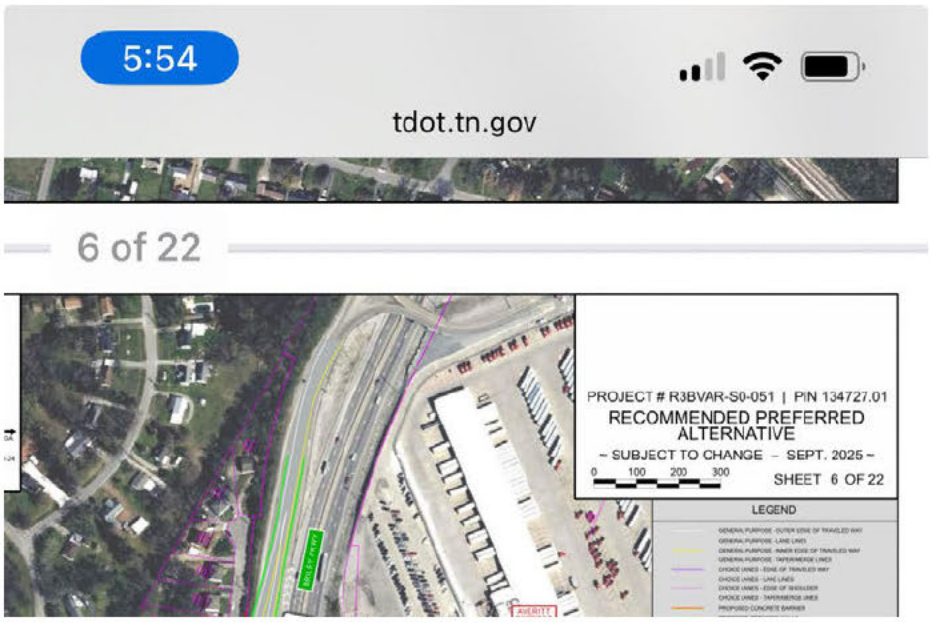
It was identified by TDOT as a *residential relocation property for the I-24 Southeast Choice Lanes project in the recent environmental study released 13FEB2026.

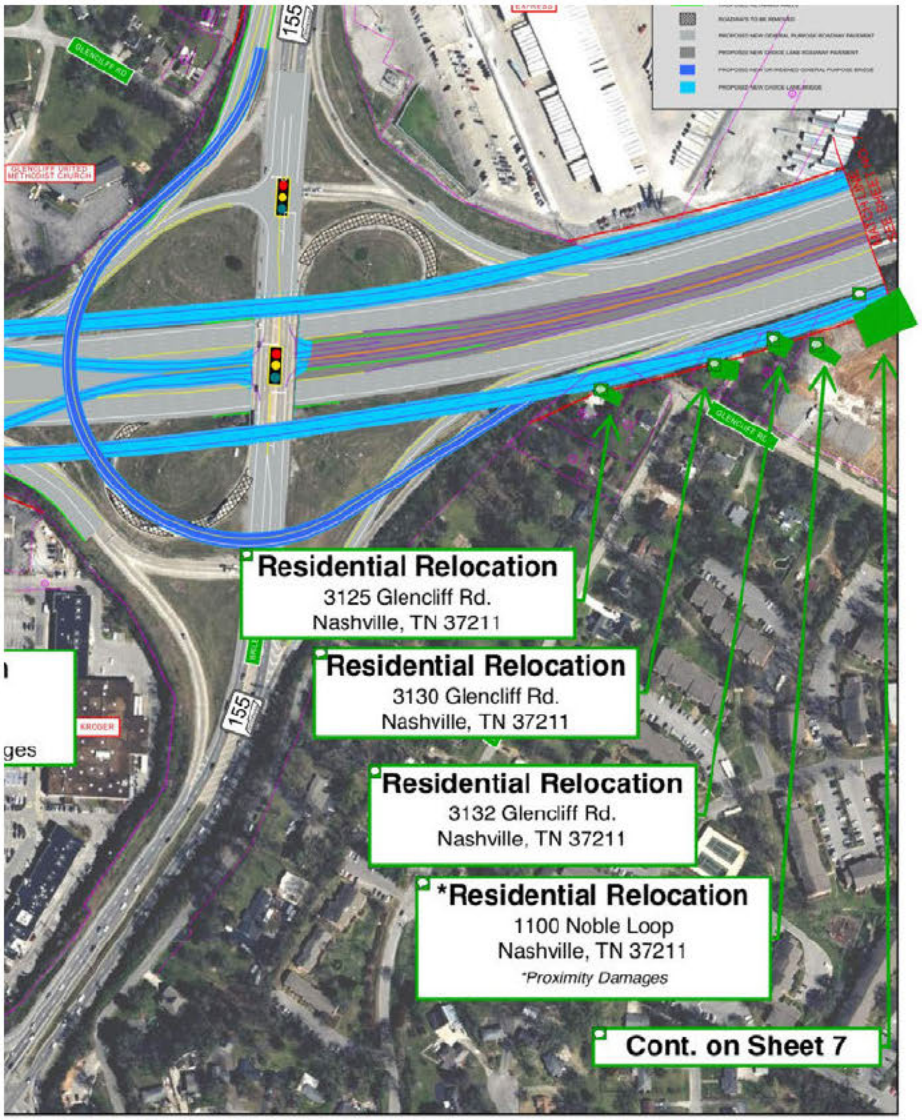
I would appreciate clarification on the anticipated timeline for the right-of-way acquisition process, including:

- When I can expect to receive a formal Notice of Intent to Acquire
- The anticipated timing of the property appraisal and written offer
- When relocation assistance information will be formally provided
- Whether a right-of-way agent or relocation specialist has been assigned to my parcel

Understanding the expected schedule will help me plan responsibly and make informed decisions regarding housing, finances, and relocation logistics.

Please let me know if there is any additional information you need from me at this time and the best point of contact moving forward.







Thank you,

Molly Shaw

[redacted]

[redacted]

[redacted]

From: [redacted]
To:
Subject: [EXTERNAL] Request for Info
Date: Wednesday, February 25, 2026 8:17:22 AM

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Morning,

Hello, we operate a business that is close to the proposed Choice Lanes project on I24, right off Elm Hill Pike. We're looking for information and potential impact to our location based on the proposed design for this project. Our facility is located at 1027 Elm Hill Pike, in which the property line faces I24 directly. Any information on potential impact to our location would be greatly appreciated so that we can plan for potential business impact.

Ryan Nicoletto
Nicoletto's Pasta Co. - Owner
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Resident feedback
Date: Tuesday, March 31, 2026 9:29:39 AM

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To whom it may concern,

My name is Matthew Hayes. I'm a 12 year resident of Nashville and homeowner in the Miro Meadows neighborhood.

Before I moved to Nashville, I grew up in Georgia along the I85 corridor and later lived in Atlanta. There was recently an expansion I85 north of the I985 split and I75 North, which includes these "choice style"lanes. These lanes have done nothing to abate traffic nor have the numerous lanes throughout Atlanta. Atlanta does have MARTA, but it's hobbled growth is riddled with the area politics of the 5 counties that Atlanta exists within. Regardless, i shudder to think how much worse traffic would be if MARTA were not there.

Nashville is not Atlanta but traffic is also universal. Ultimately, you have to move more people to solve it. The irony of more lanes is that it tends to increase traffic as people perceive flow to be great enough to offset traffic, despite that these lanes wouldn't even be truly additional lanes. A rail line would be far more efficient at moving people.

Aside from the points outlined above, the destruction to neighborhoods and environment are also concerning. The proposed path heavily cuts into the Glencliff area, which my neighborhood borders. This cutting through of neighborhood disrupts the fabric of them as well as the internal traffic, which also swells heavily a peak traffic times. Similarly, it disrupts habitats of animals and will add to overall warming of the area as more lanes equal more asphalt which equals more open black surface to the sun.

The issue certainly requires a solution but these choice lanes are hardly the most impactful, economic, equitable, or long-term minded approach.

Matthew Hayes

From: [redacted]
To:
Cc:

Subject: [EXTERNAL] Residential Relocation
Date: Friday, February 13, 2026 7:18:13 PM
Attachments: [redacted]

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Dear Rebekah and the Choice Lanes Team,

Despite our entire Glencliff neighborhood and the 16th District asking for transparency and communication regarding the I-24 Choice Lanes throughout the last year, you have yet again failed to communicate with the stakeholders most affected by the Choice Lanes.

After searching deep through the links provided in the latest email, we found the attached document, dated October 29, 2025—not 1 week after the public hearing held in the 16th District, at which we asked for one simple thing, over and over again: Communication.

The attached document mentions 29 residential properties marked for relocation by the plan. The accompanying document found here denotes the exact addresses marked for relocation, which include 3 homes on Glencliff Rd and the entire back row of 20 townhomes at Noble Place.

And yet not once in the last 4 months did you find it convenient to notify the families whose homes are marked for relocation. You mentioned at the meeting that you couldn't possibly communicate with every neighborhood affected along the I-24 stretch. And yet we see here that only 29 residential properties are affected, almost all of which were represented at the meeting in October. The absolute least you could do is tell 29 people that their homes have been marked for relocation.

I understand there are continued public hearings and that the plans are (possibly?) not finalized. However, we have consistently asked for one very simple thing: Communication.

And you have all consistently failed to communicate even the most basic information.

You are destroying people's lives, and you don't even have the decency to tell them about it. You may not have a choice about whether to implement the plan. You do have a choice about how you communicate with the people affected. You are choosing to do it callously and with complete disregard for the lives of those most impacted.

Gabe Horton

From: [redacted]
To:
Cc:
Subject: [EXTERNAL] SELC Comment re: I-24 Southeast Choice Lanes
Date: Thursday, March 26, 2026 4:17:55 PM
Attachments: 2026-03-26 SELC Comments re I-24 Choice Lanes EA.pdf

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Good afternoon,

Attached please find comments from the Southern Environmental Law Center regarding the I-24 Southeast Choice Lanes Environmental Assessment.

Best,
Jackie Hughwood (she/her/hers)
Associate Attorney
[redacted]

SOUTHERN ENVIRONMENTAL LAW CENTER

[redacted]

March 26, 2026

Via Email to TDOT.24ChoiceLanes@tn.gov

I-24 Southeast Choice Lanes Project

[redacted]

Dear Comment Coordinator,

The Southern Environmental Law Center writes to provide comments regarding the Environmental Assessment ("EA") for the Tennessee Department of Transportation's ("TDOT" or "agency") I-24 Southeast Choice Lanes Project ("Project"). While travel conditions on I-24 Southeast pose challenges, TDOT's proposal ignores the transportation solutions the community has asked for. In 2024, Nashville residents overwhelmingly voted to raise their own taxes to make it easier to get around Nashville on improved sidewalks, bikeways, and public transit.[1] Rather than support efforts to give Nashvillians alternatives to driving, the Choice Lanes Project only reinforces car dependency and risks inducing more of the traffic congestion the Project is intended to relieve. At the same time, TDOT ignores obvious alternatives like improved regional transit, which can cost-effectively improve transportation along the corridor while reducing traffic congestion and environmental impacts. The Project's purported benefits do not justify the impacts to environmental justice communities, local parks, regional air quality, endangered species in the area, and the environment in general. A more thorough analysis of these impacts, potential alternatives, and further mitigation commitments is necessary to ensure that the Project's environmental impacts are fully evaluated as required by NEPA and Section 4(f) of the USDOT Act.

I. TDOT Should Complete an EIS

First, TDOT should complete an Environmental Impact Statement ("EIS"). TDOT concludes, at the end of its EA that the "technical studies conducted to evaluate impacts to the social, cultural, natural and physical environments indicate that the recommended Preferred Alternative would result in no significant impacts that would warrant an Environmental Impact Statement."[2] The record indicates otherwise. For the reasons discussed below, this Project is likely to have significant impacts to the environment, warranting an EIS under NEPA.

[1] Nashville and Davidson County, *Choose How You Move*, https://www.nashville.gov/featured-initiatives/transit (last visited Mar. 25, 2026).

[2] TDOT, *Environmental Assessment: I-24 Southeast Choice Lanes*, at 2-28 (Jan. 30, 2026) (hereinafter "EA"), https://www.tdot.tn.gov/Applications/Documents?pathName=%5CI-24CorridorStudy%5CSE%20Choice%20Lanes%20Environmental%20Studies.

II. Regional Transit as an Alternative or Mitigation Measure

A. Regional Transit as an Alternative

NEPA requires, as a part of an EA, the agency to consider "a reasonable range of alternatives to the proposed agency action…that are technically and economically feasible, and meet the purpose and need of the proposal." [3] This reasonable range of alternatives should not be solely one alternative presented in different ways. Here, the only alternatives that were evaluated were (1) No Action, (2) two additional general-purpose lanes, (3) two Choice Lanes, (4) one Choice Lane, and (5) two reversible Choice Lanes. In effect, there really was only one alternative evaluated here: adding more lanes to I-24 Southeast. TDOT should consider an action alternative which does not add any additional lanes but still addresses the purpose of the project.

TDOT evaluated the sufficiency of each alternative for the Project on its ability to meet the needs of the project based on measures of effectiveness. The needs and measures addressed included (1) increase capacity, measured by throughput of vehicles, (2) improve travel time, measured by travel time minutes in the corridor, and (3) accelerate project development with limited funding options, utilizing alternative delivery.[4] There are various additional alternatives that are not adequately considered in the EA which could meet the purpose and needs of the Project.

Improved regional transit could increase capacity, reduce travel times, and account for limited Project funding. For example, public transit systems have been found to reduce congestion by decreasing the number of vehicles on the road while improving capacity by increasing the amount of people transported.[5] Thus, improved public transit systems can decrease travel time and traffic congestion. The public has shown that it is interested in alternative methods of transportation, including increased public transit options or a rail system.[6] There are many options that TDOT should consider to improve public transportation along the I-24 corridor, which could help solve congestion in the long-term.

The alternatives that TDOT has evaluated risk making congestion worse. Adding lanes, even toll lanes, often increases driving demand on the road, leading to increased traffic.[7] What's more, TDOT is proposing to use eminent domain to take land to serve the interests of a private company. Tennessee requires eminent domain to serve a true "public use," defining the term narrowly to exclude "private use or benefit."[8] Rather than take Tennesseans' property for a private gain, TDOT should pursue true public uses that will benefit the community, not a private

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[3] 42 U.S.C. § 4332(2)(C)(iii); *see Partners in Forestry Co-op., Northwood Alliance, Inc. v. U.S. Forest Service*, 638 Fed.Appx. 456, 464 (6th Cir. 2015).
[4] *See e.g.,* TDOT, *Need and Purpose Memorandum*: *I-24 Southeast Choice Lanes Project* (App. B), 1 (Nov. 2025).
[5] Michael Anderson, *Subways, Strikes, and Slowdowns: The Impacts of Public Transit on Traffic Congestion*, National Bureau of Economic Research, 4 (Feb. 2013).
[6] *See* Section VI of Comment.
[7] Jocelyn Anderson, *Does Widening Highways Ease Traffic Congestion?*, UC Davis (Feb. 20, 2024), https://www.ucdavis.edu/magazine/does-widening-highways-ease-traffic-congestion.
[8] Tenn. Code Ann. § 29-17-102(2).

company, without taking property from local families and businesses. TDOT should pursue alternatives like improvements of public bus service, including measures to improve frequency, speed, accessibility, and reliability of regional bus service. Additionally, TDOT should evaluate the potential for commuter rail along the corridor.

B. Regional Transit as a Mitigation Measure

The EA explains that public transit vehicles would not be charged to use the Choice Lanes.[9] However, this promise is insufficient to mitigate potential inequality impacts for low-income individuals who may not benefit from the project. Not only should public transit vehicles be exempt from Choice Lane tolls, but public transit providers should play a more active role in reviewing design recommendations and accommodations to public transit systems. Further, if this Project moves forward, TDOT should directly fund transit services from Choice Lane revenues.

Price-managed lanes are most likely to be used by higher-income individuals, leaving low-income individuals to benefit less from this Project. TDOT should use a percentage of the funds from the price-managed lanes to invest in and subsidize transit services in the lanes. Funding for public transit would mitigate inequality impacts of the projects for lower-income people who cannot afford to pay the tolls, allowing more people to actually benefit from the Project. This type of funding for public transit has been done before. For example, the Federal Highway Administration ("FHWA") has cited the use of toll revenue from a toll road in Virginia to repay a loan used to construct a commuter rail project.[10] Another example of toll roads funding public transit comes from Minneapolis, where up to 75% of the revenue from toll lanes is used for bus transit improvements.[11] Tennessee can do the same. Revenue from the I-24 Choice Lane tolls can help ensure that sufficient funding is available to provide adequate transit service in the corridor. This would also directly improve congestion and travel times, the key concerns being addressed by the Project.

Therefore, TDOT should commit to providing funding for transit services by requiring a portion of the potential toll revenue to be set aside for this purpose.

III. Inadequate Section 4(f) Analysis

TDOT arbitrarily concluded that the areas protected by Section 4(f) around the Project will not be impacted. Section 4(f) of the USDOT Act requires the evaluation of parks, recreational land, wildlife refuges, and historic sites during environmental review for transportation projects.[12] Projects should not be approved when they require the use of any publicly owned land from a public park, recreation area, wildlife refuge, or historical site unless

[9] EA at 2-28.
[10] FHWA, *Project Profile: Dulles Corridor Metrorail Project*, Center for Innovative Finance Support, https://www.fhwa.dot.gov/ipd/project_profiles/va_dulles_corridor.aspx (last visited Mar. 24, 2026).
[11] Minnesota Department of Transportation, *E-Z Pass: Revenue and Expenditures*, https://www.dot.state.mn.us/ezpassmn/useandperformance.html (last visited Mar. 24, 2026).
[12] 23 U.S.C. § 138.

(A) there is no feasible and prudent alternative to the use of the land, and (B) the program includes all possible planning to minimize harm.[13] Despite the fact that six parks and recreation areas that are protected under Section 4(f) are within the Choice Lanes Project Environmental Technical Study Area ("ETSA") and 500-foot ETSA buffer, TDOT found that there would be "no ROW acquisition or temporary easements required" and therefore, "there would be no Section 4(f) use associated with the proposed project…"[14] This conclusory statement completely ignores the definition for constructive use which applies when "the proximity impacts [of the project] are so severe that the protected activities, features, or attributes that qualify a resource for protections under Section 4(f) are substantially impaired."[15]

This is especially concerning given that one type of constructive use occurs when, "the projected noise level increase attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility of a property protected under Section 4(f)."[16] Despite this, TDOT expects up to 43 noise-sensitive receptors in nearby parks to experience traffic noise impacts by approaching or exceeding FHWA's Noise Abatement Criteria. Further, TDOT acknowledges that the Project will visually intrude upon and have an "adverse visual effect" on two historic resources, Mill Creek Baptist Church Cemetery/ Whitsett Cemetery and the Rogers Manufacturing Plant.[17] However, it determines that no 4(f) evaluation was required because there will only be a visual adverse effect, despite the fact that Section 4(f) regulations describe constructive use to include when the "proximity of the proposed project impairs esthetic features or attributes of a property protected by Section 4(f), where such features or attributes are considered important contributing elements to the value of the property" and when examples of substantial impairment to *visual* or esthetic qualities "would be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a Section 4(f) property which derives its value in substantial part due to its setting." Despite the inclusion of *visual* impairment as a constructive use, TDOT simply concludes, without explaining, that the Project would not amount to a constructive use of a Section 4(f) property.

Thus, TDOT must revise its Section 4(f) analysis and evaluate feasible and prudent alternatives, including regional transit, that do not require use of Nashville's public lands.

IV. Inadequate Analysis of Climate Change and Air Pollution

TDOT should have considered the potential impact on climate change in the EA for the I-24 Southeast Choice Lanes Project. The agency should also have fully evaluated potential air pollution instead of summarily dismissing the likelihood that air pollution will worsen with the Project.

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[13] *Id.* § 138(a)(3)(A)–(B).
[14] TDOT, *Section 4(F)/ Section 6(F) Recreational Resources* (App. H), at 6-1 (Oct. 2025).
[15] 23 C.F.R. 774.15(a).
[16] 23 C.F.R. § 774.15(e)(1).
[17] EA at 3-42.

The EA states that "FHWA will not include greenhouse gas emissions and climate change analyses in the federal environmental review process" because of the recent Executive Orders which revoked other Executive Orders that dealt with the climate crisis. Therefore, the agency did not analyze greenhouse gas emissions or climate change in this EA. But it should. The statutory text for NEPA, which has not been rescinded by recent Executive Orders and Final Rules, requires that agencies consider climate change impacts.[18] NEPA ensures that federal agencies keep in mind that "each generation has a responsibility to act as a trustee of the environment for succeeding generations."[19] Further, the statute demands that agencies "use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans."[20] Therefore, NEPA requires agencies to consider climate change, even if it is not explicitly mentioned by name. The significant but diffuse environmental effects of climate change are precisely the kind of long term and cumulative effects on the environment with "worldwide and long-range character" NEPA is designed to account for—the kinds of effects that agencies, without NEPA, would have little occasion to coordinate around or consider.[21]

Even if NEPA did not require agencies to address climate change in their environmental review documents, which it does, State agencies could still decide to consider climate change impacts of projects, especially projects involving transportation, one of the largest contributors to greenhouse gas emissions.[22] In fact, in the Tennessee Environmental Procedures Manual: Guidelines for Preparing Environmental Documentation for Federally Funded and State Funded Transportation Projects, which TDOT cites in the EA, climate change is listed as one of the considerations needed in environmental documents. The Manual states that, "a discussion of climate change should be included for projects for which an EA or an EIS is prepared."[23] The information in this Manual, which was originally written in 2011, acknowledged that at the time, "FHWA currently does not require climate change analysis for plans or projects."[24] However, "FHWA's Tennessee Division has requested that a discussion of the potential climate change effects be included for projects for which an EA or EIS is prepared."[25] Therefore, even if a discussion of climate change is not required at a federal level, TDOT can still consider climate change, and it should do so as indicated in the Environmental Procedures Manual that it cites and follows within the EA.

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[18] 42 U.S.C. § 4331.
[19] *Id.* § 4331(b)(1).
[20] *Id.* § 4331(a)
[21] 42 U.S.C. § 4332(2)(I).
[22] *Carbon Pollution from Transportation: Transportation and Climate Change*, EPA.GOV, https://www.epa.gov/transportation-air-pollution-and-climate-change/carbon-pollution-transportation (last updated Apr. 25, 2025).
[23] TDOT, *Tennessee Environmental Procedures Manual: Guidelines for Preparing Environmental Documentation for Federally Funded and State Funded Transportation Projects*, at 5-75 (updated 2025).
[24] *Id.* at 5-85.
[25] *Id.*

Further, NEPA requires agencies to discuss the "environmental impacts of the proposed action" in the EA.[26] Here, there are several areas where the EA's discussion of air pollution in general could be improved. TDOT should more fully consider the air pollution impacts that are likely to arise from this Project. The agency summarily dismisses the potential for mobile source air toxic pollution (MSATs) to increase by 2045, instead saying, "MSAT emissions under both the No-Build Alternative and the Build Alternative are expected to substantially decrease…in 2045 as compared to 2025 existing scenario emissions. The projected decrease in future MSAT emissions is attributed to the EPA's vehicle emissions and fuel control programs along with fleet turnover."[27] Despite the fact that TDOT calculated the vehicles miles travelled (VMT) to increase by 29.7 percent, it decided that the emissions increase between the No Build and Build Scenario "is not considered significant" and that the future MSAT emissions will decrease due to "EPA's vehicle emissions and fuel control programs…"[28]

This discussion of environmental impacts on air quality is largely insufficient. The EA does not point to evidence that MSAT pollution will decrease in the corridor besides repeating that levels will decrease due to "EPA's vehicle emissions and fuel control programs."[29] TDOT acknowledges that MSAT science and regulations are still evolving.[30] In fact, MSAT Guidance for NEPA documents was superseded in 2009, 2012, 2016, and 2023.[31] With the rules and science still evolving, TDOT does not have a reasonable basis to predict with such certainty that EPA's current emissions and control programs will cause a substantial decrease in MSATs by 2045. EPA, a federal agency at the whim of the current administration, has pursued a deregulatory agenda, which includes its rules and regulations regarding vehicle emissions and fuel control programs. In fact, EPA is currently reconsidering its "Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles" which had set strict emissions standards.[32] To give no further evidence on why MSATs will decrease despite the impact of this Project is a disingenuous evaluation of the environmental impacts in contravention of the requirements and spirit of the NEPA process.

Therefore, TDOT should reconsider the impacts that the Project will have on air quality in general, and especially on the MSAT levels in the region.

V. Inadequate Analysis of Impacts on Endangered Species

TDOT's Biological Assessment ("BA") inadequately assessed the project's significant impacts to the Nashville crayfish by improperly focusing on the economic benefits and purported

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[26] *Partners in Forestry Co-op.*, 638 Fed.Appx. at 464.
[27] EA at 3-26
[28] TDOT, *Air Quality Technical Report* (App. L), at 3-4 (Nov. 2025).
[29] *Id.*
[30] *Id.* at 3-2.
[31] *Id.*
[32] EPA, *EPA Announces Action to Implement POTUS's Termination of Biden-Harris Electric Vehicle Mandate* (Mar. 12, 2025), https://www.epa.gov/newsreleases/epa-announces-action-implement-potuss-termination-biden-harris-electric-vehicle.

inevitability of the Project and failing to engage in a meaningful alternatives analysis to its proposed action.

The Endangered Species Act's ("ESA") conservation mandate is clear. The ESA aims to "provide a means whereby the ecosystems upon which endangered and threatened species depend may be conserved."[33] To effectuate this goal, the Act requires agencies to meaningfully consider and mitigate impacts to protected species when undertaking projects.[34] The Act also forbids agencies from undertaking actions that would result in the ultimate jeopardy of species.[35]

Although TDOT has compiled a BA, the agency appears to have used that exercise as an opportunity to assert that harms to listed species are a foregone conclusion, instead of wrestling with ways that any harm could be minimized or mitigated. Specifically, TDOT dismisses concerns about the project's potential to significantly impact the natural habitat of the federally-protected Nashville crayfish by asserting that more than 90% of land use within the ETSA is subjected to varying degrees of development. TDOT goes on to argue that because impacted parcels within the proposed ROW are already zoned for development, "the proposed Project would not create unanticipated changes to the area."[36] In other words, if our development activities don't harm the Nashville crayfish, someone else's will. This analysis is inadequate.

Congress recognized that species extinction happens when development is untampered "by adequate concern and conservation."[37] Therefore, agencies cannot relieve themselves of their obligations under the ESA by asserting that harm to natural habitats and protected species is an unavoidable or foregone conclusion due to projected development pressure. Instead, the ESA makes clear that when an agency proposes to impact listed species, agencies must consult with the U.S. Fish and Wildlife Service and undertake a good-faith effort to understand, avoid, minimize, and if necessary, mitigate those impacts.[38]

The BA admits that the project is likely to adversely affect the federally protected Nashville crayfish, including through likely harassment and/or take of individuals and alteration and/or loss of habitat.[39] The BA describes significant in-stream construction activities including dewatering, temporary stream diversions, permanent stream relocations, excavation, and stream encapsulation, that could do considerable harm to the Nashville crayfish and its limited remaining suitable habitat. The BA admits that, although individual relocations will be attempted, it is likely that Nashville crayfish mortality will occur during collection and relocation activities.[40] Further, the BA details that the proposed project will cause significant habitat loss for this species that already suffers from a small habitat range; TDOT anticipates this project will result in approximately 1,026 linear feet/23,243 square feet of Nashville crayfish habitat

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[33] 16 U.S.C. § 1531(b).
[34] *Id.* § 1539(a)(2)(A)(ii).
[35] *Id.* § 1536(a)(2).
[36] EA at 3-38.
[37] 16 U.S.C. § 1531(a)(1).
[38] *Id.* § 1536.
[39] EA at 3-39.
[40] TDOT, *Biological Assessment For: Nashville Crayfish (Faxonius Shoupi)*, at 27 (Dec. 2025) (hereinafter "BA").

becoming temporarily unavailable and 906 linear feet/17,937 square feet of habitat being made permanently unavailable to Nashville crayfish.[41] In other words, TDOT estimates that it will *permanently* destroy approximately 88% of the Nashville crayfish's habitat that it anticipates impacting. This kind of large-scale habitat destruction of an endangered species goes directly against ESA's purpose to conserve "the ecosystems upon which endangered species…depend."[42]

Due to the clear, significant impacts to the Nashville crayfish, TDOT should have included a robust "analysis of alternate actions" to the proposed action that could have less disastrous results for the species.[43] TDOT did not consider common-sense alternative actions, such as improving regional transit in the corridor, which could result in a smaller impact on Nashville crayfish habitat. Instead, TDOT summarily decided that the proposed action was the correct one, and that the required take of endangered species was a foregone conclusion. The ESA demands more.

VI. Inadequate Public Participation Opportunities

The NEPA process requires opportunity for meaningful public involvement in projects like the I-24 Southeast Choice Lanes proposal, but TDOT has conducted inadequate outreach to communities along the Project corridor and has neglected to seriously consider the feedback that has been received.

Neighborhoods adjacent to the proposed project area include low-wealth communities of color and limited English proficiency communities,[44] and these important voices deserve to be heard and heeded throughout the NEPA process. The proposed highway expansion will have direct and long-term consequences on surrounding communities, including commercial and residential displacements as well as increased air and noise pollution, so TDOT must ensure the most significantly impacted communities can fully participate in the decision-making process. Appendix X to the EA reveals numerous gaps in public participation opportunities among these directly affected groups. For example, TDOT's notes from multiple outreach events describe engagement barriers such as a lack of Spanish-translated materials on hand and surveys too lengthy to accommodate broader participation. After repeatedly experiencing these barriers, TDOT should make robust efforts to re-survey excluded populations.

A. Silenced Environmental Justic Communities

Furthermore, TDOT initially developed an Environmental Justice ("EJ") Community Outreach Plan and conducted "Targeted EJ Surveys for Meaningful Feedback."[45] Multiple

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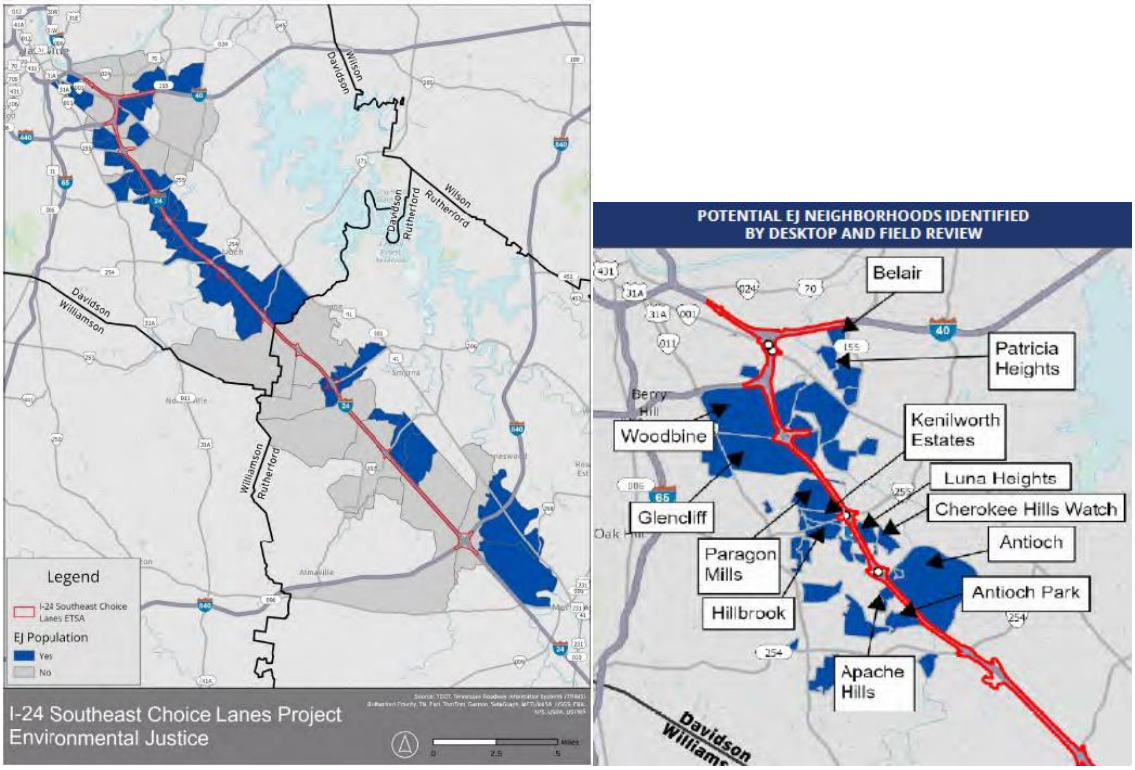
[41] BA at 28.
[42] 16 U.S.C § 1531(b).
[43] 50 C.F.R. § 402.12.
[44] TDOT, *Agency Stakeholder Summaries* (App. X), at 51 (Dec. 2023); South Nashville, *A General Plan for Nashville and Davidson County; Volume III: Community Plans* (Aug. 2017), https://www.nashville.gov/sites/default/files/2025-10/next-vol3-South-Nashville_Amended2017.pdf?ct=1759510245.
[45] Appendix X at 497 (NEPA Agency Coordination Meeting, slide 3).

groups, including the NAACP Board, the District 32 community, and Glencliff United Methodist Church community, had been provided EJ flyers and encouraged to complete EJ surveys. However, TDOT has since removed the Environmental Justice Memo from the EA and from consideration entirely.[46] Despite soliciting "meaningful feedback" from these communities and leading respondents to believe EJ surveys were a valuable opportunity to provide input, the EA silences these essential voices by failing to consider the perspectives shared in their survey responses.

TDOT has invested some time and effort in identifying potential EJ communities along the project corridor and completing preliminary analysis of EJ survey feedback. For example, Appendix X mentions that out of 450 EJ survey responses, 54% of respondents opposed the Project, 44% felt the Project would negatively affect their community, and respondents articulated a desire to see the Project include public transportation such as buses and rail, free lanes, and sidewalks.[47] These glimpses of input from affected communities related to the Project reveal a concerning exclusion of critical viewpoints during the decision-making process.

TDOT claims that the federal environmental review process under NEPA does "not require an environmental justice analysis…" and that, accordingly, "no analysis of environmental justice is included in this EA."[48] However, the current law is not so clear-cut. The statutory text for NEPA, as explained in Section IV, requires that agencies consider impacts to environmental justice communities. [49] NEPA ensures that federal agencies keep in mind that "each generation has a responsibility to act as a trustee of the environment for succeeding generations."[50] It is clear that addressing environmental justice concerns is essential to achieving the aims of the statute. Environmental justice issues fit within NEPA's requirement to consider "natural *and social* sciences…in planning and in decision making which may have an impact on [the human] environment."[51] Therefore, TDOT should not dismiss these issues and should thoroughly analyze the likely environmental justice impacts of the Project.

[46] Appendix X at 813 (Email from Tammy Sellers to NEPA Agency Stakeholders, RE: TDOT Build With Us Environmental Agency Monthly Meeting).
[47] Appendix X at 792 (Environmental Agency Workshop, slide 20).
[48] *See e.g.,* TDOT, *Need and Purpose Memorandum*: *I-24 Southeast Choice Lanes Project* (App. B), at 1 (Nov. 2025).
[49] 42 U.S.C. § 4331.
[50] *Id.* § 4331(b)(1).
[51] 42 U.S.C. § 4332(2)(A) (emphasis added).



B. Disregarded Public Feedback

In addition to public participation gaps during the NEPA process, TDOT has treated the feedback that has been received as data to inform a public relations campaign aimed at promoting the Recommended Preferred Alternative rather than as an opportunity for the public to shape decision-making along the I-24 corridor. Early survey results from the 2024 comment period show broad opposition to the project among 59% of respondents. Concerns about the project include apprehension about increased congestion, distrust about whether public interests would be properly safeguarded in a public-private partnership, fears about inequity, as well as "a strong preference for expanding public transit options rather than adding new lanes," and "an interest in public investments in alternatives like buses or rail systems, which they believe would offer more sustainable and long-term solutions to traffic problems while service a broader range of the population."[52] Feedback from the 2025 comment period again raises skepticism about the proposed project, voicing concerns about public-private partnership aspects of the proposal and reiterating desires for public transit alternatives.[53]

[52] TDOT, *Public Meeting Summary: I-24 Southeast Choice Lanes Project*, at 4-8, 4-9 (Nov. 2024), https://www.tn.gov/content/dam/tn/tdot/region-3-documents/interstate-24-choice-lanes-/Aug%2024CL%20PIM%20Summary.pdf.
[53] TDOT, *I-24 Southeast Choice Lanes Public Comments – 2025 PIMS*, https://www.tdot.tn.gov/PublicDocuments//I-24CorridorStudy/SE%20Choice%20Lanes%20Environmental%20Studies/_Appendix%20W%20-%20Public%20Information%20Meeting%20Comments%20Summary/2025%20I24CommentResponseMatrix.pdf.

C. Skewed Analysis of Special Populations

TDOT's assessment of potential discrimination toward special populations in Appendix F is inadequate. TDOT uses U.S. Census Block Groups data for analyses of population, employment, and commuting trends, but in its review of potential discrimination on special populations, TDOT instead compares county-level demographics of Davidson and Rutherford counties to the State of Tennessee rather than narrowing in on census tract-level data along the ETSA. The assessed characteristics of age, education, literacy, disability, and children's health and safety are not uniformly consistent throughout Davidson or Rutherford Counties, and impacts of the project will likewise not be uniformly consistent throughout the two counties. The Project's potential for causing discrimination against special populations would be more accurately measured by reviewing age, education, literacy, disability, and children's health and safety data for the U.S. Census Block Groups along the project corridor.

Conclusion

Due to the potential for significant impacts to the environment from this Project, SELC urges TDOT to perform a more in-depth analysis through an EIS that includes regional transit alternatives. This will ensure that TDOT complies with NEPA and Section 4(f) by evaluating the proposal's significant impacts, as well as the less harmful alternatives that Nashvillians have asked for. Thank you for your consideration of these comments.

Sincerely,

/s/ Jackie Hughwood

Jackie Hughwood
Associate Attorney
Southern Environmental Law Center
[redacted]

Trey Bussey
Staff Attorney
Southern Environmental Law Center
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Serious Concerns and Opposition Regarding Impact of I-24 Southeast Choice Lanes on Noble Place Community
Date: Saturday, March 7, 2026 4:16:54 PM

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Dear Tennessee Department of Transportation,

I am writing as a resident of the Noble Place community to express my serious concern and opposition to the proposed I-24 Southeast Choice Lanes project.

During the recent public meeting, residents learned that this project could directly impact our neighborhood, including the potential removal of approximately 24 properties within our community. Noble Place is a newly built residential development completed in 2024, where many families have recently invested their life savings into their homes.

What is particularly concerning is that this project has reportedly been under discussion since around 2015. If the expansion of I-24 and the potential corridor for this project had already been identified, it raises an important question: why was a new residential community approved and built in such close proximity to a project that would eventually require the removal of homes?

Residents deserve transparency regarding how these planning decisions were made. Specifically, I would like clarification on the following:

- When was the final alignment of the project determined?
- Who approved residential development in the Noble Place area knowing that a future highway expansion was being considered?
- Why were homeowners not clearly informed about the potential risk to their properties before purchasing homes in this community?

In addition to the possible loss of homes, this project will have significant negative impacts on the remaining residents, including increased noise, increased air pollution, and potential decreases in property values.

This situation places homeowners in an extremely difficult position after making major financial and personal investments in a community that was only recently developed. For these reasons, I strongly oppose this project in its current form and respectfully request a thorough review of its impact on the Noble Place community.

I appreciate your time and look forward to receiving a clear response regarding these concerns.

Sincerely,

Iryna Frankiv
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Cc: [redacted]
Subject: [EXTERNAL] Strong objection to the expansion of the choice lanes on 24 and Harding/Haywood
Date: Tuesday, March 3, 2026 12:00:00 PM

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Hi,

My wife and I live on [redacted] and we strongly object to the expansion of the choice lanes on i-24. The issue is one of massive removal of structures, housing, trees and businesses that very negatively impact the surrounding community. Traffic is an issue, yes, making more lanes DOES not solve the issue. Incentivize folks to travel with public transport, increase the number of busses and bus stops to make it easy for commuters to downtown/midtown Nashville.

Cheers
Raghav

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] TDOT I-24 Choice Lanes in Antioch
Date: Tuesday, March 31, 2026 8:29:10 AM

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I am writing to strongly disagree with the plan to add choice lanes next to I-24, especially in Antioch where shops and homes, including the new China Town, would be demolished. TDOT must not destroy the thriving neighborhood that local residents have created. These choice lanes should not be approved.

Sarah Branch

From: [redacted]
To:

Subject: [EXTERNAL] TN Choice Lanes Glencliff Statement
Date: Thursday, March 5, 2026 8:05:51 PM

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I had the privilege of representing Glencliff at this evening's community hearing about the TN Choice Lanes Project. Here is the full version of my statement I didn't get to do because I only had 2 minutes:

Ladies and gentlemen, members of TDOT,

I am under no illusion that I can affect the outcome of this project by my words. But you deserve to hear them and be shamed by them nonetheless. We stand today at a crossroads — not merely of asphalt and concrete, but of principle. The TN Choice Lanes project has been presented to the people of Tennessee as a solution, a remedy, even a gift. But let us speak plainly: ***IT IS NO GIFT.*** It is, instead, a venture that will line the pockets of the already ultra-wealthy, while everyday Tennesseans shoulder the burden.

We have been told this plan will "ease commute times" between Nashville and Murfreesboro. We know better. We know that adding toll lanes accessible only to those who can afford them does ***not*** shorten the commute for ordinary drivers — it simply builds a faster lane for the privileged while everyone else remains stuck in the same congestion as before.

And worst of all, this project demands that families be uprooted — displaced through eminent domain, not for an unavoidable public necessity, but for a privatized, profit-driven roadway that serves the few at the expense of the many.

The people of Tennessee deserve better.

These objections are not merely emotional — they are rooted in the founding principles of this country.

The U.S. Declaration of Independence boldly declares that all people are endowed with ***"certain unalienable Rights,"*** among them "Life, Liberty, and the pursuit of Happiness." How can one pursue those rights when their home — their anchor of

stability, their refuge — is taken from them so that private investors may enrich themselves?

The U.S. Constitution, in the Fifth Amendment, affirms that no person shall "be deprived of life, liberty, or property, without due process of law," and that property ***shall not*** be taken "for public use, without just compensation."

But what is "public use"?
What is "just compensation"?

Is it truly "public use" when the benefit is split between commuters who can afford the tolls and corporations who will profit from them?
Is compensation "just" when families lose irreplaceable history, community, and security?

The Bible warns us in Proverbs 22:22, ***"Do not exploit the poor because they are poor and do not crush the needy in court."***

In Isaiah 10:1–2, we are cautioned:
"Woe to those who make unjust laws… to deprive the poor of their rights and withhold justice from the oppressed."

Is it not an injustice to force families out of their homes so that others may profit?
Is it not exploitation to claim this is for the good of all, when only a minority will benefit?

We must not ignore what is morally clear.

The Human Cost Cannot Be Overlooked.

Behind every dot on a planning map lies a family, a home, a story. Eminent domain is not an abstract governmental tool — it is a force that tears apart communities.

The TN Choice Lanes project will displace hardworking people who did nothing wrong except live in the path of someone else's profit plan. My friends. My neighbors. The best community I have ever had the privilege of being a part of. This is not progress. This is injustice.

I know you won't choose a Better Path. The money is spent. The plans laid.

But true public infrastructure should serve everyone, not only those who pay extra. True progress should lift communities up, not push them aside. True leadership listens to the people — the everyday Tennesseans who stand to lose the most.

The choice is not between toll lanes or traffic. It is between equity and

inequality, justice and convenience, people and profit.

For 4 years I lived with my friend in one of the homes you are going to demolish. She is set to lose everything she has built there. This project is wrong — not just economically, not just logistically, but morally, constitutionally, and fundamentally. And you deserved to hear that today.

Thank you.

Nicole Thomas
[redacted]

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Toll Lanes
Date: Thursday, March 12, 2026 3:29:27 PM

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For starters, please stop gaslighting us with the title. These are toll lanes. Call them what they are. You aren't fooling anyone. I am in favor of toll lanes, but only if they use existing lane infrastructure. That means no destroying homes, businesses and communities. You want to incentivize people to "choose" to pay a toll to get somewhere faster? Make the other lanes even more congested. That's it.

Kevin Keeshan

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Toll system comment
Date: Monday, March 2, 2026 4:36:42 PM

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Please ensure any system honors the system sunpass.com is part of. Like Georgia's express lanes.

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] Urgent: Home Directly Adjacent to I-24 Choice Lanes Expansion Requesting Property Impact Information
Date: Wednesday, March 11, 2026 2:54:16 PM

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Hello,

I am writing as a homeowner whose property is located directly adjacent to the corridor affected by the proposed I-24 Southeast Choice Lanes Project. Despite living immediately next to the interstate where significant expansion is planned, I have received very little direct information about how this project will affect my home and property. The only communication I have received so far has been general flyers about public meetings. Given my proximity to the project, I am concerned that residents living closest to the expansion have not been provided clear, property-specific information.

Based on available materials, it appears that my home may be the first property not included in right-of-way acquisition while nearby homes closer to the interstate may be purchased. If this is correct, my home could be left directly adjacent to a significantly widened interstate corridor. This raises serious concerns regarding safety, property stability, and long-term quality of life.

Specifically, I am requesting clarification on the following:

- The distance between the proposed expanded roadway and my property line and residence
- Any vibration or structural impact studies regarding the effect of increased heavy truck traffic on nearby residential foundations
- Planned safety measures such as guardrails, barriers, or other protections to prevent vehicles from leaving the roadway and entering nearby residential properties
- Noise analysis for homes located directly adjacent to the project and whether noise barriers or other mitigation measures are planned
- Air quality analysis for homes located beside areas where traffic congestion and idling are expected
- Measures to reduce headlight glare and roadway lighting intrusion into nearby homes
- The criteria used to determine which homes are included in right-of-way acquisition and which are not

Additionally, I would appreciate receiving or being directed to the following materials if they are available:

- Detailed project design maps showing right-of-way boundaries and nearby residential properties
- The right-of-way acquisition map identifying which properties are currently planned for purchase
- Noise study results and any proposed mitigation plans
- Environmental review documentation related to residential impacts

Because my home is located immediately adjacent to the proposed expansion, I would also like clarification on whether the environmental review evaluated impacts to residences at this distance from the interstate. Specifically, I would like to know whether the analysis considered potential structural vibration impacts to nearby homes, crash risk to residential properties, and long-term exposure to traffic-related air pollution and noise for houses located directly beside the roadway. If these impacts were analyzed, I would appreciate being directed to the relevant sections of the environmental documentation.

Finally, I am concerned about the long-term safety implications of leaving residences directly adjacent to a widened interstate corridor. If homes remain in such close proximity to high-speed traffic, I would appreciate understanding what design protections are being implemented to reduce the risk of vehicles leaving the roadway and impacting nearby residential structures.

Given the potentially significant and permanent impacts this project could have on my home, safety, and financial investment, I respectfully request detailed information about how my property will be affected and what mitigation measures are being considered for residents living immediately next to the interstate.

Thank you for your time, and I would appreciate being directed to the appropriate project staff member who can provide detailed responses to these questions.

Best,

Gabrielle Gumucio

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] What you owe to owners of homes that you take for private enterprise cash registers
Date: Monday, March 23, 2026 11:22:06 AM

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Normally, when someone decides to sell their home, they are typically fulfilling some planned useful purpose that benefits or helps their lives. That action is planned by them, they are at terms with the process and it is their choice. They know their pros and cons.

When someone is forcibly evicted from their home, a property they legally own, against their will, a place they are happy with, a family home that has perhaps has raised children and a place that continues to be a home that family returns to, a home that they have creatively modeled to meet their needs and passions, a place that includes relationships with friends and neighbors, that exists in a culture that they are part of and is amenable to their work, their jobs, their arts environment---- the loss is immeasurable. Further, by TDOT's own account they will likely be forced to a "home of last resort", considering local housing markets and options.

The distinction between the two scenarios is gigantic. The loss, the pain and suffering of the second scenario is comparatively off the scale. And TDOT will appraise their home at "Market Value". What a pathetic joke. And you expect them to accept this? Without a fight? Without anger? When a vested private interest will take ownership of their land for huge profitability (however under thin veil of legal and questionable duplicity from the State)? When community damage is colossal and the design and consideration of so-called public good is so limited by its exclusive use and the benefits go primarily to private entrepreneurs, wealthier commuters and the trucking industry? You owe them much better than this.

Allen Dyer

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: [EXTERNAL] You will do anything other than trains won't you.
Date: Tuesday, March 3, 2026 6:20:31 AM

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Adding lanes to I24 isn't going to fix anything. Toll lane or otherwise. People drive up and down that section of road like they're cosplaying mad max and they somehow cause crashes endlessly on one of the straightest interstates in the area.

Adding a toll lane only means moving businesses and spending money for something only a handful of people will ever use, it's a waste of time and money when we should instead be making some kind of mass transit that can actually make a difference in the volume of traffic and then maybe try and redesign the downtown loop to have flyover ramps rather than having two interstates merge into each other and then force both flows to weave across each other to continue on or change interstates.

Ultimately if you want a simple yes or no. No, do not build choice lanes. It's a waste of money, especially when the interstates are already in piss poor condition even outside of the winter months.

From: [redacted]
To: TDOT 24ChoiceLanes
Cc: [redacted]
Subject: FW: Notice of Availability of the I-24 Choice Lanes Environmental Assessment and Announcement of Public Hearings
Date: Friday, March 27, 2026 8:55:11 AM
Attachments: [redacted]

Please see the attached comments from TDEC on the I-24 CL project.

TN TDOT Department of Transportation

Tammy Sellers | Manager
Environmental Division / Quality and NEPA Section
[redacted]

[redacted]

Hello Tammy,

Please see TDEC's comments for the I-24 Choice Lanes EA attached. Thank you very much for the opportunity to comment!

All the best,
Emma

TN Department of Environment & Conservation
Emma Bartolo | Policy Analyst
Office of Policy & Planning
[redacted]

STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
NASHVILLE, TENNESSEE 37243-0435

DAVID W. SALYERS, P.E.
COMMISSIONER

BILL LEE
GOVERNOR

March 26, 2026

[redacted]

Tennessee Department of Transportation
Environmental Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-1402
(615) 741-3655

Dear Tennessee Department of Transportation:

The Tennessee Department of Environment and Conservation (TDEC) appreciates the opportunity to provide comments on the Tennessee Department of Transportation's (TDOT) Environmental Assessment (EA) for the I-24 Choice Lanes Project. This assessment analyzes the potential impacts of the construction of a new Choice Lanes facility along Interstate 24 (I-24) from the interchange of I-24 and I-40 in Davidson County to the interchange of I-24 and I-840 in Rutherford County. The proposed project will include mainline interstate widening to accommodate new Choice Lanes and proposed interchange modifications along I-24 to accommodate the widening and access to the
Choice Lanes. This project will further evaluate the introduction of dedicated Choice-Lanes-only direct access interchanges at several existing overpasses on I-24 and potentially one on I-40. The needs of the proposed project have been identified as travel time conditions, supporting ongoing growth in the region, existing operational and safety deficiencies, and insufficient connectivity to Downtown Nashville and the surrounding area.

TDEC is the environmental and natural resource regulatory agency in Tennessee with delegated responsibility from the U.S. Environmental Protection Agency (EPA) to regulate sources of air pollution; solid and hazardous waste; underground storage tanks; and water resources. TDEC has reviewed the provided documentation and offers the following comments regarding the proposed project:

Division of Solid Waste Management

TDEC strongly recommends that any wastes associated with construction confined to the limits of the proposed project — construction may include but is not limited to the following: unforeseen damages and repairs, cleanup, grading, excavation, testing of subsurface conditions, confining sediment, surface stabilization, leaks, and spills — must be handled in accordance with the Solid and Hazardous Waste Rules and Regulations of the state. This includes all materials that would be classified as solid and/or hazardous wastes per these chapters.
With respect to the possibility of a legacy solid waste site, Tennessee's Solid Waste Management program only dates back to 1972, so there could conceivably be disposal in this area that predates the DSWM's

program of which no information is available. Any wastes which may be uncovered during this project would be subject to a hazardous waste determination and must be managed appropriately.

The Division understands the preferred alternative for the I-24 Choice Lanes project would widen 24.2 miles of I-24 Southeast, 1 mile on I-440, and 3.5 miles on I-40 to accommodate construction of two new Choice Lanes in each direction. Additional changes along I-24 would include construction of 14 access points, modifying existing interchanges and intersections, modifying or constructing bridges, and the construction of retaining and noise walls.

Division of Water Resources

As mentioned in the Draft EA, multiple streams and wetlands are proposed to be impacted by the road project. An Individual Aquatic Resources Alteration Permit will be required. Due to the extent of the proposed impacts, it is advised to coordinate compensatory mitigation needs with TDEC's Division of Water Resources prior to ARAP application submittal.

TDEC appreciates the opportunity to provide comments on the I-24 Southeast Choice Lanes EA. Please note that these comments are not indicative of approval or disapproval of the proposed projects or activities contained within. Please contact me should you have any questions regarding these comments.

Sincerely,

[redacted]

Emma Bartolo
Tennessee Department of Environment and Conservation
[redacted]

[redacted]



Subject: Notice of Availability of the I-24 Choice Lanes Environmental Assessment and Announcement of Public Hearings

Good Morning.

I am pleased to announce that on January 30, 2026, the Federal Highway Administration (FHWA) approved the Environmental Assessment (EA) for the proposed I-24 Choice Lanes Project. The EA has been prepared in accordance with FHWA's implementing regulations for NEPA (23 Code of Federal Regulations (CFR) §771). A copy of the approved EA is available to download electronically via the I-24 Southeast Choice Lanes project website: Interstate 24 Southeast Choice Lanes. Hard copies of the document are available at various locations in Nashville and along the project corridor. TDOT is accepting comments from the public through March 26, 2026

Additionally, TDOT will hold three public hearings to give the public an opportunity to provide input on the approved I-24 Choice Lanes EA prior to completion of the final environmental document and to meet the requirements of NEPA. These hearings will be held March 3, 4, and 5 at locations near the corridor.

I have attached a copy of the Notice of Availability to the public to provide you with more specific information about EA hard copy locations and the public hearing locations. Thank you

for working with TDOT throughout the project development process, and as always, TDOT would welcome any comments made by your agencies. The next I-24 Choice Lanes agency meeting is scheduled for Tuesday, February 24th at 10:00am. If you have any questions or comments about the EA, please feel free to bring them up in that forum.

TN TDOT Department of Transportation

Tammy Sellers | Manager
Environmental Division / Quality and NEPA Section
[redacted]

From: [redacted]
[redacted] TDOT 24ChoiceLanes
Cc: [redacted]
Subject: Fw: Public Comment on I-24 Choice Lanes
Date: Tuesday, March 31, 2026 4:12:36 PM

Erin Zeigler I Region 3
Regional Communications Officer
[redacted]

[redacted]
Subject: [EXTERNAL] Public Comment on I-24 Choice Lanes

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Dear TDOT:

My concern remains the same as the one I expressed when this project was first discussed: How will these additional lanes be accomplished without the displacement of people's homes and properties? It seems that I do have a cause for concern - not just because I live off Bell Road, but because so much still seems to be unknown about this project. Bill Lee and other elected officials seem to be excited about this project, yet it will not personally affect them. I also have objections to being required to pay for an interstate corridor that I have always used for free. Bill Lee refers to it as a "permanent solution" to Nashville's traffic problems; however, as usual, it seems Antioch bears the brunt of Nashville's growth issues.

Sabrina Williams

[redacted]
Subject: FW: Town Hall Request
Date: Tuesday, March 17, 2026 10:42:03 AM
Attachments: [redacted]

FYI

Jay Klein | Director of State & Congressional Legislative Affairs
Communications and Legislative Affairs
[redacted]
tn.gov/tdot

From: [redacted]
Sent: Tuesday, March 17, 2026 10:38 AM
To: [redacted]
Subject: RE: Town Hall Request

Jay,

This is incredibly disappointing to hear and does not reflect well on TDOT, as most of my constituents are already convinced TDOT is withholding vital information about this project for nefarious purposes. It is also highly unusual for TDOT to refuse to extend the professional courtesy normally afforded legislators by refusing to participate in a town hall in an impacted House district on this issue. The town halls I held with TDOT's participation about the 440 project were crucial to ensuring public confidence in that significant project and provided valuable intel in advance of groundbreaking. It is upsetting that my constituents will not benefit from the same professional, legislative courtesy on this project. Frankly, I remain unclear why this is project requires such secrecy and limited public conversation beyond the required box-checking that is currently taking place.

I honestly don't care how other requests have been handled. Almost the ENTIRE length of the I-24 project is within my specific House district. If the folks at TDOT denying this request are unfamiliar with my district, here is a map. (HD55.pdf) Reps. Powell and Hemmer also have constituents that are directly impacted by this project, and we would be co-hosting this event. TDOT's refusal indicates both a surprising fear to answer serious questions of concerned constituents and an improper unwillingness to share vital information about a multi-billion dollar project that proposes

taking the personal property of our constituents, decreasing home values, increasing congestion in the long term, and creating a construction zone nightmare for the next 7 years for the benefit of no one but a few folks with a direct financial interest in these toll lanes.

This request is only my latest attempt to get answers for the people we represent. Most recently, I provided written questions in writing after the Region 3 meeting as you all requested. TDOT responded with utter nothingness, ignored most of my questions, and the questions to which they did respond were devoid of any substance. TDOT failed to provide any data in support of the project (yet again), and now TDOT refuses to provide a couple of qualified experts for two hours to answer factual questions by our constituents whose lives are going to be directly impacted by this boondoggle. These dog and pony shows that have been conducted give a false impression that our constituents' feedback and public comments are worth TDOT's time or being seriously considered, as few, if any, changes to this project have been made in response to the public meetings and sincere concerns shared by our constituents.

I'd respectfully request TDOT reconsider its response.

Sincerely,

John Ray Clemmons
State Representative - District 55
Chairman, House Democratic Caucus

[redacted]

Honored to represent Nashville and serve my fellow Tennesseans.

From: Jay Klein[redacted]
Sent: Tuesday, March 17, 2026 9:18 AM
To: John Ray Clemmons[redacted]
Subject: Town Hall Request

Chairman Clemmons,

Thank you for your interest in hosting a town hall to discuss the upcoming I-24 Southeast Choice Lanes project in Davidson and Rutherford Counties. At this time, however, we must respectfully decline. Because the project is currently in both the NEPA public comment period and active

procurement, in order to protect the public involvement component of the NEPA process that we're actively in, the TDOT team won't be able to present at a separate town hall or community meeting. This approach aligns with how we have handled similar requests for this and other projects in active development.

That said, your constituents have had—and will continue to have—multiple avenues to learn about the project and provide comments or ask questions. All comments received by March 26, 2026, including those submitted at the recent public hearings, will be reviewed and addressed in the final NEPA document, which will be made publicly available. Comments may be submitted online, by email, by phone, or by mail.

Public Involvement & Stakeholder Engagement

A comprehensive summary of the project team's public involvement and stakeholder engagement efforts is included in the I-24 Southeast Choice Lanes Environmental Assessment, available at the following public links:

- Approved Environmental Assessment: Chapter 4 – Public Involvement
  https://www.tdot.tn.gov/PublicDocuments//I-24CorridorStudy/SE%20Choice%20Lanes%20Environmental%20Studies/Approved%20I-24%20Southeast%20Choice%20Lanes%20Environmental%20Assessment.pdf
- Community Outreach Events: Appendix V – PIACP Table 4-3
  https://www.tdot.tn.gov/PublicDocuments//I-24CorridorStudy/SE%20Choice%20Lanes%20Environmental%20Studies/_Appendix%20V%20-%20PIACP/Table%204-3.pdf
- Agency and Stakeholder Meeting Summaries: Appendix X
  https://www.tdot.tn.gov/PublicDocuments//I-24CorridorStudy/SE%20Choice%20Lanes%20Environmental%20Studies/_Appendix%20X%20-%20Agency%20and%20Stakeholder%20Meeting%20Summaries/134727.01_EAAppendixX_AgencyStakeholderSummaries.pdf
- 2025 Public Information Meeting Summary
  https://www.tdot.tn.gov/Applications/Documents?pathName=%5CI-24CorridorStudy%5CSE%20Choice%20Lanes%20Environmental%20Studies%5C_Appendix%20W%20-%20Public%20Information%20Meeting%20Comments%20Summary

As detailed in the Approved Environmental Assessment, the public was provided opportunities to review project materials, including conceptual alternatives, during initial outreach efforts in August 2024 and September/October 2025. Those meeting summaries are available on the project website.

- **August 2024 Public Information Meeting Summary**
- **September/October 2025 Public Information Meeting Summary**

Current NEPA Public Hearing materials are available at:

- https://i24sechoicelanes-ea.tdotoutreach.com/welcome

At all public hearings, informational meetings, and community engagements, knowledgeable staff

have been available to answer questions from citizens and elected officials. We believe these efforts demonstrate the department's commitment to transparency and robust public involvement.

Thank you for your engagement and for encouraging your constituents to participate in the NEPA public comment process. Their feedback is essential, and we welcome continued input through the established comment channels.

Thanks,



Jay Klein | Director of State & Congressional Legislative Affairs
Communications and Legislative Affairs
[redacted]
tn.gov/tdot

From: [redacted]
To: TDOT 24ChoiceLanes
Cc: [redacted]
Subject: [EXTERNAL] Letter from Phillip Jones, Interim Director, Nashville Department of Transportation
Date: Tuesday, March 31, 2026 3:27:37 PM
Attachments: 2026.03.31 TDOT Choice Lanes signed.pdf

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Ms. Hammonds,

Please see the attached letter from Phillip Jones the Interim Director of NDOT.

Thank you,

Tanya Anderson
she/her
Administrative Assistant to the Director
Nashville Department of Transportation and Multimodal Infrastructure (NDOT)
[redacted]

NDOT
VISION ZERO
SAFER STREETS IN NASHVILLE
ZERO TRAFFIC DEATHS. ZERO EXCUSES. VISION ZERO



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

FREDDIE O'CONNELL
MAYOR

NASHVILLE DEPARTMENT OF TRANSPORTATION
AND MULTIMODAL INFRASTRUCTURE
[redacted]

March 31, 2026

I-24 Southeast Choice Lanes Project
Tennessee Department of Transportation
[redacted]

Re: I-24 Southeast East Choice Lanes Project – Metro Nashville Comments

Dear Ms. Hammonds,

Thank you for coordinating the public comment period for the I-24 Southeast Choice Lanes Project. Public investment at this scale is critical as our region grows, and local feedback has been essential in shaping this first-of-its-kind project in Tennessee.
As TDOT engages a private partner on engineering, design, construction, and operations, we trust that city and resident perspectives will remain central to that partnership and to the improvements being designed.

Metro agencies are committed to collaborating with TDOT to understand project impacts, address resident concerns, and move forward together. We appreciate the continued coordination with our agencies and residents, and look forward to ongoing discussions.

[redacted]
Phillip Jones
Interim Director
Nashville Department of Transportation and Multimodal Infrastructure

Cc: Mayor Freddie O'Connell
Sabrina Sussman, Choose How You Move
Steve Bland, WeGo Public Transit
Lucy Kempf, Nashville Planning Department

From: [redacted]
To:
Cc: [redacted]

Subject: Re: [EXTERNAL] Comment Period Extension
Date: Tuesday, February 24, 2026 1:24:10 PM

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Good afternoon,

I am following up on my previous emails. Please provide confirmation of receipt of these emails and our letter and provide a date by which you expect to address our comment. Per NEPA and TDOT policy, all substantive and relevant comments must be addressed. Please let me know if you have questions or need additional information. Thank you,

Patrick Garner
WNA President

On Feb 19, 2026, at 7:47 AM, Patrick Garner [redacted] wrote:

<WNA Comment_TDOT I-24 Choice Lanes.pdf>
Good morning,

After reviewing the EA and appendices, I was unable to find where our comment had been recorded and responded to. Please help me understand why our comments were dismissed and provide a detailed response to our letter.

Thank you,
Patrick Garner
WNA President
Sent from my iPhone

On Nov 19, 2025, at 3:43 PM, Patrick Garner [redacted] wrote:

Good afternoon,

Please see attached the Woodbine Neighborhood Association's comments on the proposed I-24 Choice Lanes Project. If you have any questions, please let me know.

Thank you,
Patrick

On Fri, Oct 31, 2025 at 9:25 AM Rebekah Hammonds <[redacted]> wrote:

> Patrick, thank you for your comments and continued engagement on the proposed project. We appreciated the questions and conversation at the bakery. We didn't prepare a presentation or respond directly to the questions provided before the meeting with the intent of providing the neighborhood group with the same information that was provided at the public meetings.
>
> In response to continued interest expressed by the public in the proposed project and the recent refinements to the project scope and proposed build and no-build alternatives under consideration in the EA, pursuant with supporting NEPA regulations (23 CFR 771.111 and 23 USC 139(f)), TDOT is reopening the public comment period for the Fall 2025 public meeting events for November 5 – 19, 2025.
>
> Thanks,
>
> Rebekah
>
> **<image001.png>**
>
> **Rebekah Hammonds** I Public Private Partnership Communications Officer
>
> Community Relations Division
>
> [redacted]
>
> [redacted] Patrick [redacted]
> **Sent:** Thursday, October 23, 2025 8:53 AM

[redacted]

Subject: [EXTERNAL] Comment Period Extension

Good morning,

On behalf of the Woodbine Neighborhood Association and residents of Nashville's 16th Metro Council District, I am requesting a 30 day extension of the public comment period for the Interstate 24 Southeast Choice Lanes project. We had a productive and informative meeting with TDOT representatives at Dozen Bakery last night. Residents of the district will need additional time to formulate meaningful public comments having received additional information and clarity about the scope of the current public outreach effort, project timelines, and potential project impacts.

Thank you,

Patrick Garner

President

Woodbine Neighborhood Association

<WNA Comment_TDOT I-24 Choice Lanes.pdf>

From: [redacted]
To:
Cc:

Subject: RE: [EXTERNAL] Re: Residential Relocation
Date: Thursday, March 19, 2026 12:35:03 PM
Attachments: [redacted]

Kalli, thank you for your comment on the proposed I-24 Southeast Choice Lanes project.

The Tennessee Department of Transportation (TDOT) has followed a federally mandated environmental review process as required by the National Environmental Policy Act of 1969 (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public.

In addition to the requirements above, NEPA also requires TDOT to engage with the public in a fair, consistent and non-preferential manner throughout the environmental review process. To meet these obligations, TDOT shares all publicly available project information with the public at the same time and provides multiple avenues to ensure equal access to that information.

The public hearings and formal comment period, which began February 13, 2026, are part of the required NEPA process, and TDOT must follow a structured approach for receiving and responding to comments. This includes preparing a comment response matrix, where all public comments are documented and receive a response in one consolidated place. Because TDOT is required to respond uniformly and avoid giving preferential treatment, individual responses outside of that formal process are not provided.

The Environmental Assessment and Recommended Preferred Alternative were made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. This is a NEPA requirement and part of TDOT's efforts to ensure consistent access and to encourage public feedback. TDOT also opened a public comment period from February 13to March 26, 2026, to collect feedback and comply with NEPA requirements.

TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community.

TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.

For those reasons mentioned above, TDOT did not engage the property owners in the Conceptual Stage Relocation Plan prior to the Environmental Assessment and Recommended Preferred Alternative being made public.

This comment will be included in the comment response matrix, along with all other comments submitted during the public comment period. If you have additional comments please submit them through one of the official comment public comment channels listed below.

- Online Comment Form: https://www.tn.gov/tdot/projects/region-3/interstate-24- choice-lanes-.html
- Email: TDOT.24ChoiceLanes@tn.gov
- Project Hotline Recording: (615) 451-8039
- Mail*: I-24 Southeast Choice Lanes Project, Tennessee Department of Transportation, William R. Snodgrass Tennessee Tower, 312 Rosa L Parks Ave., 24th Floor, Nashville, TN 37243-0332

*Public Comments received or postmarked by March 26, 2026, will be included in the official comment summary of the Public Hearings.

TN TDOT Department of Transportation

Rebekah Hammonds I Public Private Partnership Communications Officer
P3 Division
[redacted]
tn.gov/tdot

From: Kalli Fedusenko [redacted]
Sent: Wednesday, March 18, 2026 1:12 PM

To [redacted]
Cc: [redacted]

Subject: Re: [EXTERNAL] Re: Residential Relocation

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Hi Rebekah,

I was wondering if you could share what the formal and federally regulated process is? It would be helpful to know what the steps are that you are required to follow, so we can anticipate when we will receive updates.

Kalli Fedusenko
Another member of the Glencliff neighborhood

On Mon, Feb 23, 2026 at 2:31 PM Richard Greathouse [redacted] wrote:

> Hello all,
>
> I wanted to ask a point of clarification that perhaps Rebekah or someone else at TDOT can help clarify.
>
> Rebekah, you are asking us to understand that you and your team have to respect a formal and federally regulated process regarding properties marked for relocation. What I think is difficult for us to understand about this is why there are publicly available documents (which are very hard to find, but nonetheless public) that communicate the possibility of relocation, while you continue to say it would not be “appropriate” for you to communicate about the same topic at this time, apparently

due to some regulations.

Were these documents posted in error? If not, are they inappropriately communicating with the public? And if not that, why are you not able to comment on their content and update the impacted people in a respectful manner?

If the lack of communication is a matter of being short staffed or some administrative error, then it seems like TDOT really needs to reevaluate how it organizes itself. If you were to say that was the problem, I think we could understand, despite our still being discontent with the outcome. But by framing it as “inappropriate” to communicate about the issue openly, while posting and updating public documents that say otherwise, it becomes hard for us to understand. And frankly, it feels insulting.

I understand your job is difficult, and that there are many moving parts to a project of this scale. But these issues are drastically affecting people’s lives, so we ask you to please understand our confusion and concern. It is difficult for us to understand that which seems self-contradictory and intentionally obfuscated.

If anything, perhaps this sheds light on an internal issue within TDOT, and I wonder what legitimate recourse average citizens like us might have in shining light on such a concern?

Thank you,
Richard Greathouse
Member of the Glencliff neighborhood

On Wed, Feb 18, 2026 at 15:59 Rebekah Hammonds [redacted] wrote:

> Gabe, I can’t begin to imagine how you and many others are feeling seeing the identified properties in the EA appendices. However, I hope you can understand that myself and our team have to respect a formal and federally regulated process that we must follow. As we’ve explained in the past, it wouldn’t be appropriate for me or the team to discuss specific impacts at this time. The TDOT ROW team is preparing for the formal Right-of-Way (ROW) process to begin in the next few months, in which additional information regarding the proposed impacts to parcels along the corridor and associated timeline would be explained.
>
> Last Friday’s release of the Approved Environmental Assessment marked a major milestone for the project with the goal of gathering feedback from community members

like you. This is a concept-level design, and refinements are expected as the project continues to move through the P3 procurement phase and final design process.

Thanks,
Rebekah

TN TDOT Department of Transportation

Rebekah Hammonds I Public Private Partnership Communications Officer
P3 Division
[redacted]
tn.gov/tdot

[redacted]

Subject: Re: [EXTERNAL] Re: Residential Relocation

Glad we cleared that up. So aside from adding this email to a list of comments no one will read, can we expect any improvement in communication moving forward?

To reiterate, we have been asking for over a year, two simple questions:
1) Can you tell us if our properties are under consideration for relocation?
2) If so, can you give us a timeline of when our homes will be taken?

You clearly had an answer to the first question 4 months ago. It would have been so easy to let the property owners know. Instead you buried it in a folder on a website.

Now that we know our homes are marked for relocation, can you give us a timeline of what to expect moving forward? It is so incredibly difficult to live in the limbo of not knowing whether we will have our homes in 3 months, 6 months, 1

year, 2 years, 3 years. We have been in this limbo for over a year now. We have been putting off repairs, improvements, not knowing if there's any point to doing anything to our homes.

It may be too much to ask for this tiniest bit of empathy, but can you please, for just a moment, put yourself in the shoes of the people whose homes are being taken, and ask "What would I want in this scenario?"

Thank you,
Gabe

On Wed, Feb 18, 2026 at 1:41 PM Rebekah Hammonds [redacted] wrote:

> Yes, that's correct Tony. To make the site more user-friendly, I recently adjusted a different folder after realizing one of them didn't upload properly and was out of order. The document was never removed.
>
> TN TDOT Department of Transportation
>
> **Rebekah Hammonds** I Public Private Partnership Communications Officer
> P3 Division
> [redacted]
> tn.gov/tdot
>
> ---
>
> [redacted]
>
> **Subject:** Re: [EXTERNAL] Re: Residential Relocation
>
> Rebekah, Gabe and Noble Place Neighbors,

It looks like TDOT may have recategorized or republished the documents because there are slight differences between the two URLs (ie different slashes after Pubic Documents). The link Gabe shared no longer works but the one Rebekah sent does.

-Tony Zavitson
Glencliff Neighborhood Group, VP/Treasurer
[redacted]

> On Feb 18, 2026, at 12:56 PM, Rebekah Hammonds [redacted] wrote:
>
> Gabe, please forgive my delay in response but, as I'm sure you can imagine, it has taken time to go through the many comments and questions I have received over the last several days.
> Thank you for your comment. I see that you made sure to include the TDOT.24Choicelanes email, so your comment will be included in the official project record.
>
> Regarding the document you referenced. I'm confused as to why you're saying it's been removed. I'm still seeing it as accessible on our project website. The path is as follows:
> Click "Approved Environment Assessment" > Appendix K and the map is located in that folder. https://www.tdot.tn.gov/PublicDocuments//I-24CorridorStudy/SE%20Choice%20Lanes%20Environmental%20Studies/Appendix%20K%20-%20Conceptual%20Stage%20Relocation%20Plan/Choice%20Lanes,%20Recommended%20Preferred%20Alternative,%20Plans-Marked%20(1).pdf
>
> Thanks again for your feedback. It will be submitted in the official project record.
>
> <image001.png>
> **Rebekah Hammonds** I Public Private Partnership Communications Officer
> P3 Division
> [redacted]

[redacted]

Subject: [EXTERNAL] Re: Residential Relocation

Just an update for everyone on this email thread:

Rather than responding to this email from an impacted constituent, our friends at TDOT instead removed the referenced documents from their website.

More obfuscation. Zero communication.

I truly don't understand.

<image004.png>

On Fri, Feb 13, 2026 at 7:15 PM Gabe Horton [redacted] wrote:

> Dear Rebekah and the Choice Lanes Team,
>
> Despite our entire Glencliff neighborhood and the 16th District asking for transparency and communication regarding the I-24 Choice Lanes throughout the last year, you have yet again failed to communicate with the stakeholders most affected by the Choice Lanes.
>
> After searching deep through the links provided in the latest email, we found the attached document, dated October 29, 2025—not 1 week after the public hearing held in the 16th District, at which we asked for one simple thing, over and over again: Communication.

The attached document mentions 29 residential properties marked for relocation by the plan. The accompanying document found here denotes the exact addresses marked for relocation, which include 3 homes on Glencliff Rd and the entire back row of 20 townhomes at Noble Place.

And yet not once in the last 4 months did you find it convenient to notify the families whose homes are marked for relocation. You mentioned at the meeting that you couldn't possibly communicate with every neighborhood affected along the I-24 stretch. And yet we see here that only 29 residential properties are affected, almost all of which were represented at the meeting in October. The absolute least you could do is tell 29 people that their homes have been marked for relocation.

I understand there are continued public hearings and that the plans are (possibly?) not finalized. However, we have consistently asked for one very simple thing: Communication.

And you have all consistently failed to communicate even the most basic information.

You are destroying people's lives, and you don't even have the decency to tell them about it. You may not have a choice about whether to implement the plan. You do have a choice about how you communicate with the people affected. You are choosing to do it callously and with complete disregard for the lives of those most impacted.

Gabe Horton

From: [redacted]
To:
Cc:

Subject:
Date: Wednesday, April 1, 2026 11:52:10 AM
Attachments: [redacted]

Patrick, thank you for your comment. We've received your letter.

TN TDOT Department of Transportation

Rebekah Hammonds | Public Private Partnership Communications Officer
P3 Division
[redacted]
tn.gov/tdot

[redacted]

Subject: [EXTERNAL] WNA Comment - I-24 Choice Lanes EA

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Dear Comment Coordinator,

On behalf of the Woodbine Neighborhood Association (WNA), please find attached our comment letter on the Environmental Assessment for the I-24 Southeast Choice Lanes Project.

These comments reflect concerns raised by our community, including input gathered at a public meeting held on March 27, 2026, at Coleman Park Community Center. We

appreciate the opportunity to provide feedback and request that these comments be included in the official project record.

Please confirm receipt of this submission. If you have any questions or need additional information, feel free to contact us.

Thank you for your time and consideration.

Sincerely,
Patrick Garner
President
Woodbine Neighborhood Association

WNA
Woodbine Neighborhood Association

March 31, 2026

[redacted]

Re: Comments on I-24 Southeast Choice Lanes Environmental Assessment

Dear Comment Coordinator,

On behalf of the Woodbine Neighborhood Association (WNA), we submit the following comments on the Environmental Assessment (EA) for the proposed I-24 Southeast Choice Lanes Project. These comments reflect concerns raised in prior WNA comments, supplemented by additional issues identified through review of the Southern Environmental Law Center (SELC) comment letter and recent community engagement.

Community Meeting Summary (March 27, 2026)

On March 27, 2026, 30 community members attended a public meeting at the Coleman Park Community Center hosted by Council Member Ginny Welsch and State Representative John Ray Clemmons to discuss the proposed project. Attendees included several directly affected landowners.

All members present expressed opposition to the project.

Key concerns raised included:

- A strong belief that TDOT has not been forthcoming with complete and transparent information about the project.
- Concern that the community will continue to be excluded from meaningful participation as the project moves forward.
- Uncertainty about whether a private contractor delivering the Choice Lanes would follow through on commitments such as noise wall construction.
- Concerns about drainage and stormwater impacts, with residents referencing negative experiences from other local projects, including the Briley Parkway interchange near I-40 West and previous widening efforts along I-24.

- Concerns about declining property values, including for homeowners whose properties are not taken but will be negatively affected by visual impacts and proximity to the expanded roadway.

The overall sentiment from the meeting was clear: the community is opposed to this project and shares the WNA's position of opposition.

---

1. Need for a More Comprehensive Environmental Review (EIS)

WNA supports the recommendation that TDOT prepare a full Environmental Impact Statement (EIS). The EA does not adequately address the scale and significance of potential impacts, including:

- Socioeconomic effects including impacts to communities with limited English proficiency (county-level economic analysis is entirely inappropriate for the projects scope and out of sync with industry best practices)
- Impacts to parks and community resources
- Air quality and climate impacts
- Effects on endangered species
- Neighborhood cohesion and livability

Under the National Environmental Policy Act (NEPA), agencies must take a "hard look" at environmental consequences (42 U.S.C. § 4332). Given the scope of this project and its potential long-term impacts, an EIS is warranted.

---

2. Failure to Consider Reasonable Alternatives

The EA does not evaluate a meaningful range of alternatives. All build alternatives focus on adding travel lanes. The purpose and need for the project is also predecisional and arbitrarily limits the reasonable range of alternatives.

WNA urges TDOT to evaluate:

- Expanded regional transit options (bus rapid transit, commuter rail)
- Improvements to existing transit service (frequency, reliability, accessibility)
- Transportation demand management strategies
- Reinstate the previous prohibition on commercial trucking using the toll lanes

Research shows that highway widening often induces additional demand, ultimately worsening congestion rather than relieving it. A broader alternatives analysis is required under NEPA (42 U.S.C. § 4332(2)(C)(iii)).

3. Inadequate Socioeconomic Analysis and Public Involvement

The socioeconomic analysis included in the EA is not appropriate for a project of this scale and impact. TDOT relies on county-level data to assess potential impacts to communities, when the industry standard for transportation projects is to use much more detailed geographic units such as Census Tracts or Block Groups.

Using county-level data masks important differences between neighborhoods and fails to capture the lived realities of the communities most directly affected by this project. Davidson and Rutherford Counties are large and diverse, and conditions vary widely within them. An analysis at this broad scale does not provide the level of detail needed to understand who will be impacted or how.

As a result, TDOT's analysis does not provide a reliable basis for evaluating socioeconomic impacts or designing effective outreach strategies.

The Woodbine community is a majority-minority neighborhood and includes a significant population of residents with limited English proficiency. These characteristics are critical to understanding both the impacts of the project and the type of outreach required to ensure meaningful public participation.

By failing to analyze data at the Census Tract or Block Group level, TDOT has missed the detail necessary to:

- Identify vulnerable populations
- Understand localized impacts
- Tailor outreach to meet community needs

This lack of detail raises serious concerns about whether TDOT can make informed conclusions about the project's socioeconomic impacts.

TDOT's own public involvement and environmental guidance emphasizes the importance of targeted outreach to low-income, minority, and limited English proficiency communities. In accordance with this guidance, TDOT should:

- Conduct a refined socioeconomic analysis at the Census Tract or Block Group level
- Identify communities with limited English proficiency and provide translated materials
- Use culturally appropriate and accessible outreach methods
- Ensure that these communities have meaningful opportunities to participate in the decision-making process

Without this level of analysis and engagement, the EA does not meet the intent of NEPA to fully consider social impacts or ensure meaningful public involvement.

---

4. Visual Impacts and Community Character

The project will have significant visual impacts on surrounding neighborhoods, including homes, historic resources, and community spaces.

FHWA guidance on visual impact assessment states that projects should:

- Avoid, minimize, or mitigate visual harm
- Engage communities in identifying acceptable mitigation measures

WNA requests that TDOT:

- Conduct a more robust visual impact analysis
- Work directly with the community to develop mitigation strategies
- Address impacts to neighborhood character, not just right-of-way acquisition

---

5. Noise, Air Quality, and Climate Concerns

The EA does not adequately address:

- Increased traffic noise and uncertainty around noise wall implementation
- Air pollution impacts, including mobile source air toxics
- Climate change and greenhouse gas emissions

Even if federal requirements are evolving, NEPA's statutory framework requires consideration of long-term environmental effects (42 U.S.C. § 4331).

WNA is particularly concerned that:

- Increased vehicle miles traveled (VMT) will worsen air quality
- Noise impacts will degrade quality of life for nearby residents
- There is insufficient accountability for mitigation commitments

---

6. Stormwater and Drainage Concerns

WNA recognizes that TDOT will develop a Stormwater Pollution Prevention Plan (SWPPP) during the permitting phase. However, deferring detailed stormwater analysis to a later stage does not address the community's current concerns.

Residents have raised consistent and credible concerns about drainage and flooding based on past experiences with similar transportation projects in the area. These concerns reflect real impacts to homes, streets, and overall quality of life, and they should be addressed proactively.

While permitting requirements will govern the technical design of stormwater systems, they do not replace the need for transparency, accountability, and meaningful community engagement during the environmental review process.

The central issue is not whether a SWPPP will be prepared, but whether TDOT will clearly communicate anticipated impacts, incorporate community knowledge into project planning, and remain accountable if problems occur.

WNA requests that TDOT:

- Provide clear and accessible information about potential drainage and stormwater impacts;
- Engage residents early to identify existing problem areas and incorporate that input into design and permitting;
- Establish a clear process for monitoring and responding to post-construction drainage issues; and
- Commit to timely corrective action if flooding or stormwater problems arise, regardless of permit compliance.

Compliance with regulatory requirements alone is not sufficient. WNA seeks assurance that TDOT will take responsibility for stormwater impacts and respond promptly and in good faith if issues arise.

---

7. Property Impacts and Community Stability

Beyond direct property acquisition, the project will:

- Reduce property values due to visual and noise impacts
- Disrupt established neighborhoods
- Create long-term uncertainty for residents

TDOT should prioritize design alternatives that:

- Remain within existing right-of-way where possible
- Avoid residential displacement
- Minimize impacts to adjacent properties

---

8. Accountability and Public-Private Partnership Concerns

The proposed use of a private contractor raises concerns about:

- Enforcement of mitigation commitments (e.g., noise walls)
- Transparency in decision-making
- Alignment with public interest

WNA requests that TDOT clearly describe:

- How contractors will be held accountable to TDOT standards
- Oversight mechanisms and enforcement tools
- How community concerns will be addressed throughout project delivery

---

9. Request for Good-Faith Community Engagement

WNA respectfully requests that TDOT commit to:

- Ongoing, transparent, and good-faith engagement with the community
- Collaborative development of mitigation measures addressing:
    - Visual impacts
    - Traffic impacts
    - Noise and environmental impacts

Community trust must be rebuilt through consistent and meaningful engagement.

Conclusion

The Woodbine Neighborhood Association remains opposed to the I-24 Southeast Choice Lanes Project as currently proposed.

We urge TDOT to:

- Prepare a full Environmental Impact Statement
- Evaluate meaningful transportation alternatives, including transit

- Improve public engagement, particularly with underserved communities
- Minimize impacts to neighborhoods and avoid residential displacement
- Commit to clear accountability and mitigation measures

Thank you for the opportunity to provide comments.

Sincerely,

Patrick Garner
President
Woodbine Neighborhood Association

References

- National Environmental Policy Act (42 U.S.C. §§ 4321–4370h)
- U.S. Department of Transportation Act, Section 4(f) (23 U.S.C. § 138)
- FHWA, *Guidelines for Visual Impact Assessment for Highway Projects*
- FHWA, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents*
- Tennessee Environmental Procedures Manual (2025)
- TDOT Public Involvement Plan
- SELC Comment Letter on I-24 Southeast Choice Lanes (March 26, 2026)

From: [redacted]
To: TDOT 24ChoiceLanes
Subject: Re: Automatic reply: [EXTERNAL] CHOICE LANES PUBLIC COMMENT
Date: Wednesday, February 25, 2026 4:11:57 PM

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[redacted] YOU

On Wed, Feb 25, 2026 at 4:08 PM TDOT 24ChoiceLanes <TDOT.24ChoiceLanes@tn.gov> wrote:

> Thank you for your comment on the I-24 Southeast Choice Lanes Project. The publication of the Environmental Assessment (EA) and the associated public hearings mark important milestones in the project development process, providing an opportunity for the public to review project details and offer formal input. Your email has been received and will be included as part of the administrative record for the EA. **All comments submitted during the public comment period will be reviewed and addressed collectively in the Public Hearing Summary** following the close of the comment period on **March 26, 2026**. For additional project information, please visit https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html

PUBLIC COMMENT FORM
I-24 Southeast Choice Lanes Project
Davidson & Rutherford Counties
PIN #: 134727.01

The Tennessee Department of Transportation (TDOT) welcomes your comments. The proposed I-24 Southeast Choice Lanes project would be the first Choice Lanes in Tennessee and aims to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery.

TDOT would like your input to help move the project forward. You may return this comment card by mail to the address on the back of the comment form. Comments may also be submitted electronically via email to TDOT.24ChoiceLanes@tn.gov.

Please provide your comments or questions in the space below:

Glenmont ~~Avenue~~ Court includes a Laosian Temple with residing monks. The Temple has festivals with thousands of people attending on weekends multiple times each year. Glenmont is a block long two lane residential street. Although, the Temple has ~~blocking~~ parking traffic is a problem because Glenmont dead-ends into I-24 requiring vehicles to turn-around - many ~~Sometimes~~ times at the end of Glenmont. However, the choice proposal shows three (3) houses to be remove near I-24 and reduction in other properties. This eliminates the current turn-around available. Since cars are parked on both sides of the streets only driveways may be available, but most residents park in their driveways so they can get out. Sometimes it can take 20-30 minutes to drive the one block.

What if anything will ~~the~~ be done to provide that is our street a turnaround from the area that is being taken.

Your Name: D. Eric Weiser Date: 26 March '26

Mailing Address: [redacted]

County of Residence: Davidson

Phone Number (optional): [redacted]

Email Address (optional [redacted] would like to receive e-mail notices ___)

Would you like to participate in a Visual Impact Workshop this fall? YES X NO____

Would you like to receive future mailings about the project? YES X NO____

*For your comment to be included in the official record, please include your name and address in the spaces provided.

Fold Here First

I-24 Southeast Choice Lanes Project
Tennessee Department of Transportation
William R. Snodgrass Tennessee Tower
312 Rosa L Parks Ave. 24th Floor
Nashville, TN 37243-0332

PLACE STAMP HERE

I-24 Southeast Choice Lanes Project
Tennessee Department of Transportation
William R. Snodgrass Tennessee Tower
312 Rosa L Parks Ave. 24th Floor
Nashville, TN 37243-0332

Fold Here Second

You may submit additional pages if the space provided is not adequate for your comments.

For additional project information, contact TDOT:

Email: TDOT.24ChoiceLanes@tn.gov
Project Website: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html

TDOT Department of Transportation

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PUBLIC COMMENT FORM
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Please provide your comments or questions in the space below:

This comment is related to noise abatement / noise measurement:

At the TDOT Choice Lane meeting at Coleman Center early in March I discussed briefly with the TDOT representative over environmental issues about the current noise problem near I-24 and concerns about what the Choice Lanes would add. I asked about auditory tests on our street next to I-24 during peak traffic periods. She suggested that I put this in the comments.

What is the historical evidence of tests at I-24 and Glenmont Drive. Are there plans to make any soon. As discussed in a separate comment noise levels have been high for years. No wall is proposed in the current plans.

Has there been studies on the effect of the high elevation lanes near the residences reflecting noise from the lower level lanes back to the residences..

Your Name: D. Eric Weiser Date: 26 March 26

Mailing Address: [redacted]

County of Residence: Davidson

Phone Number (optional): _____

Email Address (optional): [redacted] (Check here if you would like to receive e-mail notices ___)

Would you like to participate in a Visual Impact Workshop this fall? YES X NO___

Would you like to receive future mailings about the project? YES X NO___

*For your comment to be included in the official record, please include your name and address in the spaces provided.

Fold Here First

I-24 Southeast Choice Lanes Project
Tennessee Department of Transportation
William R. Snodgrass Tennessee Tower
312 Rosa L Parks Ave. 24th Floor
Nashville, TN 37243-0332

PLACE STAMP HERE

I-24 Southeast Choice Lanes Project
Tennessee Department of Transportation
William R. Snodgrass Tennessee Tower
312 Rosa L Parks Ave. 24th Floor
Nashville, TN 37243-0332

Fold Here Second

You may submit additional pages if the space provided is not adequate for your comments.

For additional project information, contact TDOT:

Email: TDOT.24ChoiceLanes@tn.gov
Project Website: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html

TDOT Department of Transportation

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PUBLIC COMMENT FORM
I-24 Southeast Choice Lanes Project
Davidson & Rutherford Counties
PIN #: 134727.01

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Please provide your comments or questions in the space below:

Glenmont ~~Avenue~~ Drive deadends into I-24. At the terminus a low-retaining wall (topped by a chain-linked fence) blocks the Glenmont road drainage. This causes Glenmont to flood sometime about 100 feet from the terminus at I-24. During heavy rains the ditches flood into the street causing a traffic hazard and bringing mosquitoes. This problem has existed for decades. Complaints have went unheeded. The State and Metro fingerpoint. The neighborhood gets the fingers.

Is there any remote possibility that the proposed construction may correct the problem outlined above.

Your Name: D. Eric Weiser Date: 26 March '26

Mailing Address: [redacted]

County of Residence: Davidson

Phone Number (optional):

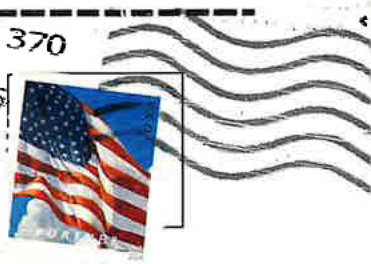
Email Address (optional): [redacted] (check here if you would like to receive e-mail notices ___)

Would you like to participate in a Visual Impact Workshop this fall? YES X NO___

Would you like to receive future mailings about the project? YES X NO___

*For your comment to be included in the official record, please include your name and address in the spaces provided.

Fold Here First



I-24 Southeast Choice Lanes Project
Tennessee Department of Transportation
William R. Snodgrass Tennessee Tower
312 Rosa L Parks Ave. 24th Floor
Nashville, TN 37243-0332

Construction?

I-24 Southeast Choice Lanes Project
Tennessee Department of Transportation
William R. Snodgrass Tennessee Tower
312 Rosa L Parks Ave. 24th Floor
Nashville, TN 37243-0332

37243-0332

Fold Here Second

You may submit additional pages if the space provided is not adequate for your comments.

For additional project information, contact TDOT:

Email: TDOT.24ChoiceLanes@tn.gov
Project Website: https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html

TN TDOT Department of Transportation

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YOU MUST TAPE CLOSED BEFORE MAILING

Tennessee Department of Transportation

I-24 SE Choice Lanes Projects Comments

March 6, 2026

William R. Snodgrass

Tennessee Tower

312 Rosa L. Parks Ave.

24th Floor

Nashville, Tn 37243

Dear Sir,

After last night's meeting, our questions still remained unanswered. Here are some issues to consider. Please send all the requested information to my mailing address by March 30, 2026.

Larry E. Wacholtz

[redacted]

Nashville, TN 37211

TDOT failed, yet must provide information on how the choice lane project will affect the Glencliff area and Nobel Place, including

1. The official **right-of-way map** for Nobel Place and the Glencliff sounding area.
    a. **Right-of-Way Acquisition** – removal of houses and a decrease in zone value.
    b. **Construction Easement** – temporary land use
    c. **Proximity Impact Zone** – nearby homes affected
    d. **TDOT did not specify the location and makeup of the various zones.**

2. **TDOT failed to provide a necessary cost analysis of the project costs (per mile and exits) versus the homeowners' benefits.** The overall cost comparison to the total benefits is required.

3. TDOT **failed to provide the required information during meetings, online, or at any other time.** TDOT must immediately provide this information to all Glencliff and Nobel Place homeowners and developers.

a. **Traffic Noise Study**
b. **Environmental Assessment**
c. **Right-of-Way Map**
d. **Mitigation Plan**
e. **Diesel Truck engine braking-DB at Frequencies now and projected.**
f. **Nighttime freight traffic-DB at Frequencies now and projected.**
g. **Mitigation Plan**
h. **Property value loss**
i. **Proximity to home -DB at Frequencies now and projected for each home in the Nobel Place and the Glencliff communities.**

4. **Flyway elevation**, justification, and design purpose

    a. **The flyway overpass, which will remove the Glencliff and Nobel Place homes, is designed and built exclusively for the freight trucking company across I-24.**
    b. **Elevations of different highs and lows across the affected area were not provided.**
    c. **Noise and pollution from the flyway were not caused by an elevated design.**
    d. **Noise walls will not prevent elevated heavy traffic and truck noise, including heavy truck rumble from ramps** (according to the person at the meeting who could not find the required decibels-per-height figures). Additional research indicates the truck noise levels will not be controlled to reasonable and national standards. Accordingly, TDOT must provide the following-

        a) Noise
        b) Traffic
        c) Light pollution
        d) Loss of privacy
        e) Reduced property value
        f) Access issues
        g) Drainage changes

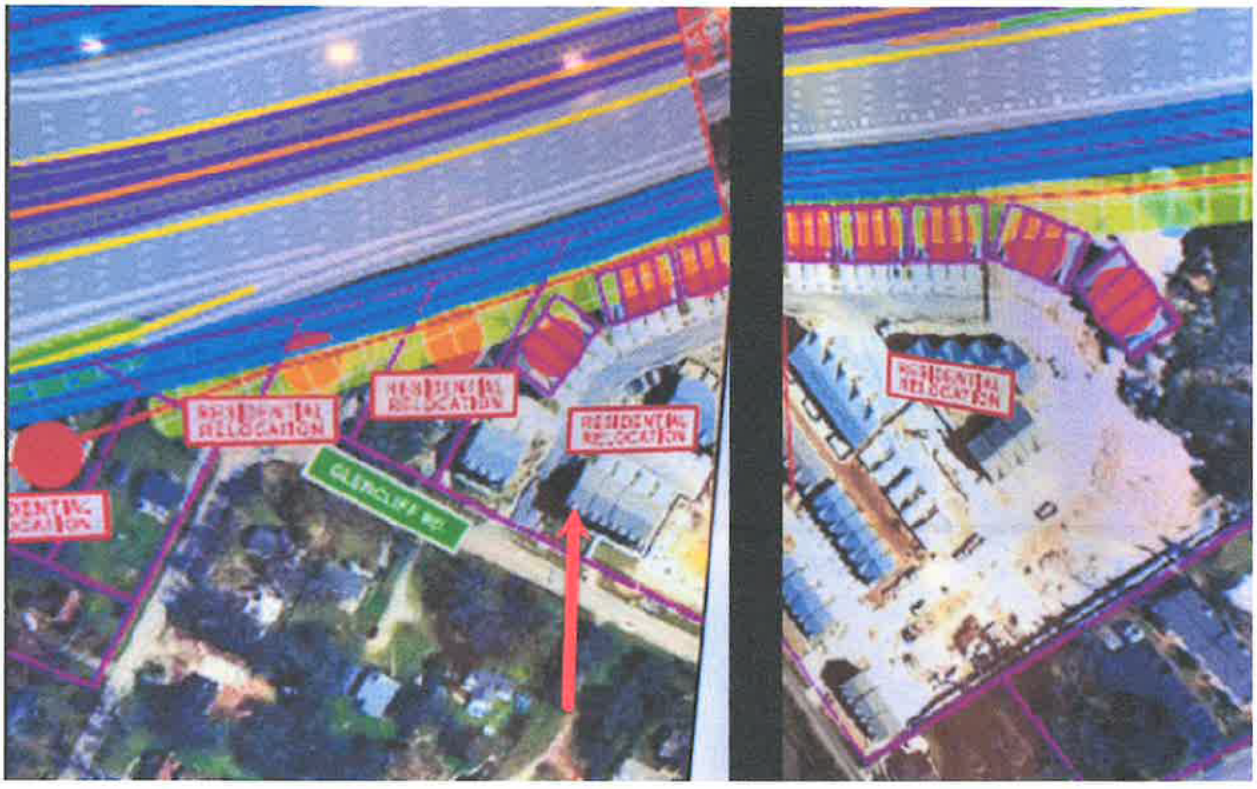
5. **A comprehensive engineering plan and the purpose of the new flyover ramp at the Briley Parkway interchange.**
    1. **Elevated lanes to reduce right-of-way impact statements related to noise levels at all frequencies per DB level before and after construction, which must meet current standards.**
    2. **Projections should be detailed, backed by evidence, and aligned with current noise and pollution levels (before construction).**
    3. **Additional new bridges and ramps** around the interchange, along with engineering and impact statements, must be provided, ensuring that noise and pollution levels stay similar to those before construction.
    4. The **accurate count of homes impacted** in the following zones.

a. **Right-of-Way Acquisition** – houses removed
b. **Construction Easement** – temporary land use
c. **Proximity Impact Zone** – nearby homes affected

6. **Nobel Place home ownership is a planned development**
    1. Homeowners own their homes, but all homeowners share ownership of all property, including roads, pavement, and underground infrastructure. Removing some buildings requires approval and compensation to all homeowners.

    2. Property damage value loss

        - Light pollution
        - Loss of privacy
        - Reduced property value
        - Access issues
        - Drainage changes



Sincerely

Larry Wacholtz

[redacted]

Nashville, TN 37211

[redacted]

I-24 Southeast Choice Lanes Public Comments – 2026 Public Hearings Comment Response Matrix

DRAFT — CONFIDENTIAL — DELIBERATIVE

Date	Name	Source	Comment	Response
3/3/2026	Lisa Logan	Comment Form	1)After completion, what entity is responsible for maintenance/ upkeep of the road? Will those funds come from tax dollars? 2) What are the people who will lose their homes due to this project supposed to do? Many have been in these homes (especially Woodbine residents) for most of our lives. The funds from imminent domain foreclosure cannot/will not purchase the same level of housing they currently have, in Nashville. A high percentage are likely seniors , on fixed incomes, and it will be especially difficult for them to rebate. 3) No matter what you call it, a road that you have to pay to use IS a Toll Road.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. This would allow Tennessee to better allocate the limited resources for transportation projects by leveraging private-sector innovation and capital. No tax dollars would be required for the maintenance of the Choice Lanes. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, ROW agents will assess each impacted owner's individual situation and discuss the benefits that are available to address any concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/3/2026	Kyle Peters	Comment Form	Will the proposed/P3 entity be able to open various segments of lanes as they become operational in order to begin to generate revenue for the PS entity? Can you provide estimates or possible fees for using choice lanes as it is a per mile cost or where/what lane you are using along the corridor?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. This would allow Tennessee to better allocate the limited resources for transportation projects by leveraging private-sector innovation and capital. User fee thresholds will be determined in contract criteria established by TDOT and the Transportation Modernization Board once the project's private-sector partner is identified. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. However, the Choice Lanes would be completely optional, and all general-purpose and HOV lanes would remain free to use. Additionally, any decisions on phased opening of Choice Lanes would be determined in coordination with the private-sector partner during contract negotiations.The construction phasing and sequencing will be developed as part of the final design for the project and is not available at this time.
3/4/2026	Nathan Badley	Comment Form	During the 3/4 meeting at Coleman center, it was mentioned that other plans had been looked at as well, particularly regarding future developments w/the I-40 corridor, What are those potential plans and impacts?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. The EA includes previous studies the Project Team examined while developing alternatives and the EA. These can be found in Chapter 1, Section 4 "What other studies have been conducted on this corridor?" and in Appendix C Existing Conditions.
3/4/2026	Melissa Harnson	Comment Form	While traffic congestion certainly needs to be addressed, the impact to the recent economic development project in Antioch (China town) is devastating and a blow to the MINORITY community and their efforts to revitalize this blighted area. The livelihood of the small business owners, investors, job creators for this area will once again be pillaged by government in the name of "the greater good". It speaks of the same process /policy that split East Nashville, North Nashville, and South Nashville back in the 60s. The traffic will always increase to meet the increase in lanes and we will have the same issue almost immediately upon completion. I'm very disappointed that more transportation wasn't made a priority.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.
3/4/2026	Twana Chick	Comment Form	1- SLIDE 13: Request the previously discussed pedestrian bridge from Mill Ridge Park to W side of 1-26. 2- Request no 37013 businesses be relocated without full total compensation for next 100 years. Folks lost land for Percy Priest, 1-24, etc. and did not get appropriately compensated. 3- Request sound studies further away. I am 1 mile from 1-24 and hear every truck. 4- Request the old Hickory Hollow Mall site not be bothered. We are just getting it rebuilt.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis and other environmental factors. Information on noise can be found in Appendix M of the EA . The proposed Project required a noise study to identify noise impacts and evaluate noise abatement for those impacts. The noise study was conducted in accordance with TDOT's traffic noise guidance and FHWA noise regulation The Noise Impacts Technical Memo details the efforts to evaluate existing noise levels along the I-24 corridor and future noise levels with the RPA in the design year 2052. The study determined that the proposed project will create future traffic noise impacts. A total of 3,218 residences and 61.54 equivalent residences are predicted to be impacted. Noise abatement was also evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. Based on this evaluation, thirty (30) preliminary barriers meeting the noise reduction design goal were deemed both potentially feasible and reasonable. Noise barriers are likely to be included in the project plans; however, changes made during the final design process for the project could affect conclusions regarding noise impacts and abatement. Therefore, final noise abatement decisions will be made during the final design process. The benefited property owners will receive notifications and have opportunities to submit feedback during this process before the design is finalized. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/4/2026	D. Eric Weiser	Comment Form	Our primary concern is noise abatement. The screen shows that 3 houses next to use will be removed and other areas adjusted. There is no green on the screen for a wall. The noise level now is almost unbearable at times. The condition has grown more since I-24 was widened about 20 years ago. Our council person in the past tried to get action, but was told we didn't have enough people. My Question? Are there going to be any tests of current noise levels at areas where we currently have no walls like ours. Will any action be taken? Will there be findings for this problem w/ choice lanes or does it fall back to the state for I-26?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. Information on noise can be found in Appendix M of the EA . The proposed Project required a noise study to identify noise impacts and evaluate noise abatement for those impacts. The noise study was conducted in accordance with TDOT's traffic noise guidance and FHWA noise regulation. Based on the Noise Impacts Technical Memo, a total of 53 preliminary barrier scenarios were evaluated to determine feasibility and reasonableness, including a barrier near Glenmont Drive. The Noise Impacts Technical Memo details the efforts to evaluate existing noise levels along the I-24 corridor and future noise levels with the RPA in the design year 2052. The study determined that the proposed project will create future traffic noise impacts. A total of 3,218 residences and 61.54 equivalent residences are predicted to be impacted. Noise abatement was also evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. The noise abatement evaluation determined a noise barrier near Glenmont Drive was neither feasible nor reasonable because the projected noise levels in 2052 would not increase substantially and a noise wall would not meet the noise reduction goal.
3/4/2026	Kimberly Nelson	Comment Form	My home would be taken down as part of this project. I am retied and not in a position to relocate so I'd like more detailed information of how this affects me financially and what the timeline is. This will uproot me in the home I have live in for 20 year so I appreciate the chance to have conversations. -Kimberly Nelson, (REDACTED) (REDACTED)	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. As part of the Environmental Assessment (EA), a Conceptual Stage Relocation Plan (CSRP) was developed to identify properties potentially impacted by the proposed Project. The CSRP was made available, along with the entire EA and detailed maps of the Recommended Preferred Alternative (RPA), on February 13, 2026, for public review. The CSRP, EA and RPA maps can be viewed on the project website for more information on potential impacts to properties. Based on the CSRP, the address provided in your comment is not included on the list of potential displacements. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, ROW agents will assess each impacted owner's individual situation and discuss the benefits that are available to address any concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/4/2026	Anonymous	Comment Form	After listening to your presentation I'm left with more questions than answers. This really doesn't seem to solve any traffic issues- public transportation (trains, etc.) could do this? Lanes to bypass downtown or diverting traffic around Nashville faster would be a solution. This is quite simply moving an interstate next to people who don't live downtown or in rich areas of town and taking away green space, clean air, and quiet. All the greenspace that buffers the interstate will be lost. I also question safety using a choice lane in most areas would mean a bus would have to cross over 5 or 6 lanes of traffic to reach an exit. This is why we have so many accidents and congestion on the interstates as well. Overall, a very underwhelming solution that gives advantage to the wealthy and once again reduces quality of life for those who aren't wealthy and call this area home.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/4/2026	Anthony Coon	Comment Form	As an Antioch resident, I am speaking on behalf of so many of us when I say please fine another alternative for the Bell Rd/Hicory Hollow on and off ramps, as they cut right through the new and highly desired Chinatown project. Pan-Asia just opened last month and is doing very well, with additional buildings coming later this year and next year. There is absolutely a better way to connect to the transit center that does not require displacing/destroying an economic boon still being built. I know the designs are not final and can be changed. Please look at this too. We are working SO very hard to revitalize Antioch/Southeast Nashville and this would be a major setback for us. Thank you! - Anthony Coon	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, ROW agents will assess each impacted owner's individual situation and discuss the benefits that are available to address any concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/4/2026	Mark Hayes	Comment Form	I am a proud member of Antioch. Please consider moving the proposed part of the choice lane away from Bell Road. Already Bell Road is heavy daily and there are better options. Just further away on the interstate there is vacant land that could be used. If Bell Road is used the Businesses such as China Town, TNT, and the community will be disturbed when there are better options. Please reconsider the placement from a cost savings, time, and the message that will show the city that TDOT cares.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, ROW agents will assess each impacted owner's individual situation and discuss the benefits that are available to address any concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/4/2026	Kamal Phelps	Comment Form	I have significant concerns about the long term impact that these lanes will have/ are expected to improve. There have been countless cities who have done similar things and again all this does is place a band-aid until individuals start increasing their use on roads. This "solution" is not a solution for the future. Why was there not a larger discussion about high speed public transportation? $4.5 billion seems to me like an adequate amount of money to fund a public transportation sector or re-vamp what we already have.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without priced managed lanes and a Public Private Partnership (P3) due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/4/2026	Rachel Rios	Comment Form	It is absurd to invest this much, and displace this many people, for a "solution" that is so minimally effective in the long term. You have an opportunity to do something truly innovative for Nashville, like a train or subway, and instead are investing in more highway lanes?? This is NOT what citizens of Nashville have been asking for and this will not help us become a more modern large city. I would be so much less furious over the impact to my home if I were being displaced for a more worthwhile project. I want to make sure it's on the record that citizens DO NOT want this and think this project is stupid, wasteful, and dangerous.-During the many years of construction this will require, how will traffic be impacted? How will we traverse the corridor while its under construction? - How will law enforcement access the Choice Lanes quickly if drivers are driving unsafely? - How will you compensate home owners whose properties will lose value by becoming closer to the highway?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. 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The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, ROW agents will assess each impacted owner's individual situation and discuss the benefits that are available to address any concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/5/2026	Cameron Washington	Comment Form	I do not think this is a good idea! Complex, expensive, and no significant reduction in travel time. INVEST IN PUBLIC TRANSIT!! NO CHOICE LANES!!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/5/2026	Elisa Mask	Comment Form	How are we finding people to fund these lanes but not fund public transit, which the people of Tennessee clearly want and need? Take the short list of private companies and fund rail, subways, transit stations, etc. instead! This would save TDOT money on road maintenance not to mention make roads safer. The people of Nashville clearly want expanded public transit and Nashville needs a rail. Focus on this rather than spending the money on something so unpopular. Surely some private company can find a way to make money off us that we can actually use and enjoy and benefit from too.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. This would allow Tennessee to better allocate the limited resources for transportation projects by leveraging private-sector innovation and capital. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/3/2026	Rep. John Ray Clemmons	Email	Jay, This is incredibly disappointing to hear and does not reflect well on TDOT, as most of my constituents are already convinced TDOT is withholding vital information about this project for nefarious purposes. It is also highly unusual for TDOT to refuse to extend the professional courtesy normally afforded legislators by refusing to participate in a town hall in an impacted House district on this issue. The town halls I held with TDOT's participation about the 440 project were crucial to ensuring public confidence in that significant project and provided valuable intel in advance of groundbreaking. It is upsetting that my constituents will not benefit from the same professional, legislative courtesy on this project. Frankly, I remain unclear why this is project requires such secrecy and limited public conversation beyond the required box-checking that is currently taking place. I honestly don't care how other requests have been handled. Almost the ENTIRE length of the I-24 project is within my specific House district. If the folks at TDOT denying this request are unfamiliar with my district, here is a map. (HD55.pdf) Reps. Powell and Hemmer also have constituents that are directly impacted by this project, and we would be co-hosting this event. TDOT's refusal indicates both a surprising fear to answer serious questions of concerned constituents and an improper unwillingness to share vital information about a multi-billion dollar project that proposes taking the personal property of our constituents, decreasing home values, increasing congestion in the long term, and creating a construction zone nightmare for the next 7 years for the benefit of no one but a few folks with a direct financial interest in these toll lanes. This request is only my latest attempt to get answers for the people we represent. Most recently, I provided written questions in writing after the Region 3 meeting as you all requested. TDOT responded with utter nothingness, ignored most of my questions, and the questions to which they did respond were devoid of any substance. TDOT failed to provide any data in support of the project (yet again), and now TDOT refuses to provide a couple of qualified experts for two hours to answer factual questions by our constituents whose lives are going to be directly impacted by this boondoggle. These dog and pony shows that have been conducted give a false impression that our constituents' feedback and public comments are	Chairman Clemmons, Thank you for your interest in hosting a town hall to discuss the upcoming I-24 Southeast Choice Lanes project in Davidson and Rutherford Counties. At this time, however, we must respectfully decline. Because the project is currently in both the NEPA public comment period and active procurement, and in order to protect the public involvement component of the NEPA process that we're actively in, the TDOT team won't be able to present at a separate town hall or community meeting. This approach aligns with how we have handled similar requests for this and other projects in active development. That said, your constituents have had—and will continue to have—multiple avenues to learn about the project and provide comments or ask questions. All comments received by March 26, 2026, including those submitted at the recent public hearings, will be reviewed and addressed in the final NEPA document, which will be made publicly available. Comments may be submitted online, by email, by phone, or by mail. Public Involvement & Stakeholder Engagement A comprehensive summary of the project team's public involvement and stakeholder engagement efforts is included in the I-24 Southeast Choice Lanes Environmental Assessment, available at the following public links: • Approved Environmental Assessment: Chapter 4 – Public Involvement https://www.tdot.tn.gov/PublicDocuments//I-24CorridorStudy/SE%20Choice%20Lanes%20Environmental%20Studies/Approved%20I-24%20Southeast%20Choice%20Lanes%20Environmental%20Assessment.pdf • Community Outreach Events: Appendix V – PIACP Table 4-3 https://www.tdot.tn.gov/PublicDocuments/I-24CorridorStudy/SE%20Choice%20Lanes%20Environmental%20Studies/_Appendix%20V%20-%20PIACP/Table%204-3.pdf • Agency and Stakeholder Meeting Summaries: Appendix X https://www.tdot.tn.gov/PublicDocuments/I-24CorridorStudy/SE%20Choice%20Lanes%20Environmental%20Studies/_Appendix%20X%20-%20Agency%20and%20Stakeholder%20Meeting%20Summaries/134727.01_EAAppendixX_AgencyStakeholderSummaries.pdf • 2025 Public Information Meeting Summary https://www.tdot.tn.gov/Applications/Documents?pathName=%5CI-24CorridorStudy%5CSE%20Choice%20Lanes%20Environmental%20Studies%5C_Appendix%20W%20-%20Public%20Information%20Meeting%20Comments%20Summary As detailed in the Approved Environmental Assessment, the public was provided opportunities to review project materials, including conceptual alternatives, during initial outreach efforts in August 2024 and September/October 2025. Those meeting summaries are available on the project website. · August 2024 Public Information Meeting Summary · September/October 2025 Public Information Meeting Summary Current NEPA Public Hearing materials are available at: · https://i24sechoicelanes-ea.tdotoutreach.com/welcome At all public hearings, informational meetings, and community engagements, knowledgeable staff have been available to answer questions from citizens and elected officials. We believe these efforts demonstrate the department's commitment to transparency and robust public involvement. Thank you for your engagement and for encouraging your constituents to participate in the NEPA public comment process. Their feedback is essential, and we welcome continued input through the established comment channels.

Date	Name	Source	Comment	Response
			worth TDOT's time or being seriously considered, as few, if any, changes to this project have been made in response to the public meetings and sincere concerns shared by our constituents. I'd respectfully request TDOT reconsider its response. Sincerely,	
3/30/2026	Teresa Dobbins	Email	Hello! I really like most of the Choice Lanes' proposal. Probably one of the better proposals provided for middle TN thus far. Nashville is overdue for a solution. I know there is a team behind the scene who really put in lots of time and effort. So, thank you!! However, what I don't agree with is the economics aspect of it regarding toll charges. It divides the city, separating the Haves and Haves-not. It forces the ones who are living paycheck-to-paycheck, to sit in traffic longer. Not fair. This will also create new financial burden and debt to the city. You can read license plates all day long and send fines or revoke licenses for unpaid tolls, most people will ignore and keep on driving. Additionally, based on the last 4-5yrs in the news, the stretch between Lavergne and down I-24 has already experienced tragic road rage and numerous fatal pedestrian accidents, especially around the Bell Road exit. I would strongly urge that we move the HUB away from Bell Road. If studies were completed as stated, you will see how congested Bell Road already is. Not to mention the homeless and panhandling that goes on around that area. Bringing a HUB to that area would make matters worst. It would welcome addicts and the unhoused who will view it as shelter. It would become more unsafe. Lets be frank, law enforcement is not going to focus their time and attention on the hub. Additionally, Nashville has finally caught up with the times and developed a Chinatown. I attended the grand opening for it, and it was a melting pot. There were asians, hispanics, blacks and whites. We are finally seeing unity and diversity. Forcing the closure would really be disheartening. It would make more sense to route the HUB to Tanger Outlet area as there are less residential homes there or even Murfreesboro Pike. Lastly, I think it's makes us sucky human beings to force people out of their homes to build this. Are homeowners being fairly compensated so that they can turn around and purchase another home with today's home prices in Nashville? Thank you for your time!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. User fee thresholds will be determined in contract criteria established by TDOT and the Transportation Modernization Board once the project's private-sector partner is identified. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. However, the Choice Lanes would be completely optional and all general-purpose and HOV lanes would remain free to use. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/31/2026	Sara Lynes	Email	I am a Davidson County resident & have been for 35 years. I am not in favor of the TDOT Choice Lanes. I am not in favor of toll lanes in Tennessee.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/31/2026	Sarah Branch	Email	I am writing to strongly disagree with the plan to add choice lanes next to I-24, especially in Antioch where shops and homes, including the new China Town, would be demolished. TDOT must not destroy the thriving neighborhood that local residents have created. These choice lanes should not be approved.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/31/2026	Anonymous	Email	I am writing to strongly disagree with the plan to add choice lanes next to I-24, especially in Antioch where shops, including the new China Town, would be demolished. TDOT must not destroy the thriving community that local residents have created. These choice lanes should not be approved.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/31/2026	Matthew Hayes	Email	To whom it may concern, My name is Matthew Hayes. I'm a 12 year resident of Nashville and homeowner in the Miro Meadows neighborhood. Before I moved to Nashville, I grew up in Georgia along the I85 corridor and later lived in Atlanta. There was recently an expansion I85 north of the I985 split and I75 North, which includes these "choice style"lanes. These lanes have done nothing to abate traffic nor have the numerous lanes throughout Atlanta. Atlanta does have MARTA, but it's hobbled growth is riddled with the area politics of the 5 counties that Atlanta exists within. Regardless, i shudder to think how much worse traffic would be if MARTA were not there. Nashville is not Atlanta but traffic is also universal. Ultimately, you have to move more people to solve it. The irony of more lanes is that it tends to increase traffic as people perceive flow to be great enough to offset traffic, despite that these lanes wouldn't even be truly additional lanes. A rail line would be far more efficient at moving people. Aside from the points outlined above, the destruction to neighborhoods and environment are also concerning. The proposed path heavily cuts into the Glencliff area, which my neighborhood borders. This cutting through of neighborhood disrupts the fabric of them as well as the internal traffic, which also swells heavily a peak traffic times. Similarly, it disrupts habitats of animals and will add to overall warming of the area as more lanes equal more asphalt which equals more open black surface to the sun. The issue certainly requires a solution but these choice lanes are hardly the most impactful, economic, equitable, or long-term minded approach.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/31/2026	Gloria Demilly	Email	Choice Lanes are not the answer to the congestion. The choice lanes will only help the rich that can afford to pay to use the lanes on a regular basis. There will not be enough people who use it to relieve the I24 traffic. Look at the Atlanta choice lanes. The regular lanes are still bumper to bumper with stop and go traffic all the time while the Choice Lanes are basically empty. They are generally only used during rush hour. So we are paying billions of dollars for lanes that will mostly only be used for 6 hours a day. Build regular lanes that will help everyone and alleviate traffic congestion for everyone not just rich people!!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/31/2026	Mike Cochrane	Email	Two comments. It appears that there will not be any improvements where I-24 / 40 intersects into the loop around downtown Nashville. The improvements begin around Fesslwrs Ln. There are only 3 lanes on the southeast side of the downtown loop and further around downtown. In the mornings the backups begin because the loop and downtown exits can not handle the existing traffic loading most any time of the day. Adding 2 additional choice lanes that will dump more vehicles onto a loop that is failing now will probably just frustrate morning travelers and negate all the additional benefits of getting to that point quicker. There doesn't appear to be any improvement on the I-40 west to I-440 West connection. 3 lanes converge into 1 lane before merging onto I-440 west. This movement backs up onto I-40 and is very dangerous. Most days it is stop and go in the middle and right lanes. But many drivers stay in the left lane (to I-24) as long as possibe before merging at the last minute as they squeeze between slow backed up traffic waiting to go over the 1-lane bridge merging onto I-440. With all the construction for the choice lane project, it would be wise to address this problem at the same time. There needs to be a jersey barrier separation at the split to U-24 and the ramp to I-440 needs to be 2-lanes. Nashville used to have morning and evening rush hour traffic. Now the downtown loop operates at a D or F for 12 or more hours ever day. When I-440 was widened several years ago the entrances and exits were not addressed. TDOT said there was not enough budget to address them at that time. Nashville drivers have lived with that mistake ever since. Please don't repeat a similar mistake by only putting a bandaid on the problem. The traffic problems begin with getting vehicles on and off the interstate. Address the causes instead of just the symptoms.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. The RPA includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. The design at the I-24 and I-40 interchange went through numerous iterations of alternatives due to the congestion along I-40. The concepts presented are preliminary, and additional refinements will occur as the project moves to final design. The location of the termination of the choice lanes to the outside near the I-40 at Briley Parkway interchange was selected based on operational performance and the large volume of vehicles whose destination is Briley Parkway or BNA. TDOT is conducting planning studies for additional projects that may be needed to address congestion on I-40 and through the downtown loop, which may introduce additional choice lane extensions in the future. This project was focused on improvements to I-24 and improving the I-24 at I-40 and I-440 interchanges, so improvements were developed and modeled to provide the best operational performance at the choice lanes terminus on I-440 and I-40. Additional improvements along I-40 or I-440 beyond this logical terminus would have to be addressed in future projects along these corridors.
3/31/2026	NDOT	Email	Dear Ms. Hammonds, Thank you for coordinating the public comment period for the I-24 Southeast Choice Lanes Project. Public investment at this scale is critical as our region grows, and local feedback has been essential in shaping this first-of-its-kind project in Tennessee. As TDOT engages a private partner on engineering, design, construction, and operations, we trust that city and resident perspectives will remain central to that partnership and to the improvements being designed. Metro agencies are committed to collaborating with TDOT to understand project impacts, address resident concerns, and move forward together. We appreciate the continued coordination with our agencies and residents, and look forward to ongoing discussions.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT) is committed to an open and transparent process as the proposed I-24 Southeast Choice Lanes project moves forward towards final design. TDOT will continue to engage the public and stakeholders in the process when appropriate and looks forward to continued engagement with NDOT.
3/31/2026	NDOT	Email	Dear Ms. Hammonds, Thank you for coordinating the public comment period for the I-24 Southeast Choice Lanes Project. Public investment at this scale is critical as our region grows, and local feedback has been essential in shaping this first-of-its-kind project in Tennessee. As TDOT engages a private partner on engineering, design, construction, and operations, we trust that city and resident perspectives will remain central to that partnership and to the improvements being designed. Metro agencies are committed to collaborating with TDOT to understand project impacts, address resident concerns, and move forward together. We appreciate the continued coordination with our agencies and residents, and look forward to ongoing discussions.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT) is committed to an open and transparent process as the proposed I-24 Southeast Choice Lanes project moves forward towards final design. TDOT will continue to engage the public and stakeholders in the process when appropriate and looks forward to continued engagement with NDOT.

Date	Name	Source	Comment	Response
3/31/2026	Sabrina Williams	Email	Dear TDOT: My concern remains the same as the one I expressed when this project was first discussed: How will these additional lanes be accomplished without the displacement of people's homes and properties? It seems that I do have a cause for concern - not just because I live off Bell Road, but because so much still seems to be unknown about this project. Bill Lee and other elected officials seem to be excited about this project, yet it will not personally affect them. I also have objections to being required to pay for an interstate corridor that I have always used for free. Bill Lee refers to it as a "permanent solution" to Nashville's traffic problems; however, as usual, it seems Antioch bears the brunt of Nashville's growth issues.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/31/2026	April Stevens Gung	Email	Hello, I am a homeowner in Antioch, TN and reside just a few minutes away from the I-24 Bell Rd exit. I am writing to express strong opposition to the currently listed exit for Choice Lanes at Bell Rd. Please, please move the exit so it does NOT go though the Chinatown property. I know our District 32 councilperson in Davidson County has suggested an alternate location along Hickory Hollow Parkway that would meet the stated goal of connecting with a public transit hub planned for the former Hickory Hollow Mall by our local officials. That seems like a great potential option for an exit ramp rather than the Chinatown site. If for some reason it is not possible, I want to advocate for another option to be identified. Our family has visited the new Chinatown location numerous times since it opened this year. We regularly witness the parking lot full of customers with long lines inside for food and the line to get inside circled the parking lot over opening weekend. This gives you a glimpse of the market demand it meets in our area, its popularity, and the excitement about its opening. I only expect that to continue as the additional sites in the works on that property open as planned. We have even had family members read about the opening out of state and email to say they want to visit when they come to Nashville later in the year. Chinatown provides jobs, dining, grocery shopping, and a positive cultural impact on the Asian community in the Antioch area and beyond. While the public may never quite know how this site was mistakenly identified as available/vacant during TDOT's conversations with local officials, there is still time to course correct. Please avoid the negative impact this will have on our area's economy, international grocery and dining option, and cultural influence by changing the ramp location as requested.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
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3/31/2026	Jennifer Pugh	Email	We did not ask for this new exit, and we strongly oppose its development through our neighborhood. Our community deserves to be treated with respect—not disregarded or sacrificed to accommodate broader plans that fail to consider the people who live here. Significant time, effort, and collaboration went into thoughtfully expanding our neighborhood, including the addition of Chinatown. That expansion brought meaningful growth, access to goods and services, and strengthened the cultural and economic fabric of our area. Now, we are being asked to accept plans that would effectively dismantle and demolish that progress. This is not acceptable. We deserve better as a community. We deserve to have our voices heard, our investments protected, and our neighborhood preserved. This proposed exit does not serve our needs, and it introduces unnecessary disruption, loss, and long-term impact to the very people who have worked to build and sustain this area. We do not want or need this exit routed through our neighborhood. We urge decision-makers to reconsider this proposal and engage with our community in a meaningful way—one that prioritizes preservation, respect, and responsible planning. Concerned and Opposed Jennifer Pugh	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/31/2026	16th United	Email	On behalf of 16th United, please find attached our formal comments regarding the proposed I-24 Choice Lanes project. We appreciate the opportunity to participate in the public engagement process and to share feedback on behalf of residents and stakeholders in Nashville's 16th District. As outlined in the attached letter, our organization has been actively engaged throughout this process and has heard significant concerns from community members regarding the potential impacts of this project. We respectfully request the opportunity to meet with TDOT and project representatives to further discuss these concerns and to explore what meaningful, ongoing community collaboration could look like as the project moves forward. Thank you for your time and consideration. We look forward to your response. Sincerely, 16th United www.16thunited.org (REDACTED) To Whom It May Concern: 16th United is a non-partisan community advocacy group in Nashville's 16th Council District whose mission is to inform and to empower its stakeholders on matters of growth and development. We, the steering committee of 16th United, have actively participated in the community engagement period for the I-24 Choice Lanes proposal. Members of 16th United have attended TDOT-sponsored information sessions over the last six months. In October 2025, we hosted our own meeting in Woodbine at Dozen Bakery that was attended by representatives of TDOT and the public. Additionally, we have encouraged our membership to submit public comments to TDOT in advance of each deadline. We appreciate that there have been forums to explain the proposal to the community, but today we write to share our own concerns and to call for TDOT to engage the community in a way that moves beyond explanation and into a more robust dialogue. During the public engagement process, we have listened carefully to TDOT's plans; we've also heard from both neighborhood associations in the immediate vicinity of the project (representing both Glencliff and Woodbine), as well as the 16th District's council member, our state representative, and other elected officials and community members, as they express concern and/or oppose major elements of the Choice Lanes proposal. Among the concerns we share and would like to highlight are: The Division of the 16th District (Community Fragmentation) Highway expansions reshape communities. The I-24 Choice Lanes project risks dividing neighborhoods within the 16th District by creating physical and psychological barriers. Expanded lanes and structures reduce walkability, limit access to schools, parks, and businesses, and weaken	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I 24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I 24 Southeast corridor. Based on those findings, the EA focuses on roadway based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4 and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyers distributions and engaging local elected officials to share updates with their constituents. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken

Date	Name	Source	Comment	Response
			community cohesion. Disproportionate Impact on Diverse and Economically Challenged Communities Highway expansions have historically burdened low-income and minority communities with displacement, pollution, and declining property values. Without safeguards, this project risks continuing that pattern. Lack of Serious Consideration for Light Rail or Transit Alternatives The proposal does not adequately consider transit options like light rail, which could reduce congestion, improve equity, and lower emissions. Transparency and Engagement about Community Impact Community Engagement to date has been to inform about the technical aspects of the project; little has been said about the impact it will have on the affected neighborhoods. There should be meaningful dialogue about the potential impacts (both positive and negative) and engagement of the community to help find options to mitigate the negative. It is the position of 16th United that for Choice Lanes to receive the buy-in of the community, TDOT must view the community engagement period as a starting point, not an end destination. It is notable and encouraging that TDOT has extended the deadline for public comments several times; we would respectfully ask, what changes have been made or are being considered as a result of feedback TDOT has collected thus far? Secondly, moving forward, we would respectfully request the following measures: 1) Public Engagement Must Continue After Developer Selection Public engagement must remain ongoing. Residents should have continued opportunities to review plans, provide feedback, and influence decisions throughout the project lifecycle. 2) Need for Transparency and an Oversight Board An independent oversight board with community representation should monitor impacts and finances and ensure accountability. 3) Dedicated Community Liaisons A designated liaison from both TDOT and the developer, once chosen, should provide updates and serve as a consistent point of contact when issues arise with stakeholders. 4) Revenue Sharing & Direct Investment in Impacted Neighborhoods A portion of toll revenues should be reinvested into impacted communities for green space, noise mitigation, air quality improvements, and pedestrian infrastructure. Finally, we, the members of 16th United, are prepared to offer our assistance to TDOT in creating a working group and partnership with the community as it pertains to Choice Lanes. We believe a holistic approach would involve a cross-section of stakeholders (community leaders, residents, business owners, the interfaith community, the immigrant community, and more), creating feedback mechanisms directly from stakeholders to TDOT and the developers. Our organization has successfully been able to organize in this community and we are offering our resources to make this project a true success, which would be, improving roadways while avoiding unintended negative impacts and consequences for the community as a whole. We would welcome a meeting between 16th United and representatives of TDOT and the project developers to discuss what healthy collaboration with the community would mean.	without direct communication with the property owner.
3/31/2026	Tiffany Crawford	Email	I'm a homeowner in Antioch. I'm about five minutes away from the Bell Road exit. I did not ask for this new exit, and I strongly oppose its development through our neighborhood. Our community deserves to be treated with respect—not disregarded or sacrificed to accommodate broader plans that fail to consider the people who live here. Significant time, effort, and collaboration went into thoughtfully expanding our neighborhood, including the addition of Chinatown. That expansion brought meaningful growth, access to goods and services, and strengthened the cultural and economic fabric of our area. Now, we are being asked to accept plans that would effectively dismantle and demolish that progress. This is not acceptable. We deserve better as a community. We deserve to have our voices heard, our investments protected, and our neighborhood preserved. This proposed exit does not serve our needs, and it introduces unnecessary disruption, loss, and long-term impact to the very people who have worked to build and sustain this area. We do not want or need this exit routed through our neighborhood. I urge decision-makers to reconsider this proposal and engage with our community in a meaningful way—one that prioritizes preservation, respect, and responsible planning.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/31/2026	Patrick Garner	Email	Dear Comment Coordinator, On behalf of the Woodbine Neighborhood Association (WNA), please find attached our comment letter on the Environmental Assessment for the I-24 Southeast Choice Lanes Project. These comments reflect concerns raised by our community, including input gathered at a public meeting held on March 27, 2026, at Coleman Park Community Center. We appreciate the opportunity to provide feedback and request that these comments be included in the official project record. Please confirm receipt of this submission. If you have any questions or need additional information, feel free to contact us. Thank you for your time and consideration. Dear Comment Coordinator, On behalf of the Woodbine Neighborhood Association (WNA), we submit the following comments on the Environmental Assessment (EA) for the proposed I-24 Southeast Choice Lanes Project. These comments reflect concerns raised in prior WNA comments, supplemented by additional issues identified through review of the Southern Environmental Law Center (SELC) comment letter and recent community engagement. Community Meeting Summary (March 27, 2026) On March 27, 2026, 30 community members attended a public meeting at the Coleman Park Community Center hosted by Council Member Ginny Welsch and State Representative John Ray Clemmons to discuss the proposed project. Attendees included several directly affected landowners. All members present expressed opposition to the project. Key concerns raised included: ● A strong belief that TDOT has not been forthcoming with complete and transparent information about the project. ● Concern that the community will continue to be excluded from meaningful participation as the project moves forward. ● Uncertainty about whether a private contractor delivering the Choice Lanes would follow through on commitments such as noise wall construction. ● Concerns about drainage and stormwater impacts, with residents referencing negative experiences from other local projects, including the Briley Parkway interchange near I-40 West and previous widening efforts along I-24. ● Concerns about declining property values, including for homeowners whose properties are not taken but will be negatively affected by visual impacts and proximity to the expanded roadway. The overall sentiment from the meeting was clear: the community is opposed to this project and shares the WNA's position of opposition. 1. Need for a More Comprehensive Environmental Review (EIS) WNA supports the recommendation that TDOT prepare a full Environmental Impact Statement (EIS). The EA does not adequately address the scale and significance of potential impacts, including: ● Socioeconomic effects including impacts to communities with limited English proficiency (county-level economic analysis is entirely inappropriate for the projects scope and out of sync with industry best practices)● Impacts to parks and community resources ● Air quality and climate impacts ● Effects on endangered species ● Neighborhood cohesion and livability Under the National Environmental Policy Act (NEPA), agencies must take a "hard look" at environmental consequences (42 U.S.C. § 4332). Given the scope of this project and its potential long-term impacts, an EIS is warranted. 2. Failure to Consider Reasonable Alternatives The EA does not evaluate a meaningful range of alternatives. All build alternatives focus on adding travel lanes. The purpose and need for the project is also predecisional and arbitrarily limits the reasonable range of alternatives. WNA urges TDOT to evaluate: ● Expanded regional transit options (bus rapid transit, commuter rail) ● Improvements to existing transit service (frequency, reliability, accessibility) ● Transportation demand management strategies ● Reinstate the previous prohibition on commercial trucking using the toll lanes Research shows that highway widening often induces additional demand, ultimately worsening congestion rather than relieving it. A broader alternatives analysis is required under NEPA (42 U.S.C. § 4332(2)(C)(iii)). 3. Inadequate Socioeconomic Analysis and Public Involvement The socioeconomic analysis included in the EA is not appropriate for a project of this scale and impact. TDOT relies on county-level data to assess potential impacts to communities, when the industry standard for transportation projects is to use much more detailed geographic units such as Census Tracts or Block Groups. Using county-level data masks important differences between neighborhoods and fails to capture the lived realities of the communities most directly affected by this project. Davidson and Rutherford Counties are large and diverse, and conditions vary widely within them. An analysis at this broad scale does not provide the level of detail needed to understand who will be impacted or how. As a result, TDOT's analysis does not provide a reliable basis for evaluating socioeconomic impacts or designing effective outreach strategies. The Woodbine community is a majority-minority neighborhood and includes a significant population of residents with limited English proficiency. These characteristics are critical to understanding both the impacts of the project and the type of	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT coordinated with FHWA and several agency partners to determine the appropriate class of action for the proposed I-24 Southeast Choice Lanes project and determined an Environmental Assessment (EA) was appropriate and satisfied requirements outlined in the National Environmental Policy Act (NEPA), Section 4(f) of the U.S. Department of Transportation Act (USOT), the Endangered Species Act (ESA), and other applicable laws. The Class of Action Determination was provided by FHWA on June 17, 2024 and can be found in Appendix A of the approved EA. NEPA requires preparation of an Environmental Impact Statement (EIS) only for federal actions that are likely to result in significant environmental impacts (42 U.S.C. § 4332(2)(C)). Where significance is uncertain, agencies are expressly authorized to prepare an Environmental Assessment to determine whether an EIS is necessary. The EA for the proposed I24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Based on the totality of this analysis, TDOT and FHWA advanced the Recommended Preferred Alternative (RPA), as identified in Chapter 2 of the EA, to be presented at public hearings. Upon review of public comments and agency consultation, if the RPA does not result in significant impacts, either individually or reasonably foreseeable, when considered in context and with avoidance and mitigation measures, a Finding of No Significant Impact will be prepared. However, if upon review of public comments and agency consultation, a finding of significant impacts cannot be determined, the preparation of an EIS would be required. NEPA regulations establishes that alternatives must be briefly presented that represent an agencies planned approach, a no-build option, as well as any other reasonable alternatives that could vary in design, location, and/or alignment. However, 23 U.S.C 139 (f)(4) does not require a number of additional alternatives to be evaluated. Based on the Alternatives Analysis prepared as part of the proposed Project (Appendix E of the EA), a thorough review of planning studies at the local and state level, a detailed screening of the range of alternatives, and a comparison of those ranges of alternatives to environmental resources was conducted across three levels of analysis. Additionally, the results from these analyses were presented during agency coordination meetings and the final results are summarized in Chapter 2 of the approved EA. Specifically related to transit, the EA expressly evaluates the relationship between the proposed Project and transit and identifies specific operational accommodations for transit services. As described in Chapter 2 and Chapter 3 of the EA, transit vehicles, including regional bus and express bus services, would be permitted to operate within the Choice Lanes without being subject to user fees, thereby improving travel times and reducing delay for transit users traveling along the I24 Southeast corridor. The EA further explains that managed lane operations are intended to maintain free flow conditions during congested periods, which provides a direct operational benefit to transit vehicles using the facility, regardless of fare or toll policy. The EA also acknowledges that broader regional transit planning, funding and implementation are being addressed through separate local and regional planning processes and funding mechanisms that extend beyond the scope of the proposed interstate capacity project. While the EA discloses the Project's compatibility with existing and future transit services, decisions regarding the allocation of user fee revenues for transit investment are policy and financial determinations that are not required to be resolved as part of the NEPA process. NEPA is a procedural statute that requires agencies to closely evaluate environmental impacts and disclose them to the public; it does not mandate that agencies commit to specific revenue distribution formulas or funding programs that are not necessary to avoid or minimize identified environmental impacts. TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO) which is housed in GNRC prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes. Further, TDOT is open to collaborating with local and regional transit providers to enhance public transit services when possible. Accordingly, while the EA documents accommodations that support transit operations and evaluates potential social and environmental effects of the Project, NEPA does not require TDOT to adopt additional transit funding commitments as mitigation where the EA does not identify significant or unavoidable adverse impacts requiring such measures. The EA therefore appropriately discloses transit considerations and benefits while maintaining consistency with NEPA's scope and purpose. TDOT evaluated air quality and related environmental effects for the proposed I 24 Southeast Choice Lanes Project in accordance with NEPA, the Clean Air Act, and applicable FHWA regulations and guidance. The EA documents this analysis and explains the basis for the methodologies applied. The EA includes an air quality analysis prepared in accordance with the Clean Air Act and FHWA guidance, including evaluation of Mobile Source Air Toxics (MSATs). Consistent with FHWA's long standing approach to MSAT analysis, the EA provides a qualitative discussion of MSAT impacts and relies on the best available information regarding national emissions trends and regulatory programs. TDOT conducted its analysis of threatened and endangered species in accordance with Section 7(a)(2) of the Endangered Species Act (ESA), its implementing regulations, and applicable U.S. Fish and Wildlife Service (USFWS) guidance. This analysis included preparation of a detailed Biological Assessment (BA) and initiation of formal consultation with USFWS. Additionally, a Biological Opinion was issued in May 2026. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: Public information meetings and hearings held at accessible locations and times; A project website with regularly updated materials; Multiple comment periods exceeding minimum NEPA requirements; Direct outreach to community organizations, neighborhood groups and stakeholders along the project corridor; Availability of multiple methods for submitting comments, including online, written and verbal options.

Date	Name	Source	Comment	Response
			outreach required to ensure meaningful public participation. By failing to analyze data at the Census Tract or Block Group level, TDOT has missed the detail necessary to: ● Identify vulnerable populations ● Understand localized impacts ● Tailor outreach to meet community needs This lack of detail raises serious concerns about whether TDOT can make informed conclusions about the project's socioeconomic impacts. TDOT's own public involvement and environmental guidance emphasizes the importance of targeted outreach to low-income, minority, and limited English proficiency communities. In accordance with this guidance, TDOT should: ● Conduct a refined socioeconomic analysis at the Census Tract or Block Group level ● Identify communities with limited English proficiency and provide translated materials ● Use culturally appropriate and accessible outreach methods ● Ensure that these communities have meaningful opportunities to participate in the decision-making process Without this level of analysis and engagement, the EA does not meet the intent of NEPA to fully consider social impacts or ensure meaningful public involvement. 4. Visual Impacts and Community Character The project will have significant visual impacts on surrounding neighborhoods, including homes, historic resources, and community spaces. FHWA guidance on visual impact assessment states that projects should: ● Avoid, minimize, or mitigate visual harm ● Engage communities in identifying acceptable mitigation measures WNA requests that TDOT: ● Conduct a more robust visual impact analysis ● Work directly with the community to develop mitigation strategies ● Address impacts to neighborhood character, not just right-of-way acquisition 5. Noise, Air Quality, and Climate Concerns The EA does not adequately address: ● Increased traffic noise and uncertainty around noise wall implementation ● Air pollution impacts, including mobile source air toxics ● Climate change and greenhouse gas emissions Even if federal requirements are evolving, NEPA's statutory framework requires consideration of long-term environmental effects (42 U.S.C. § 4331). WNA is particularly concerned that: ● Increased vehicle miles traveled (VMT) will worsen air quality ● Noise impacts will degrade quality of life for nearby residents ● There is insufficient accountability for mitigation commitments 6. Stormwater and Drainage Concerns WNA recognizes that TDOT will develop a Stormwater Pollution Prevention Plan (SWPPP) during the permitting phase. However, deferring detailed stormwater analysis to a later stage does not address the community's current concerns. Residents have raised consistent and credible concerns about drainage and flooding based on past experiences with similar transportation projects in the area. These concerns reflect real impacts to homes, streets, and overall quality of life, and they should be addressed proactively. While permitting requirements will govern the technical design of stormwater systems, they do not replace the need for transparency, accountability, and meaningful community engagement during the environmental review process. The central issue is not whether a SWPPP will be prepared, but whether TDOT will clearly communicate anticipated impacts, incorporate community knowledge into project planning, and remain accountable if problems occur. WNA requests that TDOT: ● Provide clear and accessible information about potential drainage and stormwater impacts; ● Engage residents early to identify existing problem areas and incorporate that input into design and permitting; ● Establish a clear process for monitoring and responding to post-construction drainage issues; and ● Commit to timely corrective action if flooding or stormwater problems arise, regardless of permit compliance. Compliance with regulatory requirements alone is not sufficient. WNA seeks assurance that TDOT will take responsibility for stormwater impacts and respond promptly and in good faith if issues arise. 7. Property Impacts and Community Stability Beyond direct property acquisition, the project will: ● Reduce property values due to visual and noise impacts ● Disrupt established neighborhoods ● Create long-term uncertainty for residents TDOT should prioritize design alternatives that: ● Remain within existing right-of-way where possible ● Avoid residential displacement ● Minimize impacts to adjacent properties 8. Accountability and Public-Private Partnership Concerns The proposed use of a private contractor raises concerns about: ● Enforcement of mitigation commitments (e.g., noise walls) ● Transparency in decision-making ● Alignment with public interest WNA requests that TDOT clearly describe: ● How contractors will be held accountable to TDOT standards ● Oversight mechanisms and enforcement tools ● How community concerns will be addressed throughout project delivery 9. Request for Good-Faith Community Engagement WNA respectfully requests that TDOT commit to: ● Ongoing, transparent, and good-faith engagement with the community ● Collaborative development of mitigation measures addressing: ○ Visual impacts ○ Traffic impacts ○ Noise and environmental impacts Community trust must be rebuilt through consistent and meaningful engagement. Conclusion The Woodbine Neighborhood Association remains opposed to the I-24 Southeast Choice Lanes Project as currently proposed. We urge TDOT to: ● Prepare a full Environmental Impact Statement ● Evaluate meaningful transportation alternatives, including transit ● Improve public engagement, particularly with underserved communities ● Minimize impacts to neighborhoods and avoid residential displacement ● Commit to clear accountability and mitigation measures Thank you for the opportunity to provide comments. Sincerely,Patrick Garner President Woodbine Neighborhood Association	TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements for public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyers distributions and engaging local elected officials to share updates with their constituents. Survey responses, meeting comments, and community feedback, including expressions of opposition and preferences for transit alternatives, are summarized and preserved in the administrative record and were included in Appendix W. NEPA does not require agencies to adopt public preferences expressed during outreach, only that those views be considered and disclosed, which TDOT has done. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility and public private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions and design considerations. TDOT's analysis of special populations uses demographic data at multiple geographic scales to understand community context along the project corridor. County level and block group level data are both appropriate analytical tools under NEPA, depending on data availability, consistency, and relevance. NEPA does not mandate a specific geographic scale or statistical method for demographic analysis. The EA's approach reasonably balances data reliability with relevance and does not obscure localized impacts. Importantly, potential effects to communities, including noise, relocations, access changes and air quality, are analyzed based on actual project effects, not solely demographic characteristics. TDOT acknowledges that public involvement in complex transportation projects presents challenges. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfied NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed and the Project meets its stated Purpose and Need. Accordingly, TDOT concludes that the public involvement documented in the EA is adequate and do not warrant revision of the environmental analysis or preparation of an EIS. The EA evaluates a reasonable range of alternatives that meet the proposed Project's defined Purpose and Need, considers potential effects to natural and human environments, including resources protected under Section 4(f), and documents appropriate avoidance, minimization and mitigation measures. While TDOT recognizes public interest in regional transit solutions, such concepts do not independently address the identified operational and safety needs of the I 24 interstate facility and are therefore more appropriately advanced through separate regional and local planning processes. Based on the record developed through the EA and supporting technical studies, TDOT remains confident that the NEPA and Section 4(f) requirements have been satisfied.
3/15/2026	Christian Ojeda	Email	Dear Tennessee Department of Transportation, I am writing as a Tennessee resident to express my strong concern regarding the discussion and potential implementation of toll lanes on Tennessee roadways. Tennessee residents already contribute significant funding toward transportation infrastructure through multiple sources, including fuel taxes, vehicle registration fees, wheel taxes, and sales taxes on vehicle purchases. These taxes were established specifically to fund the construction, maintenance, and improvement of our public roads. Introducing toll lanes on top of these existing taxes effectively creates a system where citizens are paying twice to use infrastructure that our tax dollars are already intended to support. For many working families, commuting is not optional—it is a daily necessity. Adding toll costs to everyday travel would place an unnecessary financial burden on Tennesseans who are already contributing their fair share. Additionally, toll lanes often create a system where those who can afford to pay receive faster travel options while others are left with increasingly congested general-purpose lanes. Public roads should remain equally accessible to all citizens rather than becoming tiered based on the ability to pay. Tennessee has historically been a state that values practical governance and responsible use of taxpayer funds. I believe the focus should remain on using existing transportation revenues efficiently to improve road infrastructure rather than introducing additional user fees. I respectfully ask that the Tennessee Department of Transportation carefully consider the long-term impact of toll lanes on Tennessee residents and explore alternatives that do not place additional costs on those who rely on our roadways every day. Thank you for your time and for the work your department does to maintain and improve Tennessee's transportation system.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without priced managed lanes and a Public Private Partnership (P3) due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
2/14/2026	Gabe Horton	Email	Dear Rebekah and the Choice Lanes Team, Despite our entire Glencliff neighborhood and the 16th District asking for transparency and communication regarding the I-24 Choice Lanes throughout the last year, you have yet again failed to communicate with the stakeholders most affected by the Choice Lanes. After searching deep through the links provided in the latest email, we found the attached document, dated October 29, 2025—not 1 week after the public hearing held in the 16th District, at which we asked for one simple thing, over and over again: Communication. The attached document mentions 29 residential properties marked for relocation by the plan. The accompanying document found here denotes the exact addresses marked for relocation, which include 3 homes on Glencliff Rd and the entire back row of 20 townhomes at Noble Place. And yet not once in the last 4 months did you find it convenient to notify the families whose homes are marked for relocation. You mentioned at the meeting that you couldn't possibly communicate with every neighborhood affected along the I-24 stretch. And yet we see here that only 29 residential properties are affected, almost all of which were represented at the meeting in October. The absolute least you could do is tell 29 people that their homes have been marked for relocation. I understand there are continued public hearings and that the plans are (possibly?) not finalized. However, we have consistently asked for one very simple thing: Communication. And you have all consistently failed to communicate even the most basic information. You are destroying people's lives, and you don't even have the decency to tell them about it. You may not have a choice about whether to implement the plan. You do have a choice about how you communicate with the people affected. You are choosing to do it callously and with complete disregard for the lives of those most impacted. Gabe Horton	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT) has followed a federally mandated environmental review process as required by the National Environmental Policy Act of 1969 (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. In addition to the requirements above, NEPA requires TDOT to engage the public in a fair and consistent manner throughout the environmental review process. To support this commitment, TDOT makes all publicly available project information accessible to the public at the same time and offers multiple ways for people to obtain and review that information, helping ensure equal and timely access for everyone. The public hearings and formal comment period, which began February 13, 2026, are part of the required NEPA process. TDOT is committed to reviewing every comment received and providing a formal response to each comment. This process includes preparing a comment response matrix, where all public comments are documented and comment responses can be shared with the public in one consolidated document. Due to the volume of comments being reviewed, individual responses outside of that formal process may not be provided. The Environmental Assessment and Recommended Preferred Alternative were made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. This is a NEPA requirement and part of TDOT's efforts to ensure consistent access and to encourage public feedback. TDOT also opened a public comment period from February 13 to March 26, 2026, to collect feedback and comply with NEPA requirements. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. For those reasons mentioned above, TDOT did not engage the property owners in the Conceptual Stage Relocation Plan prior to the Environmental Assessment and Recommended Preferred Alternative being made public.

Date	Name	Source	Comment	Response
2/23/2026	Richard Greathouse	Email	Hello all, I wanted to ask a point of clarification that perhaps Rebekah or someone else at TDOT can help clarify. Rebekah, you are asking us to understand that you and your team have to respect a formal and federally regulated process regarding properties marked for relocation. What I think is difficult for us to understand about this is why there are publicly available documents (which are very hard to find, but nonetheless public) that communicate the possibility of relocation, while you continue to say it would not be “appropriate” for you to communicate about the same topic at this time, apparently due to some regulations. Were these documents posted in error? If not, are they inappropriately communicating with the public? And if not that, why are you not able to comment on their content and update the impacted people in a respectful manner? If the lack of communication is a matter of being short staffed or some administrative error, then it seems like TDOT really needs to reevaluate how it organizes itself. If you were to say that was the problem, I think we could understand, despite our still being discontent with the outcome. But by framing it as “inappropriate” to communicate about the issue openly, while posting and updating public documents that say otherwise, it becomes hard for us to understand. And frankly, it feels insulting. I understand your job is difficult, and that there are many moving parts to a project of this scale. But these issues are drastically affecting people’s lives, so we ask you to please understand our confusion and concern. It is difficult for us to understand that which seems self-contradictory and intentionally obfuscated. If anything, perhaps this sheds light on an internal issue within TDOT, and I wonder what legitimate recourse average citizens like us might have in shining light on such a concern?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT) has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. In addition to the requirements above, NEPA also requires TDOT to engage with the public in a fair and consistent manner throughout the environmental review process. To meet these obligations, TDOT shares all publicly available project information with the public at the same time and provides multiple avenues to ensure equal access to that information. The public hearings and formal comment period are part of the required NEPA process, and TDOT committed to reviewing and providing a response to all comments. This includes preparing a comment response matrix, where all public comments are documented and receive a response. Due to the volume of comments reviewed, TDOT may not be able to provide individual responses before the formal comment response is published. The Environmental Assessment (EA) and Recommended Preferred Alternative (RPA) were made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. This is a NEPA requirement and part of TDOT’s efforts to ensure consistent access and to encourage public feedback. TDOT recognizes the public’s concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/15/2026	Sarah Pierce	Email	To whom it may concern, I am deeply concerned with TDOTs lack of awareness in even suggesting destroying multiple buildings in Antioch for these choice lanes. It shows a blatant disregard for our community and promotes disrespect for what has been built. Chinatown is a key part of providing a building and business that deeply impacts our community. It would be disastrous to tear down these buildings and potentially force them out of a community that is on a real upswing. Please kindly reconsider.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public’s concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
2/14/2026	Molly Shaw	Email	Hello, My name is Molly Shaw. I am reaching out regarding my property:(REDACTED), Nashville, TN 37211 It was identified by TDOT as a *residential relocation property for the I-24 Southeast Choice Lanes project in the recent environmental study released 13FEB2026. I would appreciate clarification on the anticipated timeline for the right-of-way acquisition process, including: - When I can expect to receive a formal Notice of Intent to Acquire - The anticipated timing of the property appraisal and written offer - When relocation assistance information will be formally provided - Whether a right-of-way agent or relocation specialist has been assigned to my parcel Understanding the expected schedule will help me plan responsibly and make informed decisions regarding housing, finances, and relocation logistics. Please let me know if there is any additional information you need from me at this time and the best point of contact moving forward. Thank you, Molly Shaw (REDACTED) Nashville, TN 37211 Molly Shaw M: (REDACTED) E: (REDACTED)	Hi Molly, thanks for reaching out. A member of our team will be giving you a call back today. Your email was received and also will be included as part of the administrative record for the EA. All comments submitted during the public comment period will be reviewed and addressed collectively in the Public Hearing Summary following the close of the comment period on March 26, 2026. For additional project information, please visit https://www.tn.gov/tdot/projects/region-3/interstate-24-choice-lanes-.html
2/19/2026	John Kramer	Email	Hello, I'm a resident at Noble Place, and am very concerned about impacts to our newly built townhome community. We understand that there will be impacts, but have no idea if people will lose their homes, be stuck staring at raised highway lanes, or breathing dangerous exhaust fumes. My wife and I are expecting a baby in March, and need to understand the impacts to our development. Apparently when the project was planned, TDOT was unaware a development was being built in our location. This is not an ideal situation, since the highway expansion project will severely devalue our properties and present a serious hazard to our health. In the best case scenario, we'll be starting at a hideous highway in our front and back yards. These concerns have been completely ignored to date with zero notification of timelines, actual impacts, or how residents will be made whole due to these impacts. As somone who has a vested interest and owns property in Nashville, I expect better from local and state representatives.So far, the impacted residents seem to be of little concern to those planning the projects. Where is the consideration for the community being impacted? I would like to be contacted, and like to participate in visual impact studies and be made aware of impacts that will devalue my property and my neighbors property. Thank you. Best, John L. Kramer (REDACTED)	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public’s concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative(RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The Project Team conducted a Visual Impacts Assessment Workshop on April 22, 2026, to collect feedback and inform future project design. An email invitation was sent to the I-24 Choice Lanes mailing list announcing the workshop on April 6, 2026. TDOT is also committed to engaging the public in other design considerations, including the location of noise walls, landscaping, signage and more.
2/19/2026	Patrick Garner	Email	Good morning, After reviewing the EA and appendices, I was unable to find where our comment had been recorded and responded to. Please help me understand why our comments were dismissed and provide a detailed response to our letter.	Hello, We are writing on behalf of the I-24 Southeast Choice Lanes Project and the Tennessee Department of Transportation (TDOT) to inform you of an addendum to the Comment Response Matrix for the 2025 Public Information Meetings. While your comment was included in the project database and reviewed as part of the formal evaluation process, it was inadvertently omitted from the initially published Comment Response Matrix. TDOT has since issued an amendment to the matrix on the project website that includes a response to your comment. While the addendum is not currently reflected in the approved Environmental Assessment, it will be included in the final environmental document. Physical copies of the addendum will also be provided at Public Hearings on March 3, 4, and 5. We sincerely apologize for this clerical oversight and appreciate your participation and input in the project development process. Sincerely, The I-24 Southeast Choice Lanes Project Team

Date	Name	Source	Comment	Response
2/24/2026	Patrick Garner	Email	Good afternoon, I am following up on my previous emails. Please provide confirmation of receipt of these emails and our letter and provide a date by which you expect to address our comment. Per NEPA and TDOT policy, all substantive and relevant comments must be addressed. Please let me know if you have questions or need additional information. Thank you,	Good morning Patrick, Thanks for reaching out. We did receive your emails and letter. Please see the attached email we sent this morning to you and other impacted commenters addressing the issue. Hello, We are writing on behalf of the I-24 Southeast Choice Lanes Project and the Tennessee Department of Transportation (TDOT) to inform you of an addendum to the Comment Response Matrix for the 2025 Public Information Meetings. While your comment was included in the project database and reviewed as part of the formal evaluation process, it was inadvertently omitted from the initially published Comment Response Matrix. TDOT has since issued an amendment to the matrix on the project website that includes a response to your comment. While the addendum is not currently reflected in the approved Environmental Assessment, it will be included in the final environmental document. Physical copies of the addendum will also be provided at Public Hearings on March 3, 4, and 5. We sincerely apologize for this clerical oversight and appreciate your participation and input in the project development process. Sincerely, The I-24 Southeast Choice Lanes Project Team
2/13/2026	Gabe Horton	Email	Dear Rebekah and the Choice Lanes Team, Despite our entire Glencliff neighborhood and the 16th District asking for transparency and communication regarding the I-24 Choice Lanes throughout the last year, you have yet again failed to communicate with the stakeholders most affected by the Choice Lanes. After searching deep through the links provided in the latest email, we found the attached document, dated October 29, 2025—not 1 week after the public hearing held in the 16th District, at which we asked for one simple thing, over and over again: Communication. The attached document mentions 29 residential properties marked for relocation by the plan. The accompanying document found here denotes the exact addresses marked for relocation, which include 3 homes on Glencliff Rd and the entire back row of 20 townhomes at Noble Place. And yet not once in the last 4 months did you find it convenient to notify the families whose homes are marked for relocation. You mentioned at the meeting that you couldn't possibly communicate with every neighborhood affected along the I-24 stretch. And yet we see here that only 29 residential properties are affected, almost all of which were represented at the meeting in October. The absolute least you could do is tell 29 people that their homes have been marked for relocation. I understand there are continued public hearings and that the plans are (possibly?) not finalized. However, we have consistently asked for one very simple thing: Communication. And you have all consistently failed to communicate even the most basic information. You are destroying people's lives, and you don't even have the decency to tell them about it. You may not have a choice about whether to implement the plan. You do have a choice about how you communicate with the people affected. You are choosing to do it callously and with complete disregard for the lives of those most impacted. Gabe Horton	Gabe, Please forgive my delay in response, as I'm sure you can imagine, it has taken time to go through the many comments and questions I have received over the last several days. Thank you for your comment. I see that you made sure to include the TDOT.24Choicelanes email, so your comment will be included in the official project record. Regarding the document you referenced. I'm confused as to why you're saying it's been removed. I'm still seeing it as accessible on our project website. The path is as follows: Click "Approved Environment Assessment" > Appendix K and the map is located in that folder. https://www.tdot.tn.gov/PublicDocuments//I-24CorridorStudy/SE%20Choice%20Lanes%20Environmental%20Studies/_Appendix%20K%20-%20Conceptual%20Stage%20Relocation%20Plan/Choice%20Lanes,%20Recommended%20Preferred%20Alternative,%20Plans-Marked%20(1).pdf Thanks again for your feedback. It will be submitted in the official project record.
2/15/2026	Monica Armstrong	Email	Thank you for this opportunity to comment on the Interstate 24 Choice Lanes. To be honest I think it's not worth the money. We need a bypass. Here's why: - A bypass will keep the majority of thru traffic, out of down town Nashville. - A bypass will greatly reduce bottle neck traffic, occurring at rush hour. - Another lane, in the middle, will not reduce the amount of interstate city traffic. It will also have accidents with people trying to get off or on it, and there will be accidents on it, thus blocking traffic for 2 or 3 lanes. I thought the goal is, less traffic through downtown Nashville. You don't want to add another lane to increase the amount cars/trucks into downtown Nashville, you want to remove them. Below are links to info regarding existing Bypasses: I-269 South Loop in North Mississippi - Extending Opportunities - Garver - Monica Armstrong Davidson County Resident	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. Additionally, the proposed project fully incorporates transit options and services which will be able to operate for free in the Choice Lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. Transit investments expand affordable travel options, help relieve congestion on busy corridors, and improve overall system efficiency by moving more people within existing space and funding constraints.
2/17/2026	Prentice Fleming	Email	TDOT, My biggest issue with Choice Lanes is the fact the public was told years ago that there was no more room for lanes on 24 but now there is magically room for these Paid Lanes to make someone richer. I call BS. Should have used Federal Funding from the Obama era for this like Kentucky did with widening I-65 to three lane from Tennessee to Indiana. Enough of that Why is Exit 66 Sam Ridley not a Four Leaf Clover style exit? Right now, traffic gets backed up passed the intersection with the Shell station. With the proposed Choice lanes, you are going to put 2 more traffic lights!!!!! That is going to really back traffic up because people turning left from I-24 West bound will not be able to turn left when traffic is heavy. If you finish the Four Leaf Clover this will help traffic flow smoothly. Please consider finishing the Four Leaf Clover style exit. I'm still 100% against this Choice Lane idea. Everything I've read from other cities said it doesn't help traffic congestions at all. Even the cities I've seen with them hardly anyone uses them because they made it too expensive for people to use. Thanks, Concerned Smyrna Resident. PS. I kinda like the exit 70 proposal. I live off that exit.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. Additionally, the proposed project fully incorporates transit options and services which will be able to operate for free in the Choice Lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. The Recommended Preferred Alternative (RPA) that was presented at the recent public hearings and included in the Environmental Assessment (EA) includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. With the proposed improvements in the RPA, many of the issues you cited would be addressed. The proposed reconfiguration of the Sam Ridley Parkway interchange includes a plaza-style interchange to provide direct access to the choice lanes. The interchange was designed and evaluated in the Traffic Analysis Report which can be found in the EA Appendix D. This design includes signal timing that will allow the three signals to operate efficiently and provide improved traffic operations through the interchange.
2/18/2026	Gabe Horton	Email	Glad we cleared that up. So aside from adding this email to a list of comments no one will read, can we expect any improvement in communication moving forward? To reiterate, we have been asking for over a year, two simple questions: 1) Can you tell us if our properties are under consideration for relocation? 2) If so, can you give us a timeline of when our homes will be taken? You clearly had an answer to the first question 4 months ago. It would have been so easy to let the property owners know. Instead you buried it in a folder on a website. Now that we know our homes are marked for relocation, can you give us a timeline of what to expect moving forward? It is so incredibly difficult to live in the limbo of not knowing whether we will have our homes in 3 months, 6 months, 1 year, 2 years, 3 years. We have been in this limbo for over a year now. We have been putting off repairs, improvements, not knowing if there's any point to doing anything to our homes. It may be too much to ask for this tiniest bit of empathy, but can you please, for just a moment, put yourself in the shoes of the people whose homes are being taken, and ask "What would I want in this scenario?"	Gabe, I can't begin to imagine how you and many others are feeling seeing the identified properties in the EA appendices. However, I hope you can understand that myself and our team have to respect a formal and federally regulated process that we must follow. As we've explained in the past, it wouldn't be appropriate for me or the team to discuss specific impacts at this time. The TDOT ROW team is preparing for the formal Right-of-Way (ROW) process to begin in the next few months, in which additional information regarding the proposed impacts to parcels along the corridor and associated timeline would be explained. Last Friday's release of the Approved Environmental Assessment marked a major milestone for the project with the goal of gathering feedback from community members like you. This is a concept-level design, and refinements are expected as the project continues to move through the P3 procurement phase and final design process.

Date	Name	Source	Comment	Response
2/18/2026	Tony Zavitson	Email	Rebekah, Gabe and Noble Place Neighbors, It looks like TDOT may have recategorized or republished the documents because there are slight differences between the two URLs (ie different slashes after Pubic Documents). The link Gabe shared no longer works but the one Rebekah sent does.	Yes, that's correct Tony. To make the site more user-friendly, I recently adjusted a different folder after realizing one of them didn't upload properly and was out of order. The document was never removed.
2/20/2026	Martin Webb	Email	Dear TDOT Planning and Traffic Operations Team, I appreciate the Governor's emphasis on delivering meaningful congestion relief in the I-24 / I-65 / I-40 corridor while remaining fiscally responsible and avoiding unnecessary multi-decade disruption. Achieving measurable improvement without committing the state to avoidable long-term cost is an objective I strongly support. In that spirit, I would like to better understand the data foundation guiding both the near-term and long-term strategy for this corridor so that public discussion remains aligned with delivering the most efficient and durable solution possible. Specifically, I am seeking clarification on the following: 1. Peak-Hour Origin–Destination Distribution What percentage of I-24 peak traffic approaching Nashville from Murfreesboro is: Terminating within Davidson County? Continuing north toward Clarksville? Diverting to I-40 or I-65? What portion of downtown interchange traffic is true cross-metro or interstate through-traffic versus local commuter traffic? 2. Primary Bottleneck Identification Has TDOT determined whether recurring congestion is primarily driven by: Volume saturation upstream? Merge and weave conflict at the I-24 / I-65 / I-40 interchange? Lane continuity and forced weaving movements? Incident frequency? Where does speed breakdown most consistently begin during peak periods? 3. Vehicle Mix During Peak Periods What is the heavy-truck percentage during morning and afternoon peaks? Has TDOT modeled whether modest freight time-shifting would materially affect peak breakdown? 4. Modeled Effectiveness of Proposed Improvements (Short-Term Horizon) What projected peak-hour delay reduction is expected from the current managed lane proposal? How long are those improvements forecast to remain effective under current growth assumptions? 5. Long-Term 20–30 Year Projections What are the projected population and employment distributions for Rutherford, Davidson, Montgomery, and Williamson Counties over the next 20–30 years? Under those projections, is the current proposal expected to maintain acceptable performance levels, or is additional structural reconstruction anticipated? Has TDOT modeled long-term scenarios comparing: Managed lanes alone, Interchange geometry modifications, Auxiliary or collector-distributor lanes, Partial or outer bypass concepts, Operational strategies such as peak spreading? My intent is to better understand whether congestion in this corridor is fundamentally a volume growth issue, a geometric bottleneck issue, or a combination of both—and whether the selected solution addresses the root cause in both the short and long term. Clear communication of these data points would strengthen public confidence that the chosen strategy is the most cost-effective and durable path forward for Middle Tennessee. If these analyses are already publicly available, I would appreciate direction to the relevant technical reports. Thank you for your time and for your continued efforts to improve mobility across the region. Respectfully, Martin Webb Murfreesboro, TN (REDACTED)	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Information on the traffic analysis used to identify the Recommended Preferred Alternative can be found in the Environmental Assessment under Appendix D - Traffic Analysis Report.
2/22/2026	Stephen Wright.	Email	Hey. Seriously. What the Actual Fuck? My name is Stephen Wright. I'm a resident of (REDACTED) in Antioch, TN. And this is just. The most blatantly, nakedly corrupt, downright racist and classist garbage I've seen in a while. Not only is your plan to put a toll booth in. (A notable inefficient and ineffective way to collect revenue for the existing roads for multiple reasons. 1: you have to build a whole ass new road instead of just repairing existing structure All of this to say. I'm extremely livid. Insulted by the temerity of your institution that you would think this bizarre and unreasonable plan would be anything resembling a solution for anything ever. You dim-witted lily-livered, scum-sucking poltroons. 2: invariably the people affected are themselves poor . The rich don't live in fucking Antioch and you could just TAX THEM INSTEAD SINCE THEY CAN AFFORD IT. Oh and y'know what else??? Didja .. even consider that destroying 20+ businesses would mean you would have to REIMBURSE ThEM FOR LOST REVENUE?? What brain-deaded Nimrod is responsible for this garbage? Good day and fuck you. Citizen. Perturbed and disgusted Resident.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. The proposed choice lanes will utilize electronic user fee collection systems, which do not include traditional toll booths. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
2/25/2026	Hannah Blosser	Email	To Whom It May Concern, I am writing to express my great DISGUST with this project. Not only will you displace hundreds of businesses and homes to build this extension onto the highway, but then you will SURCHARGE us to use them? NO ONE WANTS THIS. This is the type of greed they talk about in the Bible. Shame on all of you. But hey, you know, anything to line your pockets (at the expense of the rest of us), right? You're all SICK in the head. Very truly yours, Hannah Blosser	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
2/25/2026	Hannah Blosser	Email	**** YOU	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.
2/25/2026	Joe Rodela	Email	I am against this project. We pay enough taxes and these lanes will not support the lower income people. I suggest making more lanes for everyone. Sent from my iPhone	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
2/25/2026	Fikirte B. Hunt	Email	Dear TDOT, I am Fikirte Hunt from Lewiston, Maine, and I am submitting comments on the proposed I-24 Southeast Choice Lanes project. I am concerned that the current plan could fragment the Chinatown community, threatening both cultural identity and social cohesion. The potential loss of local businesses and community hubs would diminish an important cultural space in Nashville. I respectfully ask TDOT to explore alternative routes that do not disrupt this community, while still addressing transportation needs. Thank you for considering my comments. Sincerely,Fikirte B. Hunt Lewiston, Maine	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community.
2/25/2026	Ally Franchak Waye	Email	Good morning, I am writing as a concerned citizen of Davidson County, specifically the Antioch area, regarding the installment of "choice" toll lanes on our highway. There cannot be much widespread support for this project, as you are planning on using tax payer dollars to build a four lane highway that we must turn around to pay for as an exclusive perk if we'd like to use it. It just doesn't make sense any way you spin it. In other larger cities, adding extra lanes has failed to help traffic congestion. Why not use that money to invest in proper public transportation? If growth is your goal for Nashville, we need a rail system in place that is accessible to ALL Nashvillians, not just the ones who want to pay the toll prices. I'm also concerned that once these lanes are built, what's stopping them from being congested too? What if so many people, desperate to get out of rush hour traffic sign on to use your toll roads and then they get just as bad as 24? What is your plan then? Not to mention the businesses and homes you would be demolishing in order to build this. Giving up all of these spaces, including a BRAND NEW neighborhood staple, Pan Asia isn't worth it for an elitist toll road. It seems as if the news regarding the choice lanes just keeps getting worse, and it also seems that you aren't listening to your citizens on this matter. I don't think I've seen a single person in support of this. I do hope that these comments are not falling on deaf ears, and you truly understand it when we say Nashville DOES NOT WANT THIS. Thank you for your attention to this matter. Sincerely, Ally Waye Concerned Citizen	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT will require a minimum travel speed of 45 mph in the Choice Lanes. If travel speeds fall below 45 mph, the P3 can use dynamic pricing to adjust demand and offset the number of vehicles opting to use the Choice Lanes. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
2/25/2026	Diane Hunt	Email	Dear TDOT, I am Diane Hunt from New York, NY and I am submitting comments on the proposed I-24 Southeast Choice Lanes project. I am concerned that the current plan could fragment the Chinatown community, threatening both cultural identity and social cohesion. The potential loss of local businesses and community hubs would diminish an important cultural space in Nashville. I respectfully ask TDOT to explore alternative routes that do not disrupt this community, while still addressing transportation needs. Thank you for considering my comments. Sincerely, Diane Hunt New York, NY	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community.

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2/25/2026	Ryan Nicoletto	Email	Morning, Hello, we operate a business that is close to the proposed Choice Lanes project on I24, right off Elm Hill Pike. We're looking for information and potential impact to our location based on the proposed design for this project. Our facility is located at (REDACTED), in which the property line faces I24 directly. Any information on potential impact to our location would be greatly appreciated so that we can plan for potential business impact. _____ Ryan Nicoletto (REDACTED)	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. As part of the Environmental Assessment (EA), a Conceptual Stage Relocation Plan (CSRP) was developed to identify properties potentially impacted by the proposed Project. The CSRP was made available, along with the entire EA and detailed maps of the Recommended Preferred Alternative (RPA), on February 13, 2026, for public review. The CSRP, EA and RPA maps can be viewed on the project website for more information on potential impacts to properties. Based on the CSRP, the address provided in your comment is not included on the list of potential impacts at this time. A more detailed list right-of-way list will be developed as design progresses.
2/25/2026	Cara Dockins	Email	We need better public transport, rather than a toll lane. This has been an issue for years yet the traffic has only been getting worse. Having said that, adding shuttles or even moving a rail system(metro or train) into the city would definitely be a cost to consider, but the long term benefits for our population as it continues to grow and diversify would outweigh the cost. If the city can afford to move out local businesses, build a new stadium, and increase our taxes over 110%, we can definitely afford to benefit those of us who have lived here all of our lives and those that transplanted here in recent years. Having a system that would connect the city to Clarksville (even around exit 11-24), Franklin/Brentwood, through Antioch/Smyrna/lavernge/ Mobro, Ashland city/whitebridge, Mt Juliette/Donelson, would highly benefit those who have to commute as rent remains at a rate most of the locals cannot afford or dont want to live in a over traffic/crowded area. Using the hwy system, or even better building a mono rail or any system alongside of such from these areas and making it accessible per hours most people work (ie run from 2am for the outlier towns/cities to 10pm or 12am, if not 24 hrs). It would ease the ammount of wrecks and stress of the population exponentially. This is most people's views, you can see multiple social media platforms explaining this issue, and they have been for years! Please take this into deep consideration when trying to take more money and local businesses from us.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
2/25/2026	Tao Hunt	Email	Dear TDOT, I am Tao Hunt from New York, and I am submitting comments on the proposed I-24 Southeast Choice Lanes project. I am concerned that the current plan could fragment the Chinatown community, threatening both cultural identity and social cohesion. The potential loss of local businesses and community hubs would diminish an important cultural space in Nashville. I respectfully ask TDOT to explore alternative routes that do not disrupt this community, while still addressing transportation needs. Thank you for considering my comments. Sincerely, Tao Hunt New York	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community.
2/25/2026	June Adams-Pallais	Email	Dear Tennessee Department of Transportation, I am writing to provide public comment regarding the proposed I-24 Southeast Choice Lanes project, specifically the segment affecting the Chinatown area of South Nashville. I am concerned that the current plan could result in the displacement of local businesses, including Pan-Asia Supermarket and other community establishments, while also increasing traffic, noise, and pollution in residential neighborhoods. These impacts threaten both the economic vitality and cultural character of the community. I urge TDOT to consider alternatives that avoid the Chinatown area, including route adjustments or investment in multimodal infrastructure, to minimize disruption and preserve the community's social and cultural fabric. Thank you for considering my comments. Sincerely, June Adams-Pallais	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community.
2/26/2026	Shelby Hawkins	Email	I am writing to express my opposition to the proposed "choice lanes" (toll lanes) project and to advocate instead for meaningful investment in a comprehensive light rail system. Toll lanes are not a real solution to congestion. They create a two-tiered transportation system where those who can afford to pay move freely, and everyone else remains stuck in traffic. That approach does not reduce overall congestion long-term, nor does it serve working families who are already stretched thin by rising housing, childcare, and transportation costs. Adding more highway capacity—tolled or not—typically leads to induced demand. Over time, traffic increases to fill the added lanes, leaving us with the same congestion problems but at a higher financial and environmental cost. We will have spent billions without fundamentally changing how people move around our region. Instead, we should be investing in long-term infrastructure that benefits everyone. A light rail system would: • Provide reliable, predictable commute times • Reduce traffic congestion for drivers • Support economic development along transit corridors • Increase property values and housing access • Lower emissions and improve air quality • Create transportation access for seniors, students, and workers without cars Our region is growing rapidly. We need infrastructure that matches that growth and prepares us for the future—not short-term fixes that lock us into more car dependency. Light rail is not just a transportation project; it is an investment in regional competitiveness, workforce mobility, and quality of life. If we want to attract employers, retain families, and build a modern city, we must prioritize real transit solutions over expanded toll roads. I urge you to reconsider support for choice lanes and instead champion a transparent, voter-supported investment in light rail and regional public transit. Thank you for your time and consideration. Sincerely, Shelby Hawkins	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
2/27/2026	Aaron Bondurant	Email	Dear TDOT Project Team, I am writing to formally submit my comments regarding the Environmental Assessment for the I-24 Southeast Choice Lanes project. While I understand the goal of improving travel reliability along the I-24 corridor, I strongly oppose the current "Recommended Preferred Alternative" that would require the demolition of the Pan-Asia Supermarket and the displacement of the new Nashville Chinatown development. I visited the market this past weekend and was struck by how much life it has already brought to our community. For years, this specific area of Antioch has felt like a "dead zone" of underutilized space. Seeing it buzzing with people and activity was a clear sign that this development is exactly what our neighborhood needs to thrive. Destroying a brand-new, $27.5 million economic and cultural anchor just as it has begun to revitalize the area feels like a significant step backward for South Nashville. I urge TDOT to reconsider the alignment and explore alternatives - such as shifting the lanes or utilizing different easements - that would preserve this vital community asset. Antioch deserves both improved infrastructure and the preservation of the unique businesses that are finally bringing new life to our streets. Please prioritize a solution that does not come at the expense of the Nashville Chinatown project. Thank you for your time and for considering the impact on our local community. Sincerely, Aaron Bondurant Antioch, TN 37013	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community.
2/27/2026	JS Maker	Email	As a resident / property owner in Rutherford County and having been to other cities with "choice lanes" , I am not in favor of this option. It has not helped other cities. All regular lanes still stay overcrowded and packed in. (IE. Atlanta). I suspect this would include flex pricing for these lanes and ultimately they would be too expensive. The cost to build seems low according to your estimates posted. I expect it will cost 1.5 times to 2 times what is projected. This feels like a means to line the pockets of some construction / builders more than the correct way to help traffic and citizens in the to-be impacted areas. Also, seeing what the re-surfacing during regular high traffic hours is doing to traffic flows this will be a larger nightmare for drivers.If you want to make a difference, finish the loops around the city. I.E. 840 and designate them as the main truck routes to remove tractor trailers passing through from the main inner city interstate routes. I bring this up because since Covid big trucks no longer stay inthe right 2 lanes. They frequently are in 3 and 4 lanes. Also enforcing the right 2 lanes rule would be helpful right now for traffic and accidents. There are other options that will need to be entertained even after choice lanes (such as the loops around mentioned above and others that need to be created), so why not address that first. I recall when 440 was built it was reported that this was a project that was proposed 20 years prior. What other projects have been proposed in the years since 440 to help flow that have been ignored and or shelved that probably actually do need to be re-examined and or modified? I hope this finds your well and is considered seriously. I love this state and this area and want the best, Choice Lanes are just not it. They enrich some in the buildout and really do not change traffic in the long run. Thank you,	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. However, the Choice Lanes would be completely optional and all general-purpose and HOV lanes would remain free to use. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
2/27/2026	Eric Niedzielski	Email	To whom it may concern, Good afternoon! My name is Eric, and I am a 23 year old Physical Therapy student at TSU who lives in Smyrna off exit 70 of I-24. I am unable to make it to the public hearing on March 3 due to work, but I wanted to still leave comments. I am firmly opposed to the "choice lanes." As a member of the next generation, I believe my opinion matters more than the elderly that mainly attend these public meetings. My generation is who will be running the world very soon and we no longer stand for a car-dominant society. Studies have shown (since the 60s and 70s!) that's more lanes do not solve traffic problems, but more options, walkability, and public transportation can. If we look a little south to Atlanta, we can see their 12 lane highways and toll roads, and see that they clearly still have traffic. Yes the Atlanta metro area may have 6+ million people whereas Nashville has 1.8-2 million, but Nashville continues to grow and we will have the same traffic as Atlanta whether we build more highways lanes or not. Furthermore, the Nashville area has recently passed new zoning codes to allow for missing middle housing (duplexes, cottages courts, and ADUs) to be built. That shows that more growth and population is expected. Since we know this will happen, roads will get more crowded whether even if more are added. BUT, if we plan ahead and prepare the land for the growth in Nashville and beyond, we can start to allow for regular errands to be completed without a car, reducing the impact on our roads overall. The only part of the Choice lanes I like is that the WeGo buses can use them. However, I believe that could be completed with o it one extra lane, or making the existing carpool lane a public transportation lane only. Public transportation will never be a viable option if it is getting stuck in the same traffic as all the suburbanites (including me) who drive along I-24. Lastly, as a physics therapist student, I learn a new fact every day about how physical activity can improve one's health, function, and life. If we plan ahead to increase a public transportation network and pair it with dense, walkable communities, hundreds of thousands of people would be able to tally up more physical activity just by going throughout the day. I know from experience that it is hard to always set time aside in a schedule to workout, so if I could get my steps in doing errands, I could improve my cardiovascular health throughout the day. This activity compounds its effects. With all of this said, I OPPOSE the choice lanes, and I think more efficient long term transportation plans needs to be made.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. 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The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
2/27/2026	Amy R Brown	Email	Greetings! I live at (REDACTED), La Vergne TN 37086. I and my husband are on I-24 daily. If you passed this bill, the two of us, and a lot of other riders would use their bikes to commute. This would free up more time and space for other drivers- and costs practically nothing!!! Thank you! Cheers, Amy Brown	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.
2/27/2026	Bill Crane	Email	The creation of "Lexus Lanes" in TN is very concerning. This doesn't address traffic concerns and merely creates expensive lanes that aren't affordable for daily commutes. This is a failed experiment that has been tried in other locations with little success. Other solutions should be considered that actually have beneficial outcomes, ie. Light Rail or other mass transit. I do hope this project will be reconsidered and not move forward. Thank you, William Crane	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
2/28/2026	Don & Faith Lester	Email	Hello, I oppose this project as it is illegal to charge a toll in Tennessee. Calling it "Choice Lanes" does not take away the fact that a toll, by definition, is required to use these additional lanes. There will be lawsuits and the taxpayer will pay for those as well, for what? To defend an illegal toll to begin with. Toll: A toll is an amount of money that you are REQUIRED to pay to use a road, bridge, or other facility. Thank you for your time. Don & Faith Lester Smyrna, TN	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Transportation Modernization Act of 2023 (Public Chapter 159) provided the Tennessee Department of Transportation (TDOT) with the authority to establish user fee facilities (Choice Lanes) on new facilities opened on or after July 1, 2023, and on existing facilities where one or more new vehicle lanes are added to the facility on or after July 1, 2023. Additionally, Tennessee Code Title 54. Highways, Bridges and Ferries § 54-3-104 allows TDOT, with approval from the Transportation Modernization Board, to set user fees or establish the method for setting variable user fees for the use of managed lanes, subject to resolutions or indentures authorizing bonds. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
2/28/2026	Sara McCormack	Email	Hi. I live in Southern Davidson County. I would rather have a rail system ran right down the middle of Murfreesboro Road. Thanks, Sara McCormack	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/1/2026	Cassandra Collins	Email	Good morning, I want to thank you for the ability to leave my comments on this matter. I moved here from South Florida where choice lanes are already in place. In no way shape or form would this be an ideal situation for TN. Beginning with construction on an already crowded roadway, it will make travel impossible as well as add to the noise level. I currently live off 24 in Davidson county and it is a nightmare when construction is present. Once the lanes are up and moving the dynamic pricing made it impractical to use. Cost per toll could lead up to hundreds of dollars to go a few mile. High costs could potentiate that no one uses the choice lanes as it could be too costly. One unforeseen consequence of choice lanes is the use of a sticker or removable device to collect fares transmitting usage of the choice lane when in fact you were not, resulted in charges that caused financial ruin or lots of unpaid tolls for the state. While the idea of choice lanes in theory work it truly would be an inconvenience and nightmare for residents. I believe the county should look for other ways to alleviate traffic congestion with other ways such as a railroad plan, better bussing, incentives for hybrid/ electric vehicles and carpools and quality of roadways. Choice lanes would truthfully cost the county millions in loss of revenue and add to congestion and backups on 24. Thank you Cassandra C. Davidson county resident. Get Outlook for iOS	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization board. The private-sector partner will ultimately set user fees within those contractual limits with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO) which is housed in GNRC prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/10/2026	Jeff Bergman	Email	Hi, I own the property at (REDACTED). This is where the restaurant ,Cledis, is located. I also keep some of my tree care company equip there. I'm wondering if the site is chosen, when will I be contacted and how much time will be needed for me to start thinking about the impact this will have on both of these businesses? I did make one of the meetings and spoke to a procurement person there. If another site will be offered to me it'll have to be in the same area. I chose that area because of it's proximity to the interstate and all of the repair shops in the area. Happy to chat when/if the route is determined, Thanks, Jeff	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/11/2026	Vincent Lord	Email	Coming from the Northeast/Mid-Atlantic region, I would like to add for consideration several ideas about improvement of the I24 corridor from Murfreesboro to Nashville. Having driven this section of the road quite often, I noticed several problems with the design and construction of the road. The exit lanes are not long enough nor are the secondary roads capable of handling the traffic. You can build a 100 lane road, but the results will be the same, no way to exit. The number of lanes, the traffic signal timing and surface conditions of the secondary roads are not up to handling the amount of traffic. These need immediate attention. The second issue is the lack of merging opportunities upon entering the I24 corridor. Because of the slow lanes being the entry point, the short on-ramps do not allow enough spacing for a zip type merge. Instead it is more stop and go which is very inefficient. Longer merging lanes would help. Finally, the worst part of the whole I24 corridor is the merging areas of I440 and I 40. YOu have multi-lanes trying to merge together, all within a very short distance. Plus the fact that all the interstates in Nashville have a common problem, you have to move over several lanes to stay on the same interstate, all within a mile or so. For example, I come from the east on I40 going west thru town on I40. I first have to merge with I 24 and move over at least one lane to the laft with the same trying to happen with the I24 traffic wanting to stay on I24. Then within a mile I have to exit and move over another lane to the right to stay on I40 at the I65 interchange. Then it is back to the left one lane to stay on I40 before the next exit at I440, where I am crossing another lane to go west on I40. What a mess with each interchange within a mile or mile and half of each other. Same with I24 and I65. If the interchanges at I440 and I40 were redesigned with designated lanes to stay on I24 and I40, tht would eliminate a much of the backup that ends up causing the backups on I24 inbound traffic. I also believe that by doing the above will eliminate the need for "rich man" travel lanes and a private company (usually an overseas company) operating part of our interstate system. Most of the people who would benefit from the "choice lanes" can not use them with the pricing that occurs during rush hour. Plus the added cost of servicing the lanes, whether TNDOT or the contractor, will result in shutdowns of the lanes either by repaving or accidents, rendering a no solution problem. Please consider other means of solving this problem. I know from my experience that you have problem made the decision to go with the "choice lanes" and are publicly justifying it with the hearings, but a total reconsideration is in order. Thank you for your time. Sent by Vince Lord Hermitage TN	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) that was presented at the recent public hearings and included in the Environmental Assessment (EA) includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. With the proposed improvements in the RPA, many of the issues you cited would be addressed, including the weaving issues due to traffic density and geometric constraints at interchanges that cause difficulties entering and exiting the interstate corridor. Information on traffic patterns and driving behavior can be found in the EA under Appendix D - Traffic Analysis Report, Appendices and the VISSIM Calibration Report. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. This would allow Tennessee to better allocate the limited resources for transportation projects by leveraging private-sector innovation and capital. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/11/2026	Peggy Reilly	Email	After sitting through one of the public hearings and hearing the opposition, may I suggest you start with the East section of road (probably Rutherford County). It sounds like you already have the land, you are widening it in the median, and perhaps you would have the money to widen it for EVERYONE, and not create a "choice lane". That would help traffic get out of Nashville more quickly. Replacing every bridge, going out and up—I-24 will be impossible to travel for the next 5-7 years with all the construction!! Perhaps after you finish the eastern part of the road, there will be more transit available, neighborhoods won't have to be destroyed, and we won't need choice lanes. Thank you for your consideration. Peggy Reilly (REDACTED) 37027	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. This would allow Tennessee to better allocate the limited resources for transportation projects by leveraging private-sector innovation and capital. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states including Texas, Virginia, North Carolina and Georgia have embraced similar models to deliver Choice Lanes projects.
3/11/2026	Gabi Gumucio	Email	Hello, I am writing as a homeowner whose property is located directly adjacent to the corridor affected by the proposed I-24 Southeast Choice Lanes Project. Despite living immediately next to the interstate where significant expansion is planned, I have received very little direct information about how this project will affect my home and property. The only communication I have received so far has been general flyers about public meetings. Given my proximity to the project, I am concerned that residents living closest to the expansion have not been provided clear, property-specific information. Based on available materials, it appears that my home may be the first property not included in right-of-way acquisition while nearby homes closer to the interstate may be purchased. If this is correct, my home could be left directly adjacent to a significantly widened interstate corridor. This raises serious concerns regarding safety, property stability, and long-term quality of life. Specifically, I am requesting clarification on the following: • The distance between the proposed expanded roadway and my property line and residence • Any vibration or structural impact studies regarding the effect of increased heavy truck traffic on nearby residential foundations • Planned safety measures such as guardrails, barriers, or other protections to prevent vehicles from leaving the roadway and entering nearby residential properties • Noise analysis for homes located directly adjacent to the project and whether noise barriers or other mitigation measures are planned • Air quality analysis for homes located beside areas where traffic congestion and idling are expected • Measures to reduce headlight glare and roadway lighting intrusion into nearby homes • The criteria used to determine which homes are included in right-of-way acquisition and which are not Additionally, I would appreciate receiving or being directed to the following materials if they are available: • Detailed project design maps showing right-of-way boundaries and nearby residential properties • The right-of-way acquisition map identifying which properties are currently planned for purchase • Noise study results and any proposed mitigation plans • Environmental review documentation related to residential impacts Because my home is located immediately adjacent to the proposed expansion, I would also like clarification on whether the environmental review evaluated impacts to residences at this distance from the interstate. Specifically, I would like to know whether the analysis considered potential structural vibration impacts to nearby homes, crash risk to residential properties, and long-term exposure to traffic-related air pollution and noise for houses located directly beside the roadway. If these impacts were analyzed, I would appreciate being directed to the relevant sections of the environmental documentation. Finally, I am concerned about the long-term safety implications of leaving residences directly adjacent to a widened interstate corridor. If homes remain in such close proximity to high-speed traffic, I would appreciate understanding what design protections are being implemented to reduce the risk of vehicles leaving the roadway and impacting nearby residential structures. Given the potentially significant and permanent impacts this project could have on my home, safety, and financial investment, I respectfully request detailed information about how my property will be affected and what mitigation measures are being considered for residents living immediately next to the interstate. Thank you for your time, and I would appreciate being directed to the appropriate project staff member who can provide detailed responses to these questions. Best, Gabrielle Gumucio	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and the public hearings. The EA includes appendices with information you requested. Appendix K - Conceptual Stage Relocation Plan (CSRP) identifies properties potentially impacted by the proposed Project and includes detailed maps showing right-of-way boundaries and proposed acquisitions. Appendix M – Noise Impacts Tech Memo includes information on the noise evaluation process and evaluation of preliminary noise barriers. The proposed Project required a noise study to identify noise impacts and evaluate noise abatement for those impacts. The noise study was conducted in accordance with TDOT's traffic noise guidance and FHWA noise regulation. The Noise Impacts Technical Memo details the efforts to evaluate existing noise levels along the I-24 corridor and future noise levels with the RPA in the design year 2052. The study determined that the proposed project will create future traffic noise impacts. A total of 3,218 residences and 61.54 equivalent residences are predicted to be impacted. Noise abatement was also evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. Based on this evaluation thirty (30) preliminary barriers meeting the noise reduction design goal were deemed both potentially feasible and reasonable. Noise barriers are likely to be included in the project plans; however changes made during the final design process for the project could affect conclusions regarding noise impacts and abatement. Therefore, final noise abatement decisions will be made during the final design process. Benefited property owners will receive notifications and have opportunities to submit feedback during this process before the design is finalized. During development of the EA, direct right of way impacts were evaluated in addition to potential noise, air quality and flooding impacts to the surrounding community's quality of life. Potential adverse impacts are mitigated using measures outlined in the environmental commitments proposed for the project. In response to your direct questions related to your property, measurements on the maps provided at the public meeting indicate your residence (closest corner of structure) is approximately 200 feet from the proposed right of way line and 250 feet from the proposed elevated structure. The closest corner of your property line is approximately 20 feet from the existing right of way line and approximately 55 feet from the proposed ramp modifications. Vibration monitoring is typically only specified in cases where the proposed bridge construction is immediately adjacent to vertical structures and would not apply to this property. The design standards that will apply to this project will require roadside safety protective devices and bridge barriers in accordance with safety standards. FHWA conducts safety crash testing on all barriers to set the standards for safety barriers. These design details will be available in the final design phase of the project. Modern barriers are designed with heights that include glare protection from headlights.
3/11/2026	Jodi Fawcett	Email	Good morning, I am writing to learn more about how the Choice lanes project will affect the home at (REDACTED), Nashville, TN. 37211. Can you tell me: 1. Is this parcel currently identified as a potential right-of-way acquisition or remainder parcel? 2. Can you tell me about noise control and other mitigating measures taken to not lower the property value? How can I receive a noise analysis specifically for this property? Also, how many feet between the new construction and this home? 3. If this is a remainder parcel, the plan as I see it shows the highway will be too close for this home to remain a home. There will be noise issues, light issues, and extreme safety issues. How would a request for noise analysis and full acquisition and relocation assistance work? My concern is there will be substantial impairment of residential use and property value due to the proximity to the expanding interstate corridor. Please let me hear from you soon. Best, Jodi Fawcett (REDACTED)	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and the public hearings. The EA includes appendices with information you requested. Appendix K - Conceptual Stage Relocation Plan (CSRP) identifies properties potentially impacted by the proposed Project and includes detailed maps showing right-of-way boundaries and proposed acquisitions. The property in question is not identified as a potential displacement. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. Measurements on the maps provided at the public meeting indicate your residence (closest corner of structure) is approximately 200 feet from the proposed right-of-way line and 250 feet from the proposed elevated structure. The closest corner of your property line is approximately 20 feet from the existing right-of-way line and approximately 55 feet from the proposed ramp modifications. Appendix M – Noise Impacts Tech Memo includes information on the noise evaluation process and evaluation of preliminary noise barriers. The proposed Project required a noise study to identify noise impacts and evaluate noise abatement for those impacts. The noise study was conducted in accordance with TDOT's traffic noise guidance and FHWA noise regulation. The design standards that will apply to this project will require roadside safety protective devices and bridge barriers in accordance with safety standards. FHWA conducts safety crash testing on all barriers to set the standards for safety barriers. These design details will be available in the final design phase of the project. Modern barriers are designed with heights that include glare protection from headlights. The preliminary noise studies indicate that a noise barrier may be feasible and reasonable along the SR 155 Briley Parkway and the I-24 Eastbound entrance ramp behind your property. This indicates a high potential for a noise barrier to be proposed along the highway and ramp within the right-of-way to the rear of your property. The noise studies will be re-evaluated based on the final design and property owners will be notified of the final noise barrier locations and construction specifications before construction begins on the project. The Noise Impacts Technical Memo details the efforts to evaluate existing noise levels along the I-24 corridor and future noise levels with the RPA in the design year 2052. The study determined that the proposed project will create future traffic noise impacts. A total of 3,218 residences and 61.54 equivalent residences are predicted to be impacted. Noise abatement was also evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. Based on this evaluation, thirty (30) preliminary barriers meeting the noise reduction design goal were deemed both potentially feasible and reasonable. Noise barriers are likely to be included in the project plans; however, changes made during the final design process for the project could affect conclusions regarding noise impacts and abatement. Therefore, final noise abatement decisions will be made during the final design process. Benefited property owners will receive notifications and have opportunities to submit feedback during this process before the design is finalized. During the development of the EA, direct right-of-way impacts were evaluated in addition to potential noise, air quality and flooding impacts to the surrounding community's quality of life. Potential adverse impacts are mitigated using measures outlined in the environmental commitments proposed for the project. Vibration monitoring is typically only specified in cases where the proposed bridge construction is immediately adjacent to vertical structures and would not apply to this property. The design standards that will apply to this project will require roadside safety protective devices and bridge barriers in accordance with safety standards. FHWA conducts safety crash testing on all barriers to set the standards for safety barriers. These design details will be available in the final design phase of the project. Modern barriers are designed with heights that include glare protection from headlights.
3/12/2026	Kevin Keeshan	Email	For starters, please stop gaslighting us with the title. These are toll lanes. Call them what they are. You aren't fooling anyone. I am in favor of toll lanes, but only if they use existing lane infrastructure. That means no destroying homes, businesses and communities. You want to incentivize people to "choose" to pay a toll to get somewhere faster? Make the other lanes even more congested. That's it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/12/2026	Glencliff Neighbors	Email	To the Tennessee Department of Transportation, I am writing as a Nashville resident and community leader to share concerns about the proposed Choice Lanes projects currently being studied and advanced in Middle Tennessee. I understand the intention behind Choice Lanes. They are designed to provide optional toll lanes that allow drivers to bypass congestion by paying for more reliable travel times. While this approach may provide limited benefits for some drivers, it does not address the underlying causes of congestion in the Nashville region. A significant portion of congestion on Nashville's interstates is not simply the result of too many vehicles, but rather the result of design bottlenecks as traffic enters the urban core. On several corridors, four lane interstate segments approaching the city quickly compress into two lanes in order to accommodate interstate splits. Immediately after these splits, the right lane often becomes an exit only lane. This configuration forces drivers to merge rapidly and creates cascading slowdowns that appear to be congestion even when traffic volumes alone would not require it. In practice, this produces what many drivers experience as a false backup caused by forced lane changes and merge conflicts rather than true capacity limitations. Targeted design solutions such as dedicated exit lanes, extended merge lanes, and improved lane continuity through interchanges could significantly reduce these bottlenecks. Addressing these operational issues would likely provide meaningful congestion relief without requiring massive new lane construction. There is also extensive research showing that expanding highways does little to solve congestion in growing metropolitan regions. Transportation studies have repeatedly demonstrated the phenomenon known as induced demand, where additional highway capacity quickly fills with new traffic. As populations grow and development continues, new lanes often become just as congested as the lanes they were intended to relieve. These projects also come with substantial costs beyond the financial investment. Large highway expansions frequently divide neighborhoods, remove homes and businesses, and create infrastructure that is visually and environmentally disruptive. The result can be the destruction of community fabric, increased air pollution, and large concrete corridors that become permanent scars on the urban landscape. There are also opportunities to think more creatively about how existing transportation corridors could be used to move people rather than simply expanding capacity for cars. Raised light rail lines could be constructed along interstate medians and elevated above roadways that TDOT already owns and manages. This approach would allow high speed transit to move independently of traffic while avoiding the need to acquire new right of way through established neighborhoods. A system like this could provide fast, congestion free regional transit while connecting communities along the same corridors where commuters are already traveling. If projects such as Choice Lanes ultimately move forward despite the concerns raised by communities, I would strongly encourage TDOT to establish a meaningful mitigation program for neighborhoods that bear the greatest impacts. Highway expansions have historically placed the	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. The Recommended Preferred Alternative (RPA) that was presented at the recent public hearings and included in the Environmental Assessment (EA) includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. With the proposed improvements in the RPA, many of the issues you cited would be addressed. Chapter 5 of the EA also outlines TDOT's mitigation commitments to address impacts or disruptions from the proposed project. Additional steps will be taken once a private-sector partner is selected to determine appropriate mitigation steps as the design progresses forward. TDOT is committed to staying engaged with the community throughout this process. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.

Date	Name	Source	Comment	Response
			heaviest burden on nearby communities. If homes, businesses, or neighborhood cohesion are disrupted in the process of constructing new interstate infrastructure, a portion of project funding should be directed back into those communities to support improvements that enhance quality of life. This could include funding for neighborhood beautification, pedestrian safety improvements, green space, noise mitigation, tree planting, local mobility improvements, and other projects that help restore and strengthen the communities affected by the construction. Transportation infrastructure should not come at the expense of the neighborhoods that make our cities vibrant and livable. I encourage TDOT to carefully evaluate whether Choice Lanes truly address the underlying operational challenges facing our region and to prioritize solutions that correct known bottlenecks while expanding meaningful transportation alternatives. Thank you for the opportunity to provide public comment.	
3/12/2026	Ed Tune	Email	Dear Sirs, I applaud TDOT for taking the initiative and being proactive in addressing the ongoing traffic concerns on I-24. I think Choice lanes will help alleviate congestion on I-24. One concern is how travelers will get to I-24. Currently there is bottle necks at interchanges of vehicles trying to access I-24. One thing I believe would help diffuse congestion getting on I-24 is to build another Interchange at the beginning of the Choice Lanes about 1 mile from 840. This would be where a major thoroughfare will intersect with I-24 in the near future. This major 5 lane regional thoroughfare is an extension of the Cherry Lane/ Stonesbattle Pky connecting I-840 to the NE and intersecting I-24. This would bring relief from the current interchanges, increase traffic on the Choice lanes and give an outlet for the Cherry Lane/Stonesbattle PKY. This area is anticipated to be a gateway for the Murfreesboro/Smyrna region and will have regional commercial and home dwellings in the near future. If an interchange is not built the increase flow at the other interchanges will increase further. If you have any questions/concerns, feel free to contact me. Thank you, Robin Tune (REDACTED) (REDACTED) Smyrna, Tn 37167	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The area of Cherry Lane and Stonesbattle Parkway extends beyond the proposed project's study area. However, TDOT recognizes the importance of improving access to I-24. The Recommended Preferred Alternative(RPA) that was presented at the recent public hearings and included in the Environmental Assessment (EA) includes modifications to existing interchanges and intersections and new interchanges along I-24 to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth and limited funding that slows project delivery.
3/14/2026	Hector Ruiz	Email	To whom it may concern: I am writing to express my opposition to the implementation of Toll Roads in our community. ("Choice Lanes" is just a euphemism/fancy title for Toll Roads). While I understand the need for infrastructure funding, I believe that Toll Roads create more problems than they solve. I oppose toll roads because they create additional financial burdens on drivers and lead to unfair pricing practices. Also, toll roads tend to exacerbate traffic congestion and limit accessibility for lower income drivers. Tennessee's transportation system is funded through state and federal taxes, which keeps, and has kept our highways toll-free for drivers. We should keep it this way. Toll roads would lead to increase costs (covered by the tax-payer) imposing additional financial burdens on commuters, especially those who rely on these routes for daily travel. This can/will disproportionately affect low-income families. Toll roads also lead to increased traffic on local roads as drivers will seek to avoid toll roads, causing congestion and safety issues in residential areas. Pollution and land use are also a major concern as this can lead to higher emissions and air pollution which will negatively impact public heath and the environment as well as the construction of toll roads requires significant land use and changes leading to the disruption of ecosystems and communities. I urge you to consider alternative funding methods for Tennessee's transportation infrastructure, such as innovative financing solutions which would not place a financial burden on everyday commuters. Thank you for considering my perspective on this very important issue. I hope to see a focus on equitable and sustainable transportation solutions for our community.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without priced managed lanes and a Public Private Partnership (P3) due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/15/2026	Gunnar	Email	Choice lanes will not save any traffic and no telling how long to pay off the extra billions it will cost to build for the next decade. That money can actually be used to fix all the craters already on the interstate. The damage is already done in all the cities by not planning roadways larger decades ago. It is what it is, no choice lanes	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states including Texas, Virginia, North Carolina and Georgia have embraced similar models to deliver Choice Lanes projects.
3/15/2026	Anonymous	Email	To whom it may concern, I don't feel strongly one way or the other on the concept of a toll road. It might make sense for Tennessee if done properly. I think that going through the exit on Hickory Hollow is a bad idea. I like the new Pan American grocery as well as the concept of a Chinatown in the area. I also know there are a lot of other businesses in the route in that area including a Red Lobster. That area is already incredibly busy. Ripping it up will make that whole area a nightmare from a traffic standpoint. Also if you go in there trying to condemn that area you are going to pay top dollar and probably spend years in litigation. That will be paid for using tax dollars. As a taxpayer I think this will be a waste of taxpayer dollars. I think that choosing a route that is less busy where land can be obtained for less money would make more sense. Also want to point out that I hope that Tennessee doesn't turn the taxpayer funded toll road over to a private entity who will overcharge and undermaintain the road. Only to have to it breakdown in 30 or 40 years and then dump it back on Tennessee cause they don't want to maintain it properly. Thanks for the opportunity for me to submit my comments. Best of luck!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain oversight of the Choice Lanes and enforce requirements, including maintenance, operations and user fees.

Date	Name	Source	Comment	Response
3/17/2026	Alma Sanford	Email	Hello, I live in a condo 1/2 mile from Exit 60 off I-24 in the Hickory Hollow Area (Antioch). I am strongly opposed to the exit off I-24 from the new choice lanes, being in the spot where our new "Chinatown" is located behind Red Lobster. Joy Styles, the District 32 Council Member has made it clear there is another location that can be used that will not disrupt ongoing businesses. I don't like the concept of a toll road but since we must have it, don't tear up our community with an off ramp!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/18/2026	Jonathan Fowler	Email	Submitted online, but emailing as well. First off, this state will do anything but build rail. Light rail P3 infrastructure could do wonders for the region. Building one more land is not always the solution. Induced demand from perceived times will grow if TDOT does not make other forms of transportation beyond pavement. 1. Highest concern is the dumping of I-40 E before Briley into the right lane. The I-40E Briley N exit backs up easily, with Choice lan traffic forced to cross through ramp traffic. Why not dump Choice lane I-40 E traffic into lane #1? 2. I-24W Choice lane traffic appears to dump both right and left near Fesslers/Fairfield. This MUST happen to avoid bottleneck at the Exit 211W split. 3. The I-440 entry/exit points need to either be west or east of Nol. Pk. Where they are currently, traffic will snarl in regular lanes as Choice traffic merges across 5 lanes to/from the Nol. Pk ramp. Chance to PLEASE reconfig I-40W Exit 213A to I440W headache to have 2 full lanes. 4. I24W at Bell...move to the west of Comfort Inn. Those exit ramps are way too elaborate and plow right through established businesses. There's an easier way. Thank you for your consideration. I'd appreciate a reply for my 4 concerns.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times, and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. The RPA includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. The design at the I-24 and I-40 interchange went through numerous iterations of alternatives due to the congestion along I-40. The concepts presented are preliminary and additional refinements will occur as the project moves to final design. The location of the termination of the choice lanes to the outside near the I-40 at Briley Parkway interchange was selected based on operational performance and the large volume of vehicles whose destination is Briley Parkway or BNA. TDOT is conducting planning studies for additional projects that may be needed to address congestion on I-40 and through the downtown loop that may introduce additional choice lane extensions in the future. This project was focused on improvements to I-24 and improving the I-24 at I-40 and I-440 interchanges, so improvements were developed and modeled to provide the best operational performance at the choice lanes terminus on I-440 and I-40. Additional improvements along I-40 or I-440 beyond this logical terminus would have to be addressed in future projects along these corridors. The interchange improvements proposed at the I-24 and Bell Road Interchange were developed with the goal of providing choice lane direct access ramps from the proposed Transit Center on Hickory Hollow Parkway. Due to the dense development at this interchange and the railroad corridor constraints, most of the alternative concepts developed for this interchange resulted in business impacts. Additional new businesses have also opened in this area that were not active at the initiation of the design concepts. The concept presented is preliminary and additional
3/19/2026	Kalli Fedusenko	Email	Hi Rebekah, I was wondering if you could share what the formal and federally regulated process is? It would be helpful to know what the steps are that you are required to follow, so we can anticipate when we will receive updates.	Kalli, Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT) has followed a federally mandated environmental review process as required by the National Environmental Policy Act of 1969 (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. In addition to the requirements above, NEPA also requires TDOT to engage with the public in a fair, consistent and non-preferential manner throughout the environmental review process. To meet these obligations, TDOT shares all publicly available project information with the public at the same time and provides multiple avenues to ensure equal access to that information. The public hearings and formal comment period, which began February 13, 2026, are part of the required NEPA process, and TDOT must follow a structured approach for receiving and responding to comments. This includes preparing a comment response matrix, where all public comments are documented and receive a response in one consolidated place. Because TDOT is required to respond uniformly and avoid giving preferential treatment, individual responses outside of that formal process are not provided. The Environmental Assessment and Recommended Preferred Alternative were made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. This is a NEPA requirement and part of TDOT's efforts to ensure consistent access and to encourage public feedback. TDOT also opened a public comment period from February 13to March 26, 2026, to collect feedback and comply with NEPA requirements. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. For those reasons mentioned above, TDOT did not engage the property owners in the Conceptual Stage Relocation Plan prior to the Environmental Assessment and Recommended Preferred Alternative being made public. This comment will be included in the comment response matrix, along with all other comments submitted during the public comment period. If you have additional comments, please submit them through one of the official public comment channels listed below. Online Comment Form: https://www.tn.gov/tdot/projects/region-3/interstate-24- choice-lanes-.html Email: TDOT.24ChoiceLanes@tn.gov Project Hotline Recording: (615) 451-8039 Mail*: I-24 Southeast Choice Lanes Project, Tennessee Department of Transportation, William R. Snodgrass Tennessee Tower, 312 Rosa L Parks Ave., 24th Floor, Nashville, TN 37243-0332 *Public Comments received or postmarked by March 26, 2026, will be included in the official comment summary of the Public Hearings.
3/2/2026	George Starcher	Email	Please ensure any system honors the system sunpass.com is part of. Like Georgia's express lanes.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT) is pursuing a public private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads. Once a P3 partner is selected, TDOT will develop contractual requirements the P3 must meet including user fee thresholds, technology for user fee collection, maintenance, enforcement and operations. Additional considerations like interoperability with user fee collections systems in other states will also be determined at that time.

Date	Name	Source	Comment	Response
3/2/2026	Misty Brown	Email	Misty Brown (REDACTED) Nashville, TN 37211 03/02/2026The Honorable Freddie O'Connell Metropolitan Government of Nashville and Davidson County 1 Public Square, Suite 100 Nashville, TN 37201 To whom it may concern.I am writing as a deeply concerned resident to express my disgust with the current fiscal and infrastructure priorities of your administration. Nashville is currently facing a cost-of-living crisis, yet the policies coming out of Metro Hall appear to ignore the financial reality of everyday citizens in favor of "pay-to-play" transit and downtown pet projects Of primary concern is the recent property tax burden. While the administration touts a "historically low" tax rate, this is a disingenuous framing that ignores the 45% median increase in property evaluations. By setting the new rate at a level that generates massive new revenue, you are effectively pricing long-term residents out of their own homes. It is unacceptable to demand more from taxpayers while the city struggles to provide basic, reliable services to neighborhoods outside the downtown core. Furthermore, I am firmly opposed to the implementation of "Choice" lanes. Transforming our public interstates into toll-access routes is an affront to the working class of this city. We should not be forced to pay a premium to bypass the very gridlock that your office has failed to solve through equitable planning. This "luxury" infrastructure, combined with vanity projects like the West End Corridor, serves a specific demographic while neglecting the urgent needs of the rest of Davidson County. Nashville's growth should not come at the expense of its residents' financial stability. I urge you to freeze further spending on non-essential corridor enhancements and provide genuine property tax relief to homeowners who are being buried by over-evaluations. I expect a response detailing how your office plans to address the rising tax burden on residents who do not benefit from these downtown-centric projects.Sincerely, Misty Brown	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Agency coordination plays a critical role in the successful delivery of the proposed Project, especially when introducing a new strategy like priced[1]managed lanes and user fees with which many Tennessee agencies may not have wide familiarity. As outlined in the Tennessee Environmental Streamlining Agreement and Public Involvement and Agency Coordination Plan (PIACP, Appendix V of the Environmental Assessment), TDOT, in coordination with FHWA, is responsible for the preparation of the Environmental Assessment and the identification of cooperating agencies and participating agencies. Metropolitan Government of Nashville and Davidson County is considered a project stakeholder and has been engaged in the project. While the Metropolitan Government of Nashville and Davidson County is considered a project stakeholder and has been engaged in the project, it and TDOT serve as two separate entities that work together to deliver transportation solutions for the Metro area. TDOT is not responsible for the mentioned Metro initiatives and similarly, while we have coordinated with Metro on the Choice Lanes project, Metro is not responsible for the state transportation system (i.e. interstates like I-24). The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/2/2026	Steven Taylor	Email	To Whom It May Concern, I am the homeowner at (REDACTED) in Murfreesboro, located near the I-24 corridor within the proposed Southeast Choice Lanes project area. My backyard already experiences significant flooding during heavy rainfall events. There is a drainage structure/culvert under I-24 that discharges stormwater toward the wooded area behind my property. During intense rain, large volumes of water flow from this culvert, causing water to accumulate in my backyard. On multiple occasions, water has risen close to my deck and has taken several days to dissipate. Because my property appears to receive stormwater runoff from the interstate, I am concerned that adding additional impervious surface as part of the Choice Lanes project could increase runoff volume or alter flow patterns in a way that worsens flooding on my parcel. I respectfully request: Confirmation that parcel-level hydraulic modeling has been conducted for my property. Assurance that post-construction stormwater discharge rates will not increase toward my parcel. Information on whether the existing culvert under I-24 near my property will be modified, replaced, or upsized. Details on any planned stormwater detention or mitigation measures in this drainage basin. Given that water has already approached my home during heavy rain events, I ask that my property be specifically evaluated to ensure the project does not increase flood risk. Please include my property in any detailed drainage review for this segment of the project and provide written confirmation of findings. Thank you for your attention to this matter. Sincerely, Steven Taylor (REDACTED) Murfreesboro, TN 37129 (REDACTED) (REDACTED)	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) that was presented at the recent public hearings and included in the Environmental Assessment (EA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. The drainage infrastructure proposed with the project will be modeled and designed to meet current design criteria using more recent rainfall data for the region. The drainage design will include analysis of the full drainage area and all drainage outfalls that are within the highway drainage system for the I-24 project termini. Final drainage design details will not be available until later in the project development, as final construction plans are developed. The EA includes the findings of several environmental analyses, including Appendix O - Floodplains Management Technical Memo. The EA and all appendices are available on the project website for your review. If you are experiencing drainage issues related to an existing I-24 drainage outfall pipe that may require a maintenance investigation, please submit a maintenance request here: https://www.tn.gov/tdot/maintenance/maintenance-request.html
3/2/2026	Steven Taylor	Email	Hello, I'm looking for information on my address regarding the choice lane expansion. Will my home be displaced? How is my property affected? I have future plans for my property can you please outline a map showing how my property will be impacted? Regards, Steven Taylor	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. As part of the Environmental Assessment (EA), a Conceptual Stage Relocation Plan (CSRP) was developed to identify properties potentially impacted by the proposed Project. The CSRP was made available, along with the entire EA and detailed maps of the Recommended Preferred Alternative (RPA), on February 13, 2026, for public review. The CSRP, EA and RPA maps can be viewed on the project website for more information on potential impacts to properties. Based on the CSRP, the address provided in your comment is not included on the list of potential impacts. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/20/2026	Robert Lee Manis Jr	Email	Dear TDOT Representative, I hope this message finds you well. I am writing to express my concerns regarding the proposed location of the Bell Road entrance and exit as part of the Choice Lanes project. While I understand and appreciate the need for infrastructure improvements and traffic solutions, I strongly urge you to reconsider any plans that would require the demolition of existing homes and businesses in our community. These properties are not just structures—they represent years of investment, hard work, and history. The local businesses in this area contribute significantly to the economic stability of our community, providing jobs, essential services, and a sense of identity that cannot simply be replaced. Likewise, the homes in this area are where families have built their lives, created memories, and established deep roots. Displacing residents and business owners would have lasting consequences, not only financially but emotionally and socially. It risks weakening the very fabric of the community that makes this area unique and thriving. We believe that growth and development should not come at the expense of existing communities when viable alternatives may be available. I respectfully ask that TDOT explore alternative locations for the Bell Road entrance and exit that would minimize or eliminate the need for displacing residents and demolishing businesses. Our community deserves thoughtful planning that balances progress with preservation. Thank you for your time, consideration, and commitment to serving the people of Tennessee. I appreciate the opportunity to provide input on this matter.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/26/2026	Al Dyer	Email	It seems that the response from TDOT regarding the intended demolition of Noble Place Townhomes was, when TDOT plotted the trajectory for Choice Lanes, that the area was simply a vacant lot. This response is an excuse, a misdirection, a cover for a colossal mistake, and is not true. It is quite obvious from the aerial photograph that, when TDOT overlayed this land with their design, it was an active construction site, having been cleared for beginning the construction of 94 Townhomes. Construction trailers, vehicles and people are clearly visible, and the land was obviously intended for planned purpose. It is only the worst of incompetence and a serious misconduct to have proceeded without seeing and understanding what this was, with no outreach to the developer or to Metro Planning. Any competent civil engineer would have seen this. Further, when you later posted additional imaging that we could see at a TDOT community meeting in October of 2025, that your proposed lanes were seemingly as close as 5 or 6 feet from new homes. Of course, you had not notified residents for that meeting and were still seemingly 'oblivious'. We, their neighbors, let them know after that meeting. They were shocked to say the least. More incompetence and malfeasance on the part of TDOT. Certainly, you can't be accused of due diligence. If you had been competent, you would have recognized a building project and contacted developers for discussion early enough to avoid a total disaster. Your response has been less than honest.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act of 1969 (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. TDOT has coordinated with the Metropolitan Government of Nashville and Davidson County throughout this process to understand land use and zoning conditions. TDOT strives to minimize impacts to properties during the development of projects. In rapid growth areas such as Nashville, new developments can come online during the project development process that conflict with the proposed design. TDOT will continue to identify opportunities to minimize impacts to these new developments during the final design for the project. Furthermore, TDOT conducted an evaluation of land use and community facilities as part of the EA to understand potential impacts and inform the RPA. Information on land use can be found in the EA under Appendix G – Land Use and Community Facilities Tech Memo(R TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyers distributions and engaging local elected officials to share updates with their constituents. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/26/2026	Chris Moth	Email	Driving is already a very expensive undertaking - approaching $10K per year for any car in reasonable condition. If our roads needs expansion or maintenance, please simply increase the gas tax, and make that happen. I realize that for elite Republican donors, it is appealing to pay for a smoother well-maintained road surface with fewer cars on it and ignore the suffering of others. (That's been the result around DC). This is the same elitist diseases that brings us public school vouchers, as example. We should instead cherish our shared resources. We must all use the same roads, the same schools, in order to live together in better harmony. Please focus energies on maintenance of roads for all, getting hazardous drivers off the road (the I-24 corridor is full of road rage and lane swapping), and enforcement of carpool lane restrictions. Focus on the basics - and walk past schemes to make us rich folks happier at the cost of others, PLEASE! Finally - if you do engage in the madness of tolls, please adopt the EZPay system used in the Northeast. It would be beyond stupid to not use the same transponder system as Virginia and 10 other states.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Once a P3 partner is selected, TDOT will develop contractual requirements the P3 must meet, including user fee thresholds, technology for user fee collection, maintenance, enforcement and operations. Additional considerations, like interoperability with user fee collection systems in other states, will also be determined at that time.
3/26/2026	John Lowery	Email	Please note my opposition and concerns about privatization in general along with efficacy of economic bifurcation and future cost creep for commuters. This feels like a wrong headed approach to a problem that requires more forward-looking transit solutions. Entering long term relationships with private entities also has the potential to make genuine transit options more difficult and expensive due to contractual obligations to outside interests caring only about profit extraction from automobile drivers.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. The Tennessee Department of Transportation (TDOT) is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Once a private-sector partner partner is selected, TDOT will develop contractual requirements the P3 must meet , including user fee thresholds, technology for user fee collection, maintenance, enforcement and operations. Additional considerations, like interoperability with user fee collection systems in other states, will also be determined at that time.
3/23/2026	Al Dyer	Email	Normally, when someone decides to sell their home, they are typically fulfilling some planned useful purpose that benefits or helps their lives. That action is planned by them, they are at terms with the process and it is their choice. They know their pros and cons. When someone is forcibly evicted from their home, a property they legally own, against their will, a place they are happy with, a family home that has perhaps has raised children and a place that continues to be a home that family returns to, a home that they have creatively modeled to meet their needs and passions, a place that includes relationships with friends and neighbors, that exists in a culture that they are part of and is amenable to their work, their jobs, their arts environment---- the loss is immeasurable. Further, by TDOT's own account they will likely be forced to a "home of last resort", considering local housing markets and options. The distinction between the two scenarios is gigantic. The loss, the pain and suffering of the second scenario is comparatively off the scale. And TDOT will appraise their home at "Market Value". What a pathetic joke. And you expect them to accept this? Without a fight? Without anger? When a vested private interest will take ownership of their land for huge profitability (however under thin veil of legal and questionable duplicity from the State)? When community damage is colossal and the design and consideration of so-called public good is so limited by its exclusive use and the benefits go primarily to private entrepreneurs, wealthier commuters and the trucking industry? You owe them much better than this.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, ROW agents will assess each impacted owner's individual situation and discuss the benefits that are available to address any concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/23/2026	John Netterville	Email	There is no question that improvements in this corridor are badly needed. This proposal could be helpful, but could, and likely will be, discriminatory. Our society had become increasingly polarized. I'm not talking about Red vs Blue; but the have's and have nots. The pricing of this service will be what determines if this is a public service or if is another way to separate the rich from the poor in our community. Let's pick a number, say $5 to go from Antioch to downtown. For a commuter that would be $10/day or almost $220/month. For someone who has an income of $200K that is pennies. For someone who has an income of $50K that is prohibitive. So at just the level of $5 a trip you would see the BMW, Lexus, and Lincolns speeding to work, and the Chevrolet, Plymouth, and used whatever crawling in the next lanes. How can you do this and not perpetuate, even exacerbate, the growing financial divide in our community? How can you fix this so it will be a true public service?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. User fee thresholds will be determined in contract criteria established by TDOT and the Transportation Modernization Board once the project's private-sector partner is identified. The private-sector partner will ultimately set user fees within those contractual limits with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently.
3/23/2026	Rebecca	Email	When is the deadline for sending comments regarding the Choice Lanes.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The comment period opened on February 13, 2026, with an initial closing date of March 26, 2026. However, the Tennessee Department of Transportation extended the comment period an additional five (5) days with a new closing date of March 31, 2026.

Date	Name	Source	Comment	Response
3/23/2026	Al Dyer	Email	1) Is TDOT changing/modifying, re-doing any plans based on community feedback or just going through the motions? Like what.? 2) Will TDOT work with community groups to achieve the best possible environmental solutions? How? How high are the barriers for the elevated lanes? Will TDOT plant and maintain appropriate evergreen tree rows in front of barriers? 3) Will TDOT compensate homeowners for loss of property value that will most certainly result from many homes that will become less desirable directly caused by their closeness to elevated highway lanes? 4) How will TDOT control harmful pollutants resulting from 1) construction processes and 2) from particulate matter and emissions that stem from traffic on the constructed highway? Are you responsible/liable for health deterioration that results from pollutants caused by Choice Lanes construction and operation? Especially in regard to the elevated lanes? Do you understand the demographics of COPD, asthma, allergy, chronic sinus conditions and other respiratory illnesses in the communities you will affect? 5) What is TDOT doing to protect community residents who have respiratory diseases and limitations and who live close to the new construction and new highway that are intrusive to their community? 6) How much blasting will occur in the affected communities, how close to people's homes? Are you doing inspections of all area homes prior to blasting? 7) What will TDOT's practice and responsibility be for any construction debris or dirt that contaminates communities? Do you follow metro codes guidelines? Do you correct problems in a timely manner and police yourselves or are there other intermediaries (Metro Codes?) 8) Will TDOT acknowledge monetary value recompense for homes taken, over and above the so called 'fair market value', including payment for the hardship they create and the toss of other personal values and relationships that are taken from residents that are to be "relocated" ? And considering the restriction of housing markets in Nashville and that the location of a home is as important as the pricing for an individual's work, relationships and culture? 9) Will TDOT put restrictions on settlements for people that may have to rent or find other accomodation for an undefined period of time because of satisfactory new home choices, availability?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act of 1969 (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. In addition to the requirements above, NEPA requires TDOT to engage the public in a fair and consistent manner throughout the environmental review process. TDOT held multiple public information meetings prior to the recent public hearings and collected feedback from the public that was used to refine alternatives prior to the identification of the Recommended Preferred Alternative (RPA). TDOT held multiple in-person and virtual public information meetings in August 2024 and September and October 2025. TDOT presented alternatives at each of these public information meetings and online for public feedback. Following the public information meetings and public comment periods, the information and materials shared at the public information meetings remained online and available to the public. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility and public-private partnerships, was reviewed and considered as part of project development. The Environmental Assessment (EA) documents how public input informed refinements to the Purpose and Need, traffic assumptions and design considerations. The feedback used for these refinements are included in Appendix W and Appendix X. The EA and RPA were made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. This is a NEPA requirement and part of TDOT's efforts to ensure consistent access and to encourage public feedback. TDOT also opened a public comment period from February 13 to March 26, 2026, to collect feedback and comply with NEPA requirements. TDOT extended the public comment period to March 31, 2026 to accommodate greater engagement and collect feedback from the public. The Project Team evaluated and refined alternatives based on three levels of screening. The screening results are available in Appendix E – Geometric Screening of the EA. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, ROW agents will assess each impacted owner's individual situation and discuss the benefits that are available to address any concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. As noted in the EA, TDOT is committed to ongoing coordination during final design, when details such as noise barriers, landscaping, lighting and other features will be determined in collaboration with the community. Chapter 5 of the EA outlines the environmental commitments that have been recommended to minimize the social, cultural, natural and physical environmental impacts of the proposed Project. These commitments must be adhered to for Project implementation. The EA evaluates air quality and noise exposure and requires compliance with established health-based standards. During construction, contractors must implement dust control, emissions limits, and work-practice requirements. TDOT and other agencies will monitor and inspect construction sites to enforce these requirements. During operation, the Choice Lanes must comply with federal air quality regulations. As previously mentioned, the RPA is a conceptual design and is not finalized. Construction needs for blasting will be determined after a design is finalized and a construction plan is established.
3/24/2026	Gabrielle Gumucio	Email	Dear TDOT Officials, Project Team, and Community Leaders, I am submitting the attached letter regarding the potential impact of the proposed I-24 Southeast Choice Lanes project on my property at 112 Neese Drive. Based on the current project maps, my home appears to be immediately adjacent to several properties identified for relocation. I am requesting that TDOT evaluate my property as a potential remainder parcel and consider it for acquisition due to the significant impacts anticipated. I would appreciate confirmation that this request has been received and information on next steps in the evaluation process. Thank you for your time and attention to this matter. Sincerely, Gabrielle Gumucio Gabrielle Gumucio (REDACTED) Nashville, TN 37211 Email: (REDACTED) Phone: (REDACTED) 03/19/2026 To: Tennessee Department of Transportation Community Leaders I-24 Choice Lanes Project Team Subject: Formal Submission of Concerns Regarding the I-24 Choice Lanes Project – Impact to (REDACTED) Dear TDOT Officials, Project Team, and Community Leaders, I am writing to formally submit my concerns regarding the proposed I-24 Southeast Choice Lanes project and its impact on my property located at (REDACTED). After reviewing the project materials, publicly available maps, and relocation plans, it appears that my home sits immediately adjacent to multiple properties identified for residential acquisition along Neese Avenue and Glencliff Road. Under the current design, my residence would remain in place while the surrounding homes are removed, leaving my property directly beside an expanded interstate corridor with no comparable buffer. As both a homeowner and a teacher in this community, I am deeply invested in the long-term health, livability, and safety of this neighborhood. The project, as currently presented, raises substantial concerns about whether my property will remain safe or habitable. Because the proposed design would leave my home isolated and exposed, I am formally requesting that TDOT evaluate my property as a potential remainder parcel that may experience substantial impairment to residential use, safety, and market value. Below are the primary impacts and concerns requiring formal review: 1. Significant Flooding Risk My property is positioned between an active creek and the proposed construction zone. This creek already rises during storms, and any reduction of permeable ground, grading changes, or redirected runoff may significantly increase the risk of flooding. I request hydrological and stormwater-routing studies, including pre- and post-construction modeling, specifically for (REDACTED). 2. Vibration, Noise, Dust, and Light Impacts The elevated ramps, expanded freight traffic, and removal of adjacent homes will expose my property to: · Increased ground borne vibration · Higher nighttime lighting from elevated structures · Heavy truck braking, acceleration, and low-frequency noise · Constant dust, machinery activity, and prolonged construction noise Because of my home's extremely close proximity to the work zone, these construction-phase impacts may make normal daily living exceedingly difficult and potentially unsafe. 3. Severe Loss of Property Value The value of my home is expected to decline significantly due to these impacts. This loss is: · Directly project-driven · Not the result of market conditions · Not something I can mitigate as a homeowner Additionally, my property is currently considered highly desirable due to its close proximity to downtown Nashville, the airport, major employers, and key regional amenities. The location has been a major component of my home's long-term investment value. Any reduction in livability would therefore represent a disproportionate financial and personal hardship. 4. Legal Concerns: Inverse Condemnation Under Tennessee and federal law, government actions that substantially interfere with property value, use, or habitability—even without formal acquisition—may constitute inverse condemnation. The project's impacts put my home at real risk of falling into this category. 5. Request for Environmental Studies I request inclusion of (REDACTED) in all formal environmental evaluations, including: · Hydrological analysis · Vibration modeling · Noise analysis, especially low-frequency · Air-quality assessments · Light-pollution studies 6. Request for Exact Engineering Measurements To understand the full impact on my home, I request: · Exact distances between my property and new roadway features · Elevation profiles of proposed ramps and structures · Locations of sound walls, lighting poles, and retaining walls · Final right-of-way boundaries I have requested these before, but I was only directed to the website where I am not finding this information. 7. Request for Relocation Liaison Due to the severity of anticipated impacts, I respectfully request the assignment of a TDOT relocation liaison or right-of-way	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and the public hearings. The EA includes appendices with information you requested. Appendix K - Conceptual Stage Relocation Plan (CSRP) identifies properties potentially impacted by the proposed Project and includes detailed maps showing right-of-way boundaries and proposed acquisitions. Appendix M – Noise Impacts Tech Memo includes information on the noise evaluation process and evaluation of preliminary noise barriers. The proposed Project required a noise study to identify noise impacts and evaluate noise abatement for those impacts. The noise study was conducted in accordance with TDOT's traffic noise guidance and FHWA noise regulation The Noise Impacts Technical Memo details the efforts to evaluate existing noise levels along the I-24 corridor and future noise levels with the RPA in the design year 2052. The study determined that the proposed project will create future traffic noise impacts. A total of 3,218 residences and 61.54 equivalent residences are predicted to be impacted. Noise abatement was also evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. Based on this evaluation, thirty (30) preliminary barriers meeting the noise reduction design goal were deemed both potentially feasible and reasonable. Noise barriers are likely to be included in the project plans; however, changes made during the final design process for the project could affect conclusions regarding noise impacts and abatement. Therefore, final noise abatement decisions will be made during the final design process. Benefited property owners will receive notifications and have opportunities to submit feedback during this process before the design is finalized. During the EA, direct right-of-way impacts are evaluated in addition to potential noise, air quality and flooding impacts to the surrounding community's quality of life. Potential adverse impacts are mitigated using measures outlined in the environmental commitments proposed for the project. In response to your direct questions related to your property, measurements on the maps provided at the public meeting indicate your residence (closest corner of structure) is approximately 200 feet from the proposed right-of-way line and 250 feet from the proposed elevated structure. The closest corner of your property line is approximately 20 feet from the existing right-of-way line and approximately 55 feet from the proposed ramp modifications. Vibration monitoring is typically only specified in cases where the proposed bridge construction is immediately adjacent to vertical structures and would not apply to this property. The design standards that will apply to this project will require roadside safety protective devices and bridge barriers in accordance with safety standards. FHWA conducts safety crash testing on all barriers to set the standards for safety barriers. These design details will be available in the final design phase of the project. Modern barriers are designed with heights that include glare protection from headlights.

Date	Name	Source	Comment	Response
			specialist to serve as a direct point of contact as the project progresses. 8. Request for Reevaluation of Property Status Given all of the concerns listed above, I request that TDOT: · Reevaluate my home for full acquisition; or · Provide written mitigation measures if it is not acquired; or · Consider the property for hardship acquisition or protective buying Leaving a single residence directly beside an expanded interstate corridor, especially after the removal of adjacent homes, creates conditions that are not reasonably livable or economically sustainable. In addition, the project's alterations to surrounding terrain and drainage patterns heighten my concern that my property will face an increased risk of flooding. Conclusion I support responsible regional transportation improvements, but not at the expense of safety, habitability, or basic property rights. I respectfully request a formal review of my property and clear communication regarding its status as planning continues. Please confirm that this letter and its attachments have been added to the official project record. Thank you for your time and consideration. Sincerely, Gabrielle Gumucio Attached Image: Home at (REDACTED) circled in red.	
3/25/2026	Katie Campbell	Email	To whom it may concern, I am writing to express my extreme opposition to the choice lanes proposal on I-24. These lanes are unnecessary, will negatively impact the local residents and businesses, and snuff out a brand new flame of community revitalization that has only just been lit. This is a bad idea for our roads and our community and as a resident, I do not support this project. There is tons of available research about how adding an extra lane doesn't actually help with traffic, and making an additional lane pay-to-play is unfair to local residents, especially since this project would majorly impact a lower-income area of Davidson County (Antioch area). In addition, this proposal would require uprooting and tearing down long-loved local busineses such as TnT Billiards Parlor along with brand-new, ultra-popular Pan Asia Supermarket that serves as the cornerstone for the new Chinatown that is being built. I am hoping that a human reads these feedback notes and actually takes them to heart, so I will speak plainly: Pan-Asia Supermarket is the first hint of community revitalization we've had in the Antioch area in a long time. Every time I drive by during open hours, regardless of the time of day, it is packed. The parking lot is full, people are often waiting in line to get inside the supermarket. It is a joyful bit of new energy, as well as opening up a whole new line of fresh and affordable food to nearby residents. It is the cornerstone of a cultural moment being built in the area. PLEASE DO NOT TEAR IT DOWN. WE AS CITIZENS ARE BEGGING. There are a million ways to improve the roads in Tennessee, but tearing down beloved local businesses (new and old) in order to put in a pay-to-play lane is not the solution.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Information on the alternatives development and screening can be found in the Environmental Assessment (EA) under Appendix E – Geometric Screening and information on the traffic analysis used to identify the Recommended Preferred Alternative can be found in Appendix D - Traffic Analysis Report. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback, when possible, to identify the best solution for the public. In addition to the requirements above, NEPA also requires TDOT to engage with the public in a fair and consistent manner throughout the environmental review process. To meet these obligations, TDOT shares all publicly available project information with the public at the same time and provides multiple avenues to ensure equal access to that information. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/25/2026	Archana Saini	Email	Hi Team, I am Archana Saini, writing regarding the proposed I-24 Choice Lanes project and its potential impact on my property located at (REDACTED), Nashville, 37211. Based on the currently published project materials, my home appears to fall within the identified residential relocation zone. I would like to express my serious concern about the financial and personal implications of this potential acquisition. Like many homeowners in this area, I have an existing mortgage obligation that reflects recent market conditions. In light of this, I am particularly concerned about the appraised fair market value of my home and outstanding loan balances or the current cost of securing comparable housing in today's market. Given these circumstances, I respectfully request detailed clarification on the following: How TDOT will ensure that impacted homeowners are able to obtain comparable replacement housing without incurring financial loss What specific provisions will be applied in cases where mortgage balances exceed appraised property values The methodology and criteria used to determine fair market value, including how comparable sales are selected The structure and calculation of replacement housing payments and relocation assistance The anticipated timeline for property acquisition and homeowner engagement In addition, I strongly urge TDOT to reevaluate the proposed alignment in this section to minimize residential displacement. The concentration of impacted homes within the Noble Loop neighborhood raises significant concerns about the disruption of an established community. I would appreciate greater transparency regarding whether alternative alignments or design modifications were considered to reduce or avoid these impacts. This project carries substantial consequences for homeowners, not only financially but also in terms of stability, community, and long-term planning. It is essential that affected residents are treated fairly and are not placed at a disadvantage as a result of this project. I appreciate your time and consideration and look forward to your response with further details and clarification.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, ROW agents will assess each impacted owner's individual situation and discuss the benefits that are available to address any concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. Information on potential relocations or right-of-way acquisitions can be found in the Environmental Assessment. Appendix K - Conceptual Stage Relocation Plan (CSRP) identifies properties potentially impacted by the proposed Project and includes detailed maps showing right-of-way boundaries and proposed acquisitions.
3/25/2026	Nathan Salter	Email	To whom it may concern, Hello, my name is Nathan, I am school teacher and resident here in Davidson county. I saw that there were public hearings happening on the choice lane proposal, but unfortunately was unable to attend in person. As such, I thought I would send along my comments here. As I understand it, the main goal of the choice lanes is to help decrease traffic. However, while choice lanes may help in the short term, I don't believe it's a long term solution. A band-aid on a bullet hole, if you will. By building choice lanes, yes there will probably be some traffic reduction, but who is to guarantee that a large number of people will actually choose these choice lanes on a regular basis? With rising cost of living each year, I wonder if many Nashvillians won't be able to justify paying to save some minutes on their daily commute consistently in order to make real an impact on the rest of the lanes congestion. If the Tennessee Department of Transportation wants to truly make a lasting impact and legacy, I would propose building a train rail line in place of the choice lanes.Now I have read on the TDOT website that a rail was considered as an option in the beginning, but it states that "options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration." (Choice Lanes FAQs) While I am sure that constructing a rail line is much more expensive than a road, I believe that the projected ridership being insufficient to justify it, is simply not the case. Once residents are introduced to the ease, simplicity, and time efficiency of train commutes, I would make the assertion that ridership would sky rocket. They can work or rest while they ride, are at no risk of getting into a car wreck in bad weather, and can expect a consistently similar travel time each day. While Train travel not the typical mode of transport in the south, now is the opportunity for Tennessee to be a leader in this. Additionally, I saw that Nashville public buses would be able to ride the choice lane at no cost. While this exciting, and I absolutely support the expansion of the bus system that has taken place, I believe that the long term benefits of a train outweigh it. This is because utilizing buses can be difficult to integrate consistently into the lives of car-owning citizens. Given the ever increasing sprawl of Nashville, getting to bus stations can be difficult for those not within walking distance or who are unable to be dropped off. With trains, I can simply leave my car at the station parking lot, and hop on the train. Buses could even be incorporated to drop people off at the station or place of work! TDOT has the potential to be a trailblazer for public transport in the American south. Thank you for your carefully and thoughtful consideration on this.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/25/2026	Patrick Garner	Email	Good afternoon, I am writing on behalf of the Woodbine Neighborhood Association regarding the ongoing public comment period for the I-24 Choice Lanes Project. We respectfully request a 15-day extension of the 30-day comment period. Our community is actively engaged in reviewing the proposed plans, and we have scheduled a public community meeting for tomorrow evening, which coincides with the current end date of the comment period. This meeting will provide residents and stakeholders an opportunity to fully understand the proposal, ask questions, and provide meaningful feedback. Extending the comment period would ensure that the input gathered during this meeting can be submitted and considered, thereby supporting a more thorough and representative public engagement process. Thank you for your consideration. Sincerely, Patrick Garner Woodbine Neighborhood Association President	Patrick, To accommodate the additional engagement from tonight's community meeting, while also balancing the critical milestones for the overall project schedule, we will extend the public comment period by 5 days. The comment period will close at midnight on March 31. We appreciate the Woodbine community's continued involvement in the project and want to make sure your engagement is captured. Please see the attached press release that will be used to notify the general public of the extension. TDOT Extends Public Comment Period for the I-24 Choice Lanes Project Comment Period to Close March 31 Nashville, Tenn – The Tennessee Department of Transportation (TDOT) will extend the public comment period on the approved Environmental Assessment (EA) and the Recommended Preferred Alternative (RPA) for the proposed I-24 Southeast Choice Lanes project. The comment period will now close on March 31, 2026. The 47-day public comment period opened on February 13, 2026, when TDOT issued public notices announcing that the approved EA and the RPA were available for public review on the project website and at designated locations within or near the I-24 corridor. The notices also announced the public hearings held on March 3, 4 and 5. TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act of 1969 (NEPA). This process includes conducting extensive studies to assess potential impacts on the natural and built environments. Public involvement is a key component of the NEPA process. In accordance with TDOT's Public Involvement Plan, which requires a 21-day comment period after the last public hearing, this extension provides a total of 47 days to submit comments. Comments can be submitted via the project website, emailed to TDOT.24ChoiceLanes@tn.gov, recorded via the Project Hotline at (615) 451-8039 or mailed to: I-24 Southeast Choice Lanes Project Comments Tennessee Department of Transportation William R. Snodgrass – Tennessee Tower 312 Rosa L Parks Ave., 24th Floor Persons with a disability, who require aids or services to review materials or comment, contact TDOT ADA Coordinator Shanna Chevalier at Shanna.Chevalier@tn.gov or by phone at (615) 741-0465, TTY Relay (877) 831-0298.

Date	Name	Source	Comment	Response
3/26/2026	Nicole Hooper	Email	Good morning, I have been born and raised in Nashville and hope to continue to live here through my adulthood. I do not believe choice lanes are the solution to our traffic problems. First, the lanes will be going through communities that have just recently been developed and will displace local businesses. Not only local businesses, but also people of color. This is just another way to cut off and displace people of color within our community who we should be uplifting, not displacing. Second, this separates lower income residents due to the fact it is a way for people who have the money and means to use them, while those who do not are separated and face possible charges. For example, I have been impacted by using a toll/choice lane when I didn't even know I was. I can read signs; however, I still didn't know I was in one and got charged a heavy ticket fee for being in the lane. The confusion of choice lanes as well as citizens new to the country may be heavily disadvantaged and penalized for something they are not aware they are using. Lastly, the fact that these will be benefitting a private company rather than the State is ridiculous. We will be displacing local businesses to give more money to a private business. That's just wrong. And again, if you look at the majority of places that use this, does it really fix the problem? I don't think so. This is not the solution. And I hope you truly hear and listen to the people of this community. Because the majority of people I know who live here, have grown up here, and call this place home do not want these choice lanes, nor believe they are truly a solution to our problem.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Information on the alternatives development and screening can be found in the Environmental Assessment under Appendix E – Geometric Screening and information on the traffic analysis used to identify the Recommended Preferred Alternative can be found under Appendix D - Traffic Analysis Report. Chapter 5 of the EA "Environmental Commitments" also outlines TDOT's mitigation commitments to address impacts or disruptions from the proposed project. Additional steps will be taken once a public-private partner (P3) is selected to determine appropriate mitigation steps as the design for Choice Lanes is progressed. TDOT is committed to staying engaged with the community throughout this process. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/26/2026	Taylor Sauceman	Email	Do not want Chinatown to be demolished.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/26/2026	Donna Sirivong	Email	Please DO NOT put Choice Lanes through the newly developed China Town which was welcomed and much needed in this area. It is a big economic boost to the area!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/26/2026	Michael Todd	Email	To my friends at TDOT: I live at (REDACTED) which is directly across the street from 440 near the Lyle Lane overpass. When the noise abatement walls were installed across from my home during the widening of 440 several years ago, I noticed pretty quickly that they were not sufficiently tall enough to mitigate road noise. Because of a work schedule that had me traveling and away from home quite a bit, I was not able to comment on the project in its design phase and its impact on my home. I wanted to be sure to forward some observations to TDOT this time however. Even given my close proximity to the Choice Lanes project, it is still not clear if I will have to relocate. In light of that, and given the possibility that I do not have to relocate, I would like to request/suggest changes to the noise abatement wall on the south side of 440 eastbound: A wall much taller than the current one. A wall that extends from the proposed new Lyle Lane overpass easterly around the corner of the intersection of 440 and 24. A wall sufficiently soundproof enough to prevent a deteriorated quality of life of those of us living closely to it. Post construction landscaping adjacent to the wall sufficient to match the character of the neighborhood. Thank you for taking the time to listen to my suggestions/input.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes; no existing general-purpose or HOV lanes would be removed. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and the public hearings. The EA includes appendices with information you requested. As part of the Environmental Assessment (EA), a Conceptual Stage Relocation Plan (CSRP) was developed to identify properties potentially impacted by the proposed Project. The CSRP was made available, along with the entire EA and detailed maps of the Recommended Preferred Alternative (RPA), on February 13, 2026, for public review. The CSRP, EA and RPA maps can be viewed on the project website for more information on potential impacts to properties. Based on the CSRP, the address provided in your comment is not included on the list of potential impacts. Additionally, Appendix M – Noise Impacts Tech Memo includes information on the noise evaluation process and evaluation of preliminary noise barriers. The proposed Project required a noise study to identify noise impacts and evaluate noise abatement for those impacts. The noise study was conducted in accordance with TDOT's traffic noise guidance and FHWA noise regulation. The Noise Impacts Technical Memo details the efforts to evaluate existing noise levels along the I-24 corridor and future noise levels with the RPA in the design year 2052. The study determined that the proposed project will create future traffic noise impacts. A total of 3,218 residences and 61.54 equivalent residences are predicted to be impacted. Noise abatement was also evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. Based on this evaluation, thirty (30) preliminary barriers meeting the noise reduction design goal were deemed both potentially feasible and reasonable. Noise barriers are likely to be included in the project plans; however, changes made during the final design process for the project could affect conclusions regarding noise impacts and abatement. Therefore, final noise abatement decisions will be made during the final design process. The benefited property owners will receive notifications and have opportunities to submit feedback during this process before the design is finalized.
3/26/2026	Jackie Hughwood	Email	Good afternoon, Attached please find comments from the Southern Environmental Law Center regarding the I-24 Southeast Choice Lanes Environmental Assessment. Dear Comment Coordinator, The Southern Environmental Law Center writes to provide comments regarding the Environmental Assessment ("EA") for the Tennessee Department of Transportation's ("TDOT" or "agency") I-24 Southeast Choice Lanes Project ("Project"). While travel conditions on I-24 Southeast pose challenges, TDOT's proposal ignores the transportation solutions the community has asked for. In 2024, Nashville residents overwhelmingly voted to raise their own taxes to make it easier to get around Nashville on improved sidewalks, bikeways, and public transit. Rather than support efforts to give Nashvillians alternatives to driving, the Choice Lanes Project only reinforces car dependency and risks inducing more of the traffic congestion the Project is intended to relieve. At the same time, TDOT ignores obvious alternatives like improved regional transit, which can cost-effectively improve transportation along the corridor while reducing traffic congestion and environmental impacts. The Project's purported benefits do not justify the impacts to environmental justice communities, local parks, regional air quality, endangered species in the area, and the environment in general. A more thorough analysis of these impacts, potential alternatives, and further mitigation commitments is necessary to ensure that the Project's environmental impacts are fully evaluated as required by NEPA and Section 4(f) of the USDOT Act. I. TDOT Should Complete an EIS First, TDOT should complete an Environmental Impact Statement ("EIS"). TDOT concludes, at the end of its EA that the "technical studies conducted to evaluate impacts to the social, cultural, natural and physical environments indicate that the recommended Preferred Alternative would result in no significant impacts that would warrant an Environmental Impact Statement."2 The record indicates otherwise. For the reasons discussed below, this Project is likely to have significant impacts to the environment, warranting an EIS under NEPA. II. Regional Transit as an Alternative or Mitigation Measure A. Regional Transit as an Alternative NEPA requires, as a part of an EA, the agency to consider "a reasonable range of alternatives to the proposed agency action…that are technically and economically feasible, and meet the purpose and need of the proposal." 3 This reasonable range of alternatives should not be solely one alternative presented in different ways. Here, the only alternatives that were evaluated were (1) No Action, (2) two additional general-purpose lanes, (3) two Choice Lanes, (4) one Choice Lane, and (5) two reversible Choice Lanes. In	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT coordinated with FHWA and several agency partners to determine the appropriate class of action for the proposed I-24 Southeast Choice Lanes project and determined an Environmental Assessment (EA) was appropriate and satisfied requirements outlined in the National Environmental Policy Act (NEPA), Section 4(f) of the U.S. Department of Transportation Act (USOT), the Endangered Species Act (ESA), and other applicable laws. The Class of Action Determination was provided by FHWA on June 17, 2024 and can be found in Appendix A of the approved EA. NEPA requires preparation of an Environmental Impact Statement (EIS) only for federal actions that are likely to result in significant environmental impacts (42 U.S.C. § 4332(2)(C)). Where significance is uncertain, agencies are expressly authorized to prepare an Environmental Assessment to determine whether an EIS is necessary. The EA for the proposed I24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Based on the totality of this analysis, TDOT and FHWA advanced the Recommended Preferred Alternative (RPA), as identified in Chapter 2 of the EA, to be presented at public hearings. Upon review of public comments and agency consultation, if the RPA does not result in significant impacts, either individually or cumulatively, when considered in context and with avoidance and mitigation measures, a Finding of No Significant Impact will be prepared. However, if upon review of public comments and agency consultation, a finding of significant impacts cannot be determined, the preparation of an EIS would be required. NEPA regulations establishes that alternatives must be briefly presented that represent an agencies planned approach, a no-build option, as well as any other reasonable alternatives that could vary in design, location, and/or alignment. However, 23 U.S.C 139 (f)(4) does not require a number of additional alternatives to be evaluated. Based on the Alternatives Analysis prepared as part of the proposed Project (Appendix E), a thorough review of planning studies at the local and state level, a detailed screening of the range of alternatives, and a comparison of those ranges of alternatives to environmental resources was conducted across three levels of analysis. Additionally, the results from these analyses were presented during agency coordination meetings and the final results are summarized in Chapter 2 of the approved EA. Specifically related to transit, the EA expressly evaluates the relationship between the proposed Project and transit and identifies specific operational accommodations for transit services. As described in Chapter 2 and Chapter 3 of the EA, transit vehicles, including regional bus and express bus services, would be permitted to operate within the Choice Lanes without being subject to user fees, thereby improving travel times and reducing delay for transit users traveling along the I24 Southeast corridor. The EA further explains that managed lane operations are intended to maintain free flow conditions during congested periods, which provides a direct operational benefit to transit vehicles using the facility, regardless of fare or toll policy. The EA also acknowledges that broader regional transit planning, funding and implementation are being addressed through separate local and regional planning processes and funding mechanisms that extend beyond the scope of the proposed interstate capacity project. While the EA discloses the Project's compatibility with existing and future transit services, decisions regarding the allocation of user fee revenues for transit investment are policy and financial determinations that are not required to be resolved as part of the NEPA process. NEPA is a procedural statute that requires agencies to closely evaluate environmental impacts and disclose them to the public; it does not mandate that agencies commit to specific revenue distribution formulas or funding programs that are not necessary to avoid or minimize identified environmental impacts. TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO) which is housed in GNRC prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have

Date	Name	Source	Comment	Response
			effect, there really was only one alternative evaluated here: adding more lanes to I-24 Southeast. TDOT should consider an action alternative which does not add any additional lanes but still addresses the purpose of the project. TDOT evaluated the sufficiency of each alternative for the Project on its ability to meet the needs of the project based on measures of effectiveness. The needs and measures addressed included (1) increase capacity, measured by throughput of vehicles, (2) improve travel time, measured by travel time minutes in the corridor, and (3) accelerate project development with limited funding options, utilizing alternative delivery.4 There are various additional alternatives that are not adequately considered in the EA which could meet the purpose and needs of the Project. Improved regional transit could increase capacity, reduce travel times, and account for limited Project funding. For example, public transit systems have been found to reduce congestion by decreasing the number of vehicles on the road while improving capacity by increasing the amount of people transported.5 Thus, improved public transit systems can decrease travel time and traffic congestion. The public has shown that it is interested in alternative methods of transportation, including increased public transit options or a rail system.6 There are many options that TDOT should consider to improve public transportation along the I-24 corridor, which could help solve congestion in the long-term. The alternatives that TDOT has evaluated risk making congestion worse. Adding lanes, even toll lanes, often increases driving demand on the road, leading to increased traffic.7 What's more, TDOT is proposing to use eminent domain to take land to serve the interests of a private company. Tennessee requires eminent domain to serve a true "public use," defining the term narrowly to exclude "private use or benefit."8 Rather than take Tennesseans' property for a private gain, TDOT should pursue true public uses that will benefit the community, not a private company, without taking property from local families and businesses. TDOT should pursue alternatives like improvements of public bus service, including measures to improve frequency, speed, accessibility, and reliability of regional bus service. Additionally, TDOT should evaluate the potential for commuter rail along the corridor. B. Regional Transit as a Mitigation Measure The EA explains that public transit vehicles would not be charged to use the Choice Lanes.9 However, this promise is insufficient to mitigate potential inequality impacts for low-income individuals who may not benefit from the project. Not only should public transit vehicles be exempt from Choice Lane tolls, but public transit providers should play a more active role in reviewing design recommendations and accommodations to public transit systems. Further, if this Project moves forward, TDOT should directly fund transit services from Choice Lane revenues. Price-managed lanes are most likely to be used by higher-income individuals, leaving low-income individuals to benefit less from this Project. TDOT should use a percentage of the funds from the price-managed lanes to invest in and subsidize transit services in the lanes. Funding for public transit would mitigate inequality impacts of the projects for lower-income people who cannot afford to pay the tolls, allowing more people to actually benefit from the Project. This type of funding for public transit has been done before. For example, the Federal Highway Administration ("FHWA") has cited the use of toll revenue from a toll road in Virginia to repay a loan used to construct a commuter rail project.10 Another example of toll roads funding public transit comes from Minneapolis, where up to 75% of the revenue from toll lanes is used for bus transit improvements.11 Tennessee can do the same. Revenue from the I-24 Choice Lane tolls can help ensure that sufficient funding is available to provide adequate transit service in the corridor. This would also directly improve congestion and travel times, the key concerns being addressed by the Project. Therefore, TDOT should commit to providing funding for transit services by requiring a portion of the potential toll revenue to be set aside for this purpose. III. Inadequate Section 4(f) Analysis TDOT arbitrarily concluded that the areas protected by Section 4(f) around the Project will not be impacted. Section 4(f) of the USDOT Act requires the evaluation of parks, recreational land, wildlife refuges, and historic sites during environmental review for transportation projects.12 Projects should not be approved when they require the use of any publicly owned land from a public park, recreation area, wildlife refuge, or historical site unless (A) there is no feasible and prudent alternative to the use of the land, and (B) the program includes all possible planning to minimize harm.13 Despite the fact that six parks and recreation areas that are protected under Section 4(f) are within the Choice Lanes Project Environmental Technical Study Area ("ETSA") and 500-foot ETSA buffer, TDOT found that there would be "no ROW acquisition or temporary easements required" and therefore, "there would be no Section 4(f) use associated with the proposed project..."14 This conclusory statement completely ignores the definition for constructive use which applies when "the proximity impacts [of the project] are so severe that the protected activities, features, or attributes that qualify a resource for protections under Section 4(f) are substantially impaired."15 This is especially concerning given that one type of constructive use occurs when, "the projected noise level increase attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility of a property protected under Section 4(f)."16 Despite this, TDOT expects up to 43 noise-sensitive receptors in nearby parks to experience traffic noise impacts by approaching or exceeding FHWA's Noise Abatement Criteria. Further, TDOT acknowledges that the Project will visually intrude upon and have an "adverse visual effect" on two historic resources, Mill Creek Baptist Church Cemetery/ Whitsett Cemetery and the Rogers Manufacturing Plant. 17 However, it determines that no 4(f) evaluation was required because there will only be a visual adverse effect, despite the fact that Section 4(f) regulations describe constructive use to include when the "proximity of the proposed project impairs esthetic features or attributes of a property protected by Section 4(f), where such features or attributes are considered important contributing elements to the value of the property" and when examples of substantial impairment to visual or esthetic qualities "would be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a Section 4(f) property which derives its value in substantial part due to its setting." Despite the inclusion of visual impairment as a constructive use, TDOT simply concludes, without explaining, that the Project would not amount to a constructive use of a Section 4(f) property. Thus, TDOT must revise its Section 4(f) analysis and evaluate feasible and prudent alternatives, including regional transit, that do not require use of Nashville's public lands. IV. Inadequate Analysis of Climate Change and Air Pollution TDOT should have considered the potential impact on climate change in the EA for the I24 Southeast Choice Lanes Project. The agency should also have fully evaluated potential air pollution instead of summarily dismissing the likelihood that air pollution will worsen with the Project. The EA states that "FHWA will not include greenhouse gas emissions and climate change analyses in the federal environmental review process" because of the recent Executive Orders which revoked other Executive Orders that dealt with the climate crisis. Therefore, the agency did not analyze greenhouse gas emissions or climate change in this EA. But it should. The statutory text for NEPA, which has not been rescinded by recent Executive Orders and Final Rules, requires that agencies consider climate change impacts. 18 NEPA ensures that federal agencies keep in mind that "each generation has a responsibility to act as a trustee of the environment for succeeding generations."19 Further, the statute demands that agencies "use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans."20 Therefore, NEPA requires agencies to consider climate change, even if it is not explicitly mentioned by name. The significant but diffuse environmental effects of climate change are precisely the kind of long term and cumulative effects on the environment with "worldwide and long-range character" NEPA is designed to account for—the kinds of effects that agencies, without NEPA, would have little occasion to coordinate around or consider.21 Even if NEPA did not require agencies to address climate change in their environmental review documents, which it does, State agencies could still decide to consider climate change impacts of projects, especially projects involving transportation, one of the largest contributors to greenhouse gas emissions. 22 In fact, in the Tennessee Environmental Procedures Manual: Guidelines for Preparing Environmental Documentation for Federally Funded and State Funded Transportation Projects, which TDOT cites in the EA, climate change is listed as one of the considerations needed in environmental documents. The Manual states that, "a discussion of climate change should be included for projects for which an EA or an EIS is prepared."23 The information in this Manual, which was originally written in 2011, acknowledged that at the time, "FHWA currently does not require climate change analysis for plans or projects."24 However, "FHWA's Tennessee Division has requested that a discussion of the potential climate change effects be included for projects for which an EA or EIS is prepared."25 Therefore, even if a discussion of climate change is not required at a federal level, TDOT can still consider climate change, and it should do so as indicated in the Environmental Procedures Manual that it cites and follows within the EA. Further, NEPA requires agencies to discuss the "environmental impacts of the proposed action" in the EA.26 Here, there are several areas where the EA's discussion of air pollution in general could be improved. TDOT should more fully consider the air pollution impacts that are likely to arise from this Project. The agency summarily dismisses the potential for mobile source air toxic pollution (MSATs) to increase by 2045, instead saying, "MSAT emissions under both the No-Build Alternative and the Build Alternative are expected to substantially decrease...in 2045 as compared to 2025 existing scenario emissions. The projected decrease in future MSAT emissions is attributed to the EPA's vehicle emissions and fuel control programs along with fleet turnover."27 Despite the fact that TDOT calculated the vehicles miles travelled (VMT) to increase by 29.7 percent, it decided that the emissions increase between the No Build and Build Scenario "is not considered significant" and that the future MSAT emissions will decrease due to "EPA's vehicle emissions and fuel control programs..."28 This discussion of environmental impacts on air quality is largely insufficient. The EA does not point to evidence that MSAT pollution will decrease in the corridor besides repeating that levels will decrease due to "EPA's vehicle emissions and fuel control programs."29 TDOT acknowledges that MSAT science and regulations are still evolving. 30 In fact, MSAT Guidance for NEPA documents was superseded in 2009, 2012, 2016, and 2023.31 With the rules and science still evolving, TDOT does not have a reasonable basis to predict with such certainty that EPA's current emissions and control programs will cause a substantial decrease in MSATs by 2045. EPA, a federal agency at the whim of the current administration, has pursued a deregulatory agenda, which includes its rules and regulations regarding vehicle emissions and fuel control programs. In fact, EPA is currently reconsidering its "Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles" which had set strict emissions standards.32 To give no further evidence on why MSATs will decrease despite the impact of this Project is a disingenuous evaluation of the environmental impacts in contravention of the requirements and spirit of the NEPA process. Therefore, TDOT should reconsider the impacts that the Project will have on air quality in general, and especially on the MSAT levels in the region. V. Inadequate Analysis of Impacts on Endangered Species TDOT's Biological Assessment ("BA") inadequately assessed the project's significant impacts to the Nashville crayfish by improperly focusing on the economic benefits and purported inevitability of the Project and failing to engage in a meaningful alternatives analysis to its proposed action. The Endangered Species Act's ("ESA") conservation mandate is clear. The ESA aims to "provide a means whereby the ecosystems upon which endangered and threatened species depend may be conserved."33 To effectuate this goal, the Act requires agencies to meaningfully consider and mitigate impacts to protected species when undertaking projects.34 The Act also forbids agencies from undertaking actions that would result in the	prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes. Further, TDOT is open to collaborating with local and regional transit providers to enhance public transit services when possible. Accordingly, while the EA documents accommodations that support transit operations and evaluates potential social and environmental effects of the Project, NEPA does not require TDOT to adopt additional transit funding commitments as mitigation where the EA does not identify significant or unavoidable adverse impacts requiring such measures. The EA therefore appropriately discloses transit considerations and benefits while maintaining consistency with NEPA's scope and purpose. TDOT evaluated potential impacts to Section 4(f) properties in accordance with Section 4(f) of the USDOT Act (49 U.S.C. § 303) and its implementing regulations (23 C.F.R. Part 774). As documented in the EA, TDOT identified publicly owned parks, recreational areas and historic resources within the Environmental Technical Study Area (ETSA) and the 500 foot ETSA buffer and conducted a detailed assessment to determine whether the proposed Project would result in a Section 4(f) "use," including direct, temporary, or constructive use. The EA explains that the RPA would not require permanent right of way acquisition, temporary easements, or incorporation of land from any Section 4(f) resource. Accordingly, there would be no direct use or temporary occupancy constituting a use as defined under 23 C.F.R. § 774.15. However, TDOT did not rely solely on the absence of right of way acquisition; the EA also evaluated proximity effects to determine whether the proposed Project would result in a constructive use of any Section 4(f) property. With respect to noise, the EA includes a project specific traffic noise analysis prepared consistent with FHWA's Traffic Noise Model and Noise Abatement Criteria. While the analysis identifies specific noise sensitive receptors, including receptors located within or adjacent to park and recreational properties that may experience traffic noise levels approaching or exceeding FHWA Noise Abatement Criteria, the EA explains that exceedance of noise criteria alone does not constitute a constructive use. Under 23 C.F.R. § 774.15(f)(2), a constructive use occurs only where noise impacts are so severe that they substantially impair the protected activities, features, or attributes that qualify the property for Section 4(f) protection. As documented in the EA, the anticipated noise conditions would not substantially interfere with the intended recreational use or enjoyment of any park or recreation area, nor would they fundamentally alter the character or purpose of those resources. Where appropriate, potential noise abatement measures are evaluated separately in accordance with FHWA noise policies. With respect to visual and aesthetic effects, the EA identifies adverse visual effects to certain historic resources, including the Mill Creek Baptist Church Cemetery/Whitsett Cemetery and the Rogers Manufacturing Plant, and evaluates those effects under Section 106 of the National Historic Preservation Act. The EA explains that while the Project may result in visual intrusions or changes to the setting of these resources, the effects would not rise to the level of substantial impairment required to constitute a constructive use under 23 C.F.R. § 774.15. The EA and agency consultation with TN-SHPO documents that the Project would not obstruct or eliminate primary historic views, would not destroy character defining features, and would not substantially diminish the qualities that contribute to the significance or value of the resources. Visual effects that do not materially impair the protected features, attributes, or activities of a Section 4(f) property do not constitute a constructive use under FHWA's Section 4(f) regulations and guidance. The EA therefore provides a reasoned and documented basis for its conclusion that the Project would not result in a direct, temporary, or constructive use of any Section 4(f) property. Because no Section 4(f) use is anticipated, the statute does not require an evaluation of feasible and prudent avoidance alternatives or a least harm analysis. Consideration of alternatives that do not involve a Section 4(f) use, including non-highway or regional transit concepts, is not required under Section 4(f) where no use is identified and is appropriately addressed within the broader NEPA alternatives analysis rather than as a Section 4(f) avoidance determination. Based on the analyses presented in the EA, TDOT concludes that its Section 4(f) evaluation complies with federal law and regulations, appropriately considers proximity impacts—including noise and visual effects—and reasonably supports the determination that the I 24 Southeast Choice Lanes Project would not result in a Section 4(f) use of parks, recreational lands, or historic properties. TDOT evaluated air quality and related environmental effects for the proposed I 24 Southeast Choice Lanes Project in accordance with NEPA, the Clean Air Act, and applicable FHWA regulations and guidance. The EA documents this analysis and explains the basis for the methodologies applied. As discussed in the EA, the federal environmental review process for this proposed Project was conducted consistent with FHWA policy and guidance in effect at the time of preparation. Managed lane operations are designed to improve traffic flow and reduce stop and go conditions during congested periods, which can contribute to more efficient vehicle operations relative to existing conditions. The EA includes an air quality analysis prepared in accordance with the Clean Air Act and FHWA guidance, including evaluation of Mobile Source Air Toxics (MSATs). Consistent with FHWA's long standing approach to MSAT analysis, the EA provides a qualitative discussion of MSAT impacts and relies on the best available information regarding national emissions trends and regulatory programs. The EA explains that MSAT emissions under both the No Build and Build alternatives are projected to decrease over time due to federally mandated vehicle emissions standards, fuel control programs, and fleet turnover, even as overall vehicle miles traveled increase. This approach reflects FHWA guidance, which recognizes that project level MSAT modeling is subject to substantial uncertainty and that national emissions standards play a dominant role in long term MSAT trends. The EA does not "dismiss" air quality impacts; rather, it acknowledges increased vehicle activity associated with regional growth while explaining why projected future MSAT emissions are expected to be lower than existing conditions. NEPA does not require agencies to speculate about potential future changes to federal regulatory programs, nor does it require agencies to assume the rollback of emissions standards when evaluating reasonably foreseeable conditions. Agencies are entitled to rely on regulations and standards in effect at the time of analysis. Furthermore, the EA appropriately applies NEPA's "rule of reason." While MSAT science and guidance continue to evolve, FHWA guidance expressly allows qualitative analyses where quantitative modeling would not provide meaningful or reliable results. The EA therefore provides a reasoned explanation, supported by existing federal programs and guidance, for its conclusions regarding future MSAT emissions. TDOT conducted the air quality analysis required by NEPA and the Clean Air Act and applied FHWA guidance appropriately in determining the scope and methodology of the analysis. TDOT conducted its analysis of threatened and endangered species in accordance with Section 7(a)(2) of the Endangered Species Act (ESA), its implementing regulations, and applicable U.S. Fish and Wildlife Service (USFWS) guidance. This analysis included preparation of a detailed Biological Assessment (BA) and initiation of formal consultation with USFWS. The BA fulfills its intended statutory purpose: to evaluate whether the proposed federal action may affect listed species and to inform interagency consultation regarding avoidance, minimization, mitigation and potential incidental take. A BA is meant to determine whether a proposed action may affect a listed species and support consultation to ensure the action is not likely to jeopardize the continued existence of the species or destroy or adversely modify designated critical habitat. The BA does not assume impacts are "inevitable" nor does it excuse impacts based on economic considerations. Instead, it transparently documents baseline environmental conditions, identifies pathways of potential impact and quantifies anticipated effects in order to support informed consultation and conservation planning. Recognition that the Project corridor is highly urbanized and already affected by transportation infrastructure provides necessary context for evaluating incremental effects; it does not relieve TDOT of its ESA obligations and is not presented in the BA as justification for harm. The BA appropriately concludes that the proposed Project is "may affect, likely to adversely affect" the Nashville crayfish. That determination reflects a conservative, science based approach consistent with ESA guidance and triggers formal consultation with USFWS. The BA specifically identifies: Potential effects from in stream construction activities, including dewatering, diversions, excavation and stream modifications; The possibility of incidental take during salvage and relocation efforts; Quantified estimates of temporary and permanent habitat impacts within the Project footprint. Providing quantified impact estimates, including linear feet and square footage of habitat potentially affected, is an accepted and appropriate practice under ESA and NEPA and ensures that USFWS has sufficient information to evaluate effects at the scale necessary for consultation. These figures represent the extent of habitat directly affected by the proposed Project and do not constitute an assessment of total available habitat or population viability, which are evaluated at broader watershed and species range scales during consultation. The BA does not disregard opportunities to minimize or mitigate impacts. It documents multiple measures incorporated into design and construction planning to reduce effects to the Nashville crayfish and its habitat, including: Efforts to limit in stream disturbance to the minimum practicable extent; Timing considerations to reduce impacts during sensitive biological periods; Use of established salvage, relocation, and monitoring protocols conducted by qualified biologists; Compliance with permitting requirements and coordination with USFWS and state resource agencies. Acknowledging that some mortality may occur during relocation activities does not reflect acceptance of harm as a foregone conclusion; rather, it reflects a realistic assessment of biological risk and ensures that conservation measures and incidental take authorization, if required, are addressed transparently through the ESA consultation process. Section 7 of the ESA does not require evaluation of all conceivable transportation alternatives, such as regional transit options, within a BA. Instead, the ESA focuses on the effects of the proposed action and on reasonable and prudent measures or alternatives identified by USFWS during consultation if jeopardy is found. Consideration of regional transit alternatives is addressed under NEPA and the Project's Purpose and Need. Transit only alternatives were evaluated during earlier planning efforts but do not independently meet the identified need to address congestion, safety and operational reliability on an existing interstate facility. Accordingly, such alternatives were not required to be analyzed as ESA avoidance alternatives within the BA. TDOT has initiated formal consultation with USFWS regarding the Project's effects on the Nashville crayfish. Through this process, USFWS will independently evaluate whether the Project is likely to jeopardize the species or adversely modify critical habitat and will identify any required reasonable and prudent alternatives, reasonable and prudent measures, and terms and conditions to minimize take, if applicable. ESA compliance is achieved through completion of consultation and implementation of conservation measures, not by negating the proposed Project at the BA stage. The BA provides the appropriate technical foundation for that consultation and does not predetermine the outcome of USFWS's jeopardy analysis. The BA discloses specific measures to minimize harm and overall impacts . and fulfills its statutory function and supports ESA compliance through the consultation process. Accordingly, TDOT concludes that the analysis of impacts to endangered species is adequate and does not warrant revision or preparation of an Environmental Impact Statement. As a result of avoidance and minimization measures described in the Biological Assessment, a Biological Opinion from USFWS was issued in May 2026 and completed the Formal Section 7 Consultation process. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: Public information meetings and hearings held at accessible locations and times; A project website with regularly updated materials; Multiple comment periods exceeding minimum NEPA requirements; Direct outreach to community organizations, neighborhood groups and stakeholders along the project corridor; Availability of multiple methods for submitting comments, including online, written and verbal options. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements for public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyers distributions and engaging local elected officials to share updates with their constituents. Survey responses, meeting comments, and community feedback, including expressions of opposition and preferences for transit alternatives, are summarized and preserved in the administrative record and were included in Appendix W. NEPA does not require agencies to adopt public preferences expressed during outreach, only that those views be considered and disclosed, which TDOT has done. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility and public private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions and design considerations. Characterizing public involvement activities as a "public relations campaign" misstates both the purpose and function of NEPA outreach. NEPA does not require agencies to base decisions on polling outcomes or majority opinion. Agencies may proceed with a preferred alternative where it best meets the stated Purpose and Need, provided environmental impacts are adequately evaluated and disclosed. TDOT's analysis of special populations uses demographic data at multiple geographic scales to understand community context along the project corridor. County level and block group level data are both appropriate analytical tools under NEPA, depending on data availability, consistency, and relevance. NEPA does not mandate a specific geographic scale or statistical method for demographic analysis. The EA's approach reasonably balances data reliability with relevance and does not obscure localized impacts. Importantly, potential effects to communities, including noise, relocations, access changes and air quality, are analyzed based on actual project effects, not solely demographic characteristics. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfied NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed and the Project meets its stated Purpose and Need. Accordingly, TDOT concludes that the public involvement documented in the EA is adequate and do not warrant revision of the environmental analysis or preparation of an EIS. The EA evaluates a reasonable range of alternatives that meet the proposed Project's defined Purpose and Need, considers potential effects to natural and human environments, including resources protected under Section 4(f), and documents appropriate avoidance, minimization and mitigation measures. While TDOT recognizes public interest in regional transit solutions, such concepts do not independently address the identified operational and safety needs of the I 24 interstate facility and are therefore more appropriately advanced through separate regional and local planning processes. Based on the record developed through the EA and supporting technical studies, TDOT remains confident that the NEPA and Section 4(f) requirements have been satisfied. TDOT appreciates the Southern Environmental Law Center's review of the I 24 Southeast Choice Lanes EA and its comments regarding potential environmental impacts and alternatives. TDOT has carefully considered these concerns and concluded, based on the comprehensive technical analyses documented in the EA, that the proposed Project would not result in significant environmental impacts within the meaning of NEPA. Accordingly, preparation of an EIS is not required.

Date	Name	Source	Comment	Response
			species when undertaking projects.34 The Act also forbids agencies from undertaking actions that would result in the ultimate jeopardy of species.35 Although TDOT has compiled a BA, the agency appears to have used that exercise as an opportunity to assert that harms to listed species are a foregone conclusion, instead of wrestling with ways that any harm could be minimized or mitigated. Specifically, TDOT dismisses concerns about the project's potential to significantly impact the natural habitat of the federally protected Nashville crayfish by asserting that more than 90% of land use within the ETSA is subjected to varying degrees of development. TDOT goes on to argue that because impacted parcels within the proposed ROW are already zoned for development, "the proposed Project would not create unanticipated changes to the area."36 In other words, if our development activities don't harm the Nashville crayfish, someone else's will. This analysis is inadequate. Congress recognized that species extinction happens when development is untampered "by adequate concern and conservation."37 Therefore, agencies cannot relieve themselves of their obligations under the ESA by asserting that harm to natural habitats and protected species is an unavoidable or foregone conclusion due to projected development pressure. Instead, the ESA makes clear that when an agency proposes to impact listed species, agencies must consult with the U.S. Fish and Wildlife Service and undertake a good-faith effort to understand, avoid, minimize, and if necessary, mitigate those impacts.38 The BA admits that the project is likely to adversely affect the federally protected Nashville crayfish, including through likely harassment and/or take of individuals and alteration and/or loss of habitat.39 The BA describes significant in-stream construction activities including dewatering, temporary stream diversions, permanent stream relocations, excavation, and stream encapsulation, that could do considerable harm to the Nashville crayfish and its limited remaining suitable habitat. The BA admits that, although individual relocations will be attempted, it is likely that Nashville crayfish mortality will occur during collection and relocation activities.40 Further, the BA details that the proposed project will cause significant habitat loss for this species that already suffers from a small habitat range; TDOT anticipates this project will result in approximately 1,026 linear feet/23,243 square feet of Nashville crayfish habitat becoming temporarily unavailable and 906 linear feet/17,937 square feet of habitat being made permanently unavailable to Nashville crayfish.41 In other words, TDOT estimates that it will permanently destroy approximately 88% of the Nashville crayfish's habitat that it anticipates impacting. This kind of large-scale habitat destruction of an endangered species goes directly against ESA's purpose to conserve "the ecosystems upon which endangered species…depend."42 Due to the clear, significant impacts to the Nashville crayfish, TDOT should have included a robust "analysis of alternate actions" to the proposed action that could have less disastrous results for the species. 43 TDOT did not consider common-sense alternative actions, such as improving regional transit in the corridor, which could result in a smaller impact on Nashville crayfish habitat. Instead, TDOT summarily decided that the proposed action was the correct one, and that the required take of endangered species was a foregone conclusion. The ESA demands more. VI. Inadequate Public Participation Opportunities The NEPA process requires opportunity for meaningful public involvement in projects like the I-24 Southeast Choice Lanes proposal, but TDOT has conducted inadequate outreach to communities along the Project corridor and has neglected to seriously consider the feedback that has been received.Neighborhoods adjacent to the proposed project area include low-wealth communities of color and limited English proficiency communities,44 and these important voices deserve to be heard and heeded throughout the NEPA process. The proposed highway expansion will have direct and long-term consequences on surrounding communities, including commercial and residential displacements as well as increased air and noise pollution, so TDOT must ensure the most significantly impacted communities can fully participate in the decision-making process. Appendix X to the EA reveals numerous gaps in public participation opportunities among these directly affected groups. For example, TDOT's notes from multiple outreach events describe engagement barriers such as a lack of Spanish-translated materials on hand and surveys too lengthy to accommodate broader participation. After repeatedly experiencing these barriers, TDOT should make robust efforts to re-survey excluded populations. A. Silenced Environmental Justic Communities Furthermore, TDOT initially developed an Environmental Justice ("EJ") Community Outreach Plan and conducted "Targeted EJ Surveys for Meaningful Feedback."45 Multiple groups, including the NAACP Board, the District 32 community, and Glencliff United Methodist Church community, had been provided EJ flyers and encouraged to complete EJ surveys. However, TDOT has since removed the Environmental Justice Memo from the EA and from consideration entirely.46 Despite soliciting "meaningful feedback" from these communities and leading respondents to believe EJ surveys were a valuable opportunity to provide input, the EA silences these essential voices by failing to consider the perspectives shared in their survey responses. TDOT has invested some time and effort in identifying potential EJ communities along the project corridor and completing preliminary analysis of EJ survey feedback. For example, Appendix X mentions that out of 450 EJ survey responses, 54% of respondents opposed the Project, 44% felt the Project would negatively affect their community, and respondents articulated a desire to see the Project include public transportation such as buses and rail, free lanes, and sidewalks.47 These glimpses of input from affected communities related to the Project reveal a concerning exclusion of critical viewpoints during the decision-making process. TDOT claims that the federal environmental review process under NEPA does "not require an environmental justice analysis…" and that, accordingly, "no analysis of environmental justice is included in this EA."48 However, the current law is not so clear-cut. The statutory text for NEPA, as explained in Section IV, requires that agencies consider impacts to environmental justice communities. 49 NEPA ensures that federal agencies keep in mind that "each generation has a responsibility to act as a trustee of the environment for succeeding generations."50 It is clear that addressing environmental justice concerns is essential to achieving the aims of the statute. Environmental justice issues fit within NEPA's requirement to consider "natural and social sciences…in planning and in decision making which may have an impact on [the human] environment."51 Therefore, TDOT should not dismiss these issues and should thoroughly analyze the likely environmental justice impacts of the Project. B. Disregarded Public Feedback In addition to public participation gaps during the NEPA process, TDOT has treated the feedback that has been received as data to inform a public relations campaign aimed at promoting the Recommended Preferred Alternative rather than as an opportunity for the public to shape decision-making along the I-24 corridor. Early survey results from the 2024 comment period show broad opposition to the project among 59% of respondents. Concerns about the project include apprehension about increased congestion, distrust about whether public interests would be properly safeguarded in a public-private partnership, fears about inequity, as well as "a strong preference for expanding public transit options rather than adding new lanes," and "an interest in public investments in alternatives like buses or rail systems, which they believe would offer more sustainable and long-term solutions to traffic problems while service a broader range of the population."52 Feedback from the 2025 comment period again raises skepticism about the proposed project, voicing concerns about public-private partnership aspects of the proposal and reiterating desires for public transit alternatives.53 C. Skewed Analysis of Special Populations TDOT's assessment of potential discrimination toward special populations in Appendix F is inadequate. TDOT uses U.S. Census Block Groups data for analyses of population, employment, and commuting trends, but in its review of potential discrimination on special populations, TDOT instead compares county-level demographics of Davidson and Rutherford counties to the State of Tennessee rather than narrowing in on census tract-level data along the ETSA. The assessed characteristics of age, education, literacy, disability, and children's health and safety are not uniformly consistent throughout Davidson or Rutherford Counties, and impacts of the project will likewise not be uniformly consistent throughout the two counties. The Project's potential for causing discrimination against special populations would be more accurately measured by reviewing age, education, literacy, disability, and children's health and safety data for the U.S. Census Block Groups along the project corridor. Conclusion Due to the potential for significant impacts to the environment from this Project, SELC urges TDOT to perform a more in-depth analysis through an EIS that includes regional transit alternatives. This will ensure that TDOT complies with NEPA and Section 4(f) by evaluating the proposal's significant impacts, as well as the less harmful alternatives that Nashvillians have asked for. Thank you for your consideration of these comments. B. Disregarded Public Feedback In addition to public participation gaps during the NEPA process, TDOT has treated the feedback that has been received as data to inform a public relations campaign aimed at promoting the Recommended Preferred Alternative rather than as an opportunity for the public to shape decision-making along the I-24 corridor. Early survey results from the 2024 comment period show broad opposition to the project among 59% of respondents. Concerns about the project include apprehension about increased congestion, distrust about whether public interests would be properly safeguarded in a public-private partnership, fears about inequity, as well as "a strong preference for expanding public transit options rather than adding new lanes," and "an interest in public investments in alternatives like buses or rail systems, which they believe would offer more sustainable and long-term solutions to traffic problems while service a broader range of the population."52 Feedback from the 2025 comment period again raises skepticism about the proposed project, voicing concerns about public-private partnership aspects of the proposal and reiterating desires for public transit alternatives.53C. Skewed Analysis of Special Populations TDOT's assessment of potential discrimination toward special populations in Appendix F is inadequate. 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Conclusion Due to the potential for significant impacts to the environment from this Project, SELC urges TDOT to perform a more in-depth analysis through an EIS that includes regional transit alternatives. This will ensure that TDOT complies with NEPA and Section 4(f) by evaluating the proposal's significant impacts, as well as the less harmful alternatives that Nashvillians have asked for. Thank you for your consideration of these comments.	

Date	Name	Source	Comment	Response
3/26/2026	Melanie Jobe	Email	Hello, I am a constituent in Nashville who drives I24 multiple times a week for work. I strongly oppose the addition of toll roads to this important highway in Nashville. While we are in desparate need of traffic control, additional lanes that will benefit a private company, destroy Nashville homes, and ruin Nashville businesses while costing Tennesseans a fee every time they use it is NOT the way. Please choose to keep Tennessee roads free for all Tennesseans, not just those who can afford to pay more for less traffic . Please instead look at free for all options to improve traffic flow on these corridors.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/26/2026	Suzi Reyes	Email	Hello, Thank you for allowing me to provide comments about the choice lanes. I live in Murfreesboro off of I24. I 24 can be a nightmare whether traveling East or West. Some of the worst traffic I've seen. Yes, something needs to be done to decrease traffic, but I don't think choice lanes are the answer. Despite what Governor Lee said (80% of Tennesseans support choice lanes), that is absolutely false. It's more like 80% of Tennesseans do NOT support choice lanes. The choice lanes will take away much needed lanes and create more traffic by slowing down the other lanes. Tennesseans do not want to pay to drive in a lane that didn't previously cost anything. With today's economy Tennesseans can't afford to drive in a choice lane. I think the only people who will travel in a choice lanes are non-local business people who have their company pay for the choice lane fees. Light rail, metro trains systems and buses are all much better ideas to ease traffic. Yes, light rail and metro trains could take years to build, but at least Tennesseans would know it's coming. Please do not create choice lanes. It will not solve the traffic problem. It will just add to the problem.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Information on the alternatives development and screening can be found in the Environmental Assessment under Appendix E – Geometric Screening and information on the traffic analysis used to identify the Recommended Preferred Alternative can be found under Appendix D - Traffic Analysis Report. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/26/2026	Mary Smith	Email	Dear T-DOT: After having traveled I-24 to and from Nashville for fifty years through all types of iterations for traffic control, I feel I am practically an expert on what does and does not work. HOV lanes do not work because they remove a lane during the peak volume of traffic when it is needed most. Now, there is a Choice Lane proposal which will add lanes that will not be available to all traffic but will act just like HOV lanes, limiting access and causing the same amount of gridlock. I spoke with a Rutherford County Commissioner on Tuesday who agreed with my husband that more lanes do not solve traffic backups. "San Diego has proven that adding more lanes does not work," Commissioner Pettus Read told me. What does work is a proposal that my husband has advocated for years which San Diego did adopt a version of -- a monorail train down the center of interstates for commuters who prefer not to drive. The space is already evidently allocated in the Choice Lane proposal in the unused medians and HOV lanes, while there would still be two lanes to carry automobile traffic, too. T-DOT should have instituted this train concept fifty years ago but instead kept opting to remove medians and add more and more lanes such as on I-40 at Briley Parkway that did not and still does not prevent traffic jams. More lanes simply do not work to prevent traffic gridlock. The installation of a Monoral System would, because they work in other metropolitan areas. Why not in Middle Tennessee??	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/26/2026	Emma Bartolo	Email	Dear Tennessee Department of Transportation: The Tennessee Department of Environment and Conservation (TDEC) appreciates the opportunity to provide comments on the Tennessee Department of Transportation's (TDOT) Environmental Assessment(EA) for the I-24 Choice Lanes Project. This assessment analyzes the potential impacts of the construction of a new Choice Lanes facility along Interstate 24 (I-24) from the interchange of I-24 and I-40 in Davidson County to the interchange of I-24 and I-840 in Rutherford County. The proposed project will include mainline interstate widening to accommodate new Choice Lanes and proposed interchange modifications along I-24 to accommodate the widening and access to the Choice Lanes. This project will further evaluate the introduction of dedicated Choice-Lanes-only direct access interchanges at several existing overpasses on I-24 and potentially one on I-40. The needs of the proposed project have been identified as travel time conditions, supporting ongoing growth in the region, existing operational and safety deficiencies, and insufficient connectivity to Downtown Nashville and the surrounding area. TDEC is the environmental and natural resource regulatory agency in Tennessee with delegated responsibility from the U.S. Environmental Protection Agency (EPA) to regulate sources of air pollution; solid and hazardous waste; underground storage tanks; and water resources. TDEC has reviewed theprovided documentation and offers the following comments regarding the proposed project: Division of Solid Waste Management TDEC strongly recommends that any wastes associated with construction confined to the limits of the proposed project — construction may include but is not limited to the following: unforeseen damages and repairs, cleanup, grading, excavation, testing of subsurface conditions, confining sediment, surface stabilization, leaks, and spills — must be handled in accordance with the Solid and Hazardous Waste Rules and Regulations of the state. This includes all materials that would be classified as solid and/or hazardous wastes per these chapters. With respect to the possibility of a legacy solid waste site, Tennessee's Solid Waste Management program only dates back to 1972, so there could conceivably be disposal in this area that predates the DSWM's program of which no information is available. Any wastes which may be uncovered during this project would be subject to a hazardous waste determination and must be managed appropriately. The Division understands the preferred alternative for the I-24 Choice Lanes project would widen 24.2 miles of I-24 Southeast, 1 mile on I-440, and 3.5 miles on I-40 to accommodate construction of two new Choice Lanes in each direction. Additional changes along I-24 would include construction of 14 access points, modifying existing interchanges and intersections, modifying or constructing bridges, and the construction of retaining and noise walls. Division of Water Resources As mentioned in the Draft EA, multiple streams and wetlands are proposed to be impacted by the road project. An Individual Aquatic Resources Alteration Permit will be required. Due to the extent of the proposed impacts, it is advised to coordinate compensatory mitigation needs with TDEC's Division of Water Resources prior to ARAP application submittal. TDEC appreciates the opportunity to provide comments on the I-24 Southeast Choice Lanes EA. Please note that these comments are not indicative of approval or disapproval of the proposed projects or activities contained within. Please contact me should you have any questions regarding these comments.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost feasible transportation option along I24 that offers travel time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT acknowledges and appreciates TDEC's comments and participation in the proposed I-24 Southeast Choice Lanes project. The Environmental Assessment (EA) addresses the potential impacts resulting from the proposed Project. Chapter 3 of the EA details these potential impacts, including hazardous materials and waste, water resources and other environmental considerations. TDOT is committed to mitigating these potential impacts as noted in Chapter 5 of the EA. TDOT is also committed to coordinating with TDEC and other partners to implement the environmental commitments and provide oversight to ensure compliance with all relevant laws, regulations and requirements.

Date	Name	Source	Comment	Response
3/3/2026	Alishah Gilani	Email	Dear TDOT Representatives, I am writing as a Nashville native who has proudly called this city home for 26 years to express my opposition to the proposed I 24 Southeast Choice Lanes project. Like many long time residents, I understand the frustration surrounding congestion on I 24. It has been a challenge for years, and we all want meaningful and lasting solutions. However, I do not believe the Choice Lanes proposal truly addresses the root cause of the problem. Adding priced lanes does not eliminate congestion. It often shifts it. Communities in other states that have implemented similar choice or toll lanes have not experienced long term congestion relief. In many cases, traffic remains heavy in the general lanes while only those who can afford the toll benefit from faster travel. Beyond effectiveness, I am deeply concerned about the impact on our community. Nashville has grown rapidly, and with that growth comes the responsibility to protect the neighborhoods and small businesses that give our city its character. Many residents were excited about the vision for Chinatown and the opportunity to see new cultural and economic development take shape in that area. Projects that risk displacing homes, affecting small businesses, or undermining community investment should be carefully reconsidered. Transportation solutions should strengthen our city rather than create inequities or threaten established and emerging communities. I respectfully urge TDOT to pause and reevaluate this proposal in favor of solutions that more directly address congestion without compromising neighborhoods and local economic development. Thank you for considering my comments. I hope the voices of long term Nashville residents will be thoughtfully considered before any final decisions are made. Respectfully, Alishah Gilani	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/3/2026	Rhonda Jordan	Email	The new Pan Asian market is phenomenal, and it stays busy, no matter the hour. Use an alternative route.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community.
3/3/2026	Athena Hiles	Email	I am writing in hopes to add my voice AGAINST the choice lanes in Antioch, Bell Road. We have just recently got our Chinatown completed and we do BOT want to see this destroyed!! I do hope all of the local residents voices will be heard and no changes will be made to our area! Athena hiles	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community.
3/3/2026	Kunnawalkam Raghav	Email	Hi, My wife and I live on (REDACTED), Nashville and we strongly object to the expansion of the choice lanes on i-24. The issue is one of massive removal of structures, housing, trees and businesses that very negatively impact the surrounding community. Traffic is an issue, yes, making more lanes DOES not solve the issue. Incentivize folks to travel with public transport, increase the number of busses and bus stops to make it easy for commuters to downtown/midtown Nashville.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/3/2026	Michael Roberts	Email	Good morning, I am writing you to ask you to reconsider the proposed route for the unpopular toll roads that will be placed in Antioch off the Bell Road exit. We are currently developing that area and have made amazing progress. To tear this progress down for toll roads no one wanted would be another disappointment to the people of Nashville. Whether the intent is to break up communities of color or not, it sure looks deliberate by the state. Interstates have historically broken up and hindered neighborhoods with marginalized people and it's a shame to see the same pattern happening over and over again. I urge you to use the alternate plan proposed by Joy Styles. The solution is there and the optics would be much better for you if the route was changed. Thank you for listening, Michael Roberts	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/3/2026	Travis Murdock	Email	Adding lanes to I24 isn't going to fix anything. Toll lane or otherwise. People drive up and down that section of road like they're cosplaying mad max and they somehow cause crashes endlessly on one of the straightest interstates in the area. Adding a toll lane only means moving businesses and spending money for something only a handful of people will ever use, it's a waste of time and money when we should instead be making some kind of mass transit that can actually make a difference in the volume of traffic and then maybe try and redesign the downtown loop to have flyover ramps rather than having two interstates merge into each other and then force both flows to weave across each other to continue on or change interstates. Ultimately if you want a simple yes or no. No, do not build choice lanes. It's a waste of money, especially when the interstates are already in piss poor condition even outside of the winter months.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) that was presented at the recent public hearings and included in the Environmental Assessment (EA) includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. With the proposed improvements in the RPA, many of the issues you cited would be addressed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/3/2026	Kaitlyn Carter	Email	I really don't like the idea of the choice lanes causing the demolition of Pan-Asia. It is something needed culturally. Besides, only the rich will use choice lanes.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion.
3/3/2026	Brandon Pierce	Email	To whom it may concern, Please reevaluate the choice lanes going through Antioch. Chinatown in Antioch is part of the revitalization of this suburb that I have called home since I was born in 1989. I have watched Antioch go through great difficulties and to see how it's grown in the past 5 years has been incredible. Don't destroy the infrastructure that has been built and is a blessing to the community because someone did have knowledge or pay attention in planning. Thank you, Brandon Pierce	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community.
3/3/2026	William Dingman	Email	TDOT, I wrote this the other day on the Murfreesboro Pulse's Facebook page regarding the new choice lane proposal. Im just going to paste it here with some feedback I got on it and my replies. If you want to seriously consider my proposals, Im willing to come talk to TDOT in person and hash out the finer details Ive already worked in my head how this whole system could work for I24, and any traffic jam areas in the USA highway system. My contact number is (REDACTED). Im a resident of Murfreesboro that was commuting to my Nashville jobs before the new lane speed limit sign system went up (when rush hour morning commute time was 60 min or less avg), and commuting for nearly 2 years after the system has been active (currently 75 min commute time avg) to see all the flaws in it currently. William Dingman Age 48, former CA resident, mid TN resident and commuter since 2004. William Dingman I cant make this meeting, but I'll say this. The Speed "Limit" signs project along I-24 is a TOTAL FAILURE! Nobody is live monitoring the lanes with UP TO THE MINUTE data, because often the Lanes Xed out are OPEN by the time you get there. All faith in the system is BROKEN and nobody trusts it. Waze is a better indicator of lane closures over the system TDOT wasted money on. The signs making every exit 30 mph has CRUSHED traffic flow because there are still too many actually observing this FALSE speed limit. Traffic flow will dictate our speed during rush hours. We dont need to be told to slow down to 30 mph. Commute time from Mboro to Nashville has increased by 20 min, averaging 75 min from Mboro to Nashville. We can NOT afford to lose even 1 lane to a Toll system. You can NOT control human driving patterns by making them pay more for a "fast lane". Too many drivers are NOT WORTHY to be in left 2 lanes, because they are scardy cats and or doddle 4+ car lengths behind car ahead of them, sometimes eating in car or doing their effing makeup at rush hours. Youll start a toll lane with idiots that will continue gumming up the traffic flow by refusing to maintain a 2 car length limit at speed, and 1 car length in bumper to bumper. Yes I know what the official driving distance is supposed to be, but its not realistic in rush hour traffic, we all know that. Even if the lane is walled off, the tollers will still take their freaking time driving how they always have and not being worthy to be in the fast lane, maintaining maximum attention to reduce massive gaps in their lane, which just encourages others to jump in front of them and bog down the fast lane over and over. Calling it an HOV lane is a joke and no one respects it and cops dont police it. It doesnt need to be turned into a toll lane either, for all the reasons stated above. I know the public wont like this, but the solution ACROSS THE NATION is chipped license plates with lane scanners to police which cars belong in which lanes. You do this because EVERY commercial vehicle has NO BUSINESS in the left lanes! This removes all big rigs and large vans and trucks and various commercial vehicles clogging the 2 fast lanes. Businesses dont want their vehicles breaking the road laws, SHOULD be making all their drivers maintain the speed limit, and therefore all commercial vehicles with business license plates will be FINED if their vehicles pass under the chip scanners in high commuter traffic sections of highway across the nation. You also use the chip trackers and scanners with AI to FORCE commuters to get into their proper lanes WELL AHEAD OF TIME when they need to merge onto other highways. We ALL know what the I-24 West problem is, its the 2 lane 440 overpass to go west from I-24. All those aholes like to wait for the last minute to get into the 2 right 440 lanes. License plate chip scanners would FINE drivers who dont get into those lanes early enough, literally 2 exits back. The AI would work like this, it would track how often you use the 440 overpass to go west every month and mark your plates as a dedicated commuter to 440 west. If you DO NOT get into the 2 right lanes ahead of time, at the 440 lanes entry scanner polls, TWO EXITS BACK, then try to enter the 440 overpass late, the AI will mark you as a line cutter, and FINE YOU, citizen or business vehicle. These fines would be fully enforced at time of vehicle registration, if you do not pay them as you receive them. The public, with their various driving skill ranges, cant be trusted to play fair any more, therefore AI license plate scanner enforcement MUST be used in commuter traffic problem areas across the country. I am available to TDOT to discuss this project more that TN could start ourselves before the nation adopts it. The current system is an absolute bust. AI lane management and fines is the ONLY answer, not toll lanes that blindly trust	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. This would allow Tennessee to better allocate the limited resources for transportation projects by leveraging private-sector innovation and capital. Once a P3 partner is selected, TDOT will develop contractual requirements the P3 must meet, including user fee thresholds, technology for user fee collection, maintenance, enforcement and operations. Additional considerations, like interoperability with user fee collection systems in other states, will also be determined at that time. Additionally, the Choice Lanes will be required to operate with an average speed of at least 45 mph to maintain. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
			the toll payers to maintain tight swift traffic flow even in the lanes they are paying to use. I offered to address TDOT months ago and asked Nick Beres NC5 to get the network to start a public televised meeting with NewsChannel 5 Nashville about this so I could share these ideas, and Nick ignored me and left my message on Read. But AI lane management with chipped license plates for overhead highway scanners is the only solution to manage greedy drivers merging late and lane cutting and causing backed up traffic across multiple cities in tight corridors like I-24. Id also use the AI scanners to modify forced lane changing or construction changes to the Bell Rd onramp that is the cause of many accidents because of greedy I-24 drivers refusing to let onramp traffic in swiftly and fairly and causing many accidents. Metropolitan Nashville Police Department Smyrna, TN Police Department Murfreesboro TN Police Department Few weeks ago I was chit chatting with a Metro PD officer who told me all the lane slowing has caused a new problem in that everyone crawling for a 20 mile stretch has made people put their noses in their phones while stuck in bumper to bumper traffic, causing MORE distraction and fender benders. They told me the Nashville Mayor has been the biggest roadblock to a plate reader system, but Im suggesting we go even further with my AI lane scanner idea. Im totally willing to meet with TDOT to further hammer out the details of such a system TN could create for the benefit of commuter traffic across the nation. William Dingman Gerald W White Ive been commuting to Nashville from the North and from the South since 2004. I understand traffic and human behavior realities better than the people about to waste 3 billy on toll lanes that WONT HELP. The solution isnt to make good drivers pay more. Its to punish the greedy behavior that causes the jam ups. Normally you wouldnt need to take these measures, but when you have a corridor with limited lanes (compared to SoCal) and a constant influx of residents in Rutherford Co commuting to Nashville more and more every year, you have no choice but to take these digital measures with fines so the aholes causing the hellish traffic are tamed down to get the commute time back under an hour again Mboro to Nashville. Gerald W White William Dingman I totally get your point, but I don't think that fines on people that do this is the answer. Nor do I think more AI to send tickets to people who won't pay them anyway. These interstates were designed to handle a set amount and I believe that was 80K autos a day. Since 2005, traffic has increased over 60% and continues to increase daily. At this increase, toll lanes won't fix it, adding AI fines won't and at a 60% increase. How many are just simply mind set with MY SECONDS ARE MORE IMPORTANT THAN YOURS! Mentality. The bad is Nashville is not built like LA, unless you buy up a lot of real estate to make additional lanes each side your hemmed in! TDOT is a stingy organization. Money won't be spent to fix it. Only band aids here and there. William Dingman Gerald W White Oh theyll pay the fines. I havnt got to the actual enforcing yet. But youre still making my point, lane expansion isnt an option. 440 was just redone, and even if you expand the overpass to 3 lanes wide, still wont fix it. The ONLY option is to PUNISH that late merging line cutting greed mentality with fines. Creating a simple AI system and license plate chip tech with highway scanners is still cheaper than the 3 billy they want to spent on their dumb toll lane idea. Other cities have tried that I see and failed, so why TN would spend to replicate failure? Someone go that meeting and read my post word for word, and hopefully it stops the dumb planners in their tracks. Its either my idea, or just remove/alter the speed light system they made. That system does NOT need to be showing the traffic flow speed, only the real speed limit during normal times, and IF there is an accident, you lower the speed limit of the lanes connected to closure only in those sections.	
3/30/2026	Prentice Fleming	Email	Dear Choice Lane Panel, Smyrna resident here. I am completely against this proposal. I don't understand why this is the only option for adding more lanes. Was there not government funding for infrastructure improvements over the last 12 years? Kentucky used it to expand I-65 to three lanes from the Tennessee state line to Indiana with their funding!!!! Why couldn't we do the same? Our exits to I-24 in Rutherford and Davidson counties need work now for improvements. I live off exit 70 and I'm for the proposal of the "X" style plans but it has to wait because of these "Choice Lanes". We need help now!!!! Pepsi is now off this exit and traffic is insane. Please shelf these Choice Lanes and keep the interstate the way it is and focus on improving each exit and entrances to I-24. I've been to cities with these and have spoken with locals and they have not helped traffic conditions at all. You don't see people even using them for the most part. Locals say the cost is just too much for them to even consider using them. Rutherford county is against the Choice Lanes. Add an exit for Smyrna at Rocky Fork.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/30/2026	Chris Bowe	Email	Hello! I am a Davidson County resident, and I have serious concerns about the proposed I-24 Choice Lane project planned for the Nashville area. Firstly, I will implore TDOT to complete and publish the required Alternatives Analysis so that we can get a full picture of the project costs and options. Secondly, I will break my opposition of the proposed highway expansion into three categories: Wrong solution Outrageous cost Disruption Wrong Solution I strongly believe that highway expansions are generally short-sighted and self-defeating in that they do not solve the problems they are intended to solve, namely, traffic congestion on the interstate. I think there is solid scientific evidence in the public record to support the concept of induced demand, and will not belabor the point here. This project is slightly different in that the cost to use the additional lanes may mitigate the lack of improvement in overall congestion for paying users, but that congestion will still ensnarl less affluent users, unable to pay the convenience tax, I mean toll. The main issue with the interstate in Nashville is that the inner loop creates a chaotic series of weaving interchanges that bogs down through-traffic as local traffic jumps on and off, often switching two or three lanes to catch the next interchange a mile away. I believe any highway spending in Nashville should be dedicated to untying the noose around downtown (the Inner Loop) and routing through traffic around the city, as the original planners of the Interstate Highway system intended. If the Inner Loop must stay, high capacity transit for local commuters on the I-24 corridor would be the next most desirable solution, as significant mode shift could permanently ease the strain that high traffic volumes put on the highways today, along with the massive environmental benefits that shifting to safer, more efficient travel modes unlock. Continuing to expand highways is tantamount to climate arson, and I cannot support the continued assault on our single, solitary habitable planet. Outrageous Cost The current projected cost of the Choice Lanes program is being advertised as $5 billion (with a B). The high concentration of flyovers, raised lanes, new interchange configurations, etc. adds enormous design and construction complexity, which drives up the cost per mile to an astronomical degree, even when compared to typical highway widening projects. And the costs are especially crazy compared to the expected outcome, which again will be modest congestion improvement for paying customers for a short period of time before induced demand brings still more personal cars and freight traffic onto the Choice Lanes. A short survey of historical mega projects also shows that the advertised cost is typically 2-3 times lower than the actual built cost and I expect this project to experience cost overruns in that same vein. For the same investment, we could establish permanent, high quality, high-capacity transit connections into the areas around the region that Nashville supports. Again, mode shift and reducing VMT would be vastly preferable for users, communities, and the environment. Disruption The plan calls for the demolition of established homes, churches, and businesses in several locations along the I-24 corridor. Think about the community that has grown around these places, and how hard it will be to start that process over from scratch. Even if there are plans for relocation assistance, there are impacts that can't be measured in dollars. Beyond that, construction is likely to take years. I think we all know that work zones aren't exactly the best way to relieve traffic congestion. For whatever modest congestion gains these lanes may provide upon completion, we will have endured years and years of slow zones, closed lanes, blocked exits, etc. The juice will not be worth the squeeze. Please reconsider destroying parts of Nashville for the modest convenience of a few paying motorists. Complete the Alternatives Analysis and consider which of the potential solutions will put the region on the right path towards transportation freedom and efficiency instead of tripling down on a failed experiment to force every American behind the wheel of an SUV for hours every day. WE DON'T WANT THIS! Thank you!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require all motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis and other environmental factors. Detailed maps of the Recommended Preferred Alternative (RPA) were also available beginning March 3, 2026, on the project website and the public hearings. The EA includes appendices with information you requested. As detailed in the EA, the RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. The RPA includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. The design at the I-24 and I-40 interchange went through numerous iterations of alternatives due to the congestion along I-40. The concepts presented are preliminary and additional refinements will occur as the project moves to final design. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/30/2026	Miller Brown	Email	I am writing to share my concerns regarding continued highway expansion in our region. If adding more lanes truly resolved traffic congestion, Nashville would not currently rank #1 in the U.S. for Daily Vehicle Miles Traveled (at 42 miles per person) while simultaneously suffering from the nation's worst commute—despite already having the most roadway miles per capita. Source: FHWA Statistics HM-72 The primary driver of this failure is "Induced Demand," a phenomenon where increasing road capacity simply invites more traffic. This cycle encourages car-dependent land use patterns that have created a feedback loop of congestion, ultimately harming Nashville's urban development. This process is explained in detail here: Wired: The Physics of Induced Demand. Furthermore, the public health implications of these projects cannot be ignored. Research indicates that living within 100 yards of a highway significantly increases the risk of cardiovascular disease. As such, the proposed widening of I-24 represents a direct hazard to the air quality and long-term health of nearby residents. Reference: NCBI: Highway Proximity and Cardiovascular Health Has there been any formal consideration of these negative health outcomes and the diminishing returns of highway expansion in the current planning process? I look forward to your response regarding how these factors will be mitigated.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. During the development of the Enviromental Assessment, (EA), direct right-of-way impacts are evaluated in addition to potential noise, air quality and flooding impacts to the surrounding community's quality of life. Potential adverse impacts are mitigated using measures outlined in the environmental commitments proposed for the project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and the public hearings. The EA includes appendices with information you requested. Chapter 5 of the EA "Environmental Commitments" outlines TDOT's mitigation commitments to address impacts or disruptions from the proposed project. Additional steps will be taken once a private-sector partner is selected to determine appropriate mitigation steps as the design progresses forward. TDOT is committed to staying engaged with the community throughout this process.
3/4/2026	Judy Klass	Email	Hi, folks. I understand why you want the toll lanes. I understand that they're important. I just wanted to give a sense of how important the coming, hoped for, long-awaited Chinatown is for someone who is not part of the Asian community. I moved to Nashville in 2006. There has never been very good Chinese food here. The few fairly good restaurants that used to be here have closed. Nashville is a major city, a destination city, a place that people all over the US and all over the world want to visit and many people want to move to. But since Lucky Bamboo closed several years ago -- there is literally no dim sum parlor in Nashville. There is no place to have a real dim sum meal. A person can drive for three hours, to get to Memphis. Or, a person can drive two hours and forty minutes to get to Louisville, Kentucky. Or, a person can drive nearly four hours to get to Atlanta, Georgia. Those are the only options. I was waiting for the dim sum restaurant in the Chinatown mall to open in 2027 -- and then I heard that you'll be tearing the whole thing down. That was pretty depressing news. There are currently no good Szechuan options in Nashville, either. The best is the chain called P.F. Chang's. That's sad. When people visit Nashville who like Chinese food, I'm ashamed of the options I can offer them. When people ask me about moving here, I warn them about the Chinese food situation, when I'm telling them about the advantages and disadvantages of life in this town. I'm sure lots of people that I don't know assess the culinary options in Nashville -- and decide not to move here, or to come here to study, in part because the Chinese food is lousy. You may think it's a small thing, but, to people who consider Chinese food one of the world's greatest cuisines, it matters, and it says something about the level of sophistication and hipness and importance of a city that it cannot manage to offer a single good Chinese restaurant. The coming Chinatown could change all of that around, if it is allowed to happen. It would be great for Antioch. It would be great for Nashville. It would be great for all of Tennessee. I hope you move the highway in a swerve, for a patch. Then, when it's past the Chinatown area, move it back. It might sound crazy, but it would be a very good investment. Judy	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT) recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, the ROW agents can assess each impacted owner's individual situation and discuss the benefits that are available to address these concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/4/2026	Zack Miller	Email	Hello, I am Zack Miller, Im a TN resident and recently received notification of the proposed choice lanes for the Smyrna and Nashville area. As resident of South East Nashville where the construction would largely impact, I can not stress enough how bad of an idea this is. Many of my close neibors are low income and would have every little use of the dynamically priced lanes. This same community also uses many of the locally owned businesses that would be forced to relocate due to the construction and with already high rental spaces in Nashville, many would fail. While yes, buses could use these lanes, slightly faster buses would have no use to the people forced to relocate due to the changing dynamic this would bring. I do not enjoy the traffic on I-24 but would take it everyday of the week over spending tax payer money on this project that would most benitift out of city and out of county commuters that pay little mind to local Nashville politics. Please do not go forward with this idea. Thank you for your time. Best, Zack Miller	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, ROW agents will assess each impacted owner's individual situation and discuss the benefits that are available to address any concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without priced managed lanes and a Public Private Partnership (P3) due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states including Texas, Virginia, North Carolina and Georgia have embraced similar models to deliver Choice Lanes projects.
3/4/2026	Melody Moreno	Email	Hello TN Department of Transportation, I'd like to voice my opposition to the construction of Choice Lanes that would destroy some of Antioch families' homes, our beloved businesses, and the new Pan Asia Supermarket. I speak more so of the Pan Asia market because it was recently built and it has quickly become a popular destination for the Antioch area. I've seen entire families come together to go shopping, teenagers and adults gaining new job opportunities, and an entire community of people coming together and enjoying the highly requested development. Please don't take away this opportunity from us. This isn't like another Tanger Outlets where we have more of the stores in another neighboring city. People want Pan Asia to stay, everyone who I know is from Antioch/live within Councilwoman Joy Styles district say that they think destroying Pan Asia would be so stupid. Without pointing fingers at any one individual or group, I also hate to say that I agree. How would destroying such a beautiful, booming business in an area with so much upward potential look to other future investors who want to pursue business opportunities in Antioch? As a state, Tennessee is known for being an exceptional place to do business in, especially in Nashville. I strongly oppose this decision to have the Choice Lanes run through this area. Please take other locations into consideration instead. Thank you for your time. Melody Moreno (REDACTED) (REDACTED)	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, ROW agents will assess each impacted owner's individual situation and discuss the benefits that are available to address any concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/4/2026	Kirsten Jensen	Email	Dear TDOT- I wanted to write an official comment regarding the I-24 choice lanes. As a homeowner in noble place townhomes I am directly impacted by the conceptual design plans. The uncertainty surrounding the potential impact to my home and the many unknowns have caused me considerable anxiety and stress. As this is not my forever home, I would like it formally noted that I am open to TDOT acquiring my property through the right-of-way process. I am strongly opposed to any conceptual plans that involve constructing an elevated freeway behind my home. Such a development would increase noise and pollution, create significant visual disruption, and substantially diminish my property value. Thank you, Kirsten Jensen (homeowner) (REDACTED) Nashville, TN 37211 Cell: (REDACTED)	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, ROW agents will assess each impacted owner's individual situation and discuss the benefits that are available to address any concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/4/2026	Brian Dill	Email	When I tried to use the public comment section on the Choice Website, I am not sure if it went thru. So I may be repeating comments I have already made. It appears most respondents from previous public meetings about the toll lanes are not in favor of them. I too think that making I-24 12 lanes wide will not work unless you went to great lengths to make it look like the northern section of the NJ Turnpike. Four 3 lane roadways separating trucks from car-like vehicles. My suggestions are four fold. 1. Eliminate the HOV lanes. They don't work. As taxpayers, we paid for those lanes to be constructed. They should be open to everyone 24 hours per day 7 days per week. 2. Construct auxiliary lanes between the interchange entrance ramps and the following exit ramps to assist trucks to get up to speed. That will make I-24 10 lanes wide between all interchanges. See I-95 in Palm Beach County, FL to see how this would work. 3. Installed signs in the median showing the distance for the next three exits. I know signage is not a TDOT strong point and by giving motorists extra notice of upcoming exits, it might get them into the proper lanes before they are supposed to exit. 4. Purchase the CSX tracks from Shelbyville to Nashville to give everyone another alternative to driving into Nashville. The alignment of the tracks should be adjusted so there will be a station on Main Street in front of the Middle Tennessee State University (MTSU) campus. It seems students today like to use mass transit and that station will likely be very well used. It will serve students in both Rutherford and Davidson Counties. Thank you for your assistance! Brian C. Dill (REDACTED)	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) that was presented at the recent public hearings and included in the Environmental Assessment (EA) includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. With the proposed improvements in the RPA, many of the issues you cited would be addressed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without priced managed lanes and a Public Private Partnership (P3) due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/4/2026	Christina Gates	Email	To whom this may concern, I would like to voice my opposition to the current plan that would potentially tear down the new Chinatown area. Pls let me know what i need to do to voice this opposition more. Thanks!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, ROW agents will assess each impacted owner's individual situation and discuss the benefits that are available to address any concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/4/2026	Patricia Shultz	Email	Please do not disrupt the new Chinatown. TN needs more diversity and this offers some. Let's look more into mass transit rather than making more lanes for single driver cars! Thanks.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, ROW agents will assess each impacted owner's individual situation and discuss the benefits that are available to address any concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO) which is housed in GNRC prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/5/2026	Cyrus Bahrassa	Email	Hello, Please find below my official comment on the I-24 Choice Lanes project and the feedback period that's currently going on. Thank you. Cyrus Bahrassa Antioch, 37013 I live off the Bell Rd (exit 59) interchange with I-24. Please do not pursue the Choice Lanes project as designed. I travel to/from downtown Nashville regularly at rush hours; I know how bad the traffic is. But, the proposed approach is too costly: financially, visually, and environmentally. Your own data shows that pursuing the proposed build will cause higher levels of pollution and noise, while having an adverse effect on wetlands and wildlife. It will require billions of dollars, and given TN's poor track record for maintaining roads, it makes no sense to spend so much money on this project, only for the infrastructure to rot away over time. I also think bringing flyovers and elevated lanes will ruin the beauty of our city and turn it into a concrete jungle. Residents will hate it. I recognize that change is needed and the current I-24 situation is untenable, but there are alternatives. Please focus your time, money, and energy on (1) improving the safety of the corridor and reducing the frequency of accidents, since the worst traffic jams happen when there is an accident; (2) high-capacity, frequent public transit (in partnership with Nashville and surrounding cities), which will actually get vehicles off the road and reduce congestion, noise, and air pollution; and (3) better investment and maintenance of our roads, which of course requires proper investment by the General Assembly. Nashvillians don't want to live in a concrete jungle; we want a modern, efficient transportation system, and it doesn't have to be a car-based one. The current design for the I-24 Choice Lanes is not the right move for our city or our state.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) that was presented at the recent public hearings and included in the Environmental Assessment (EA) includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. With the proposed improvements in the RPA, many of the issues you cited would be addressed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. TDOT is pursuing a public private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads. This would allow Tennessee to better allocate the limited resources for transportation projects by leveraging private-sector innovation and capital. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states including Texas, Virginia, North Carolina and Georgia have embraced similar models to deliver Choice Lanes projects. Chapter 5 of the EA "Environmental Commitments" also outlines TDOT's mitigation commitments to address impacts or disruptions from the proposed project. Additional steps will be taken once a private-sector partner is selected to determine appropriate mitigation steps as the design progresses forward. TDOT is committed to staying engaged with the community throughout this process.. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/5/2026	Michael Todd	Email	Thanks for taking the time to answer my inquiry. I see from the Environmental study that a list of properties substantially impacted by this project has been developed. I think my home may be one of them. Is there a way I can determine that? I will be at the hearing this evening, but was hoping to have that information before I attended. Best, Michael Todd (REDACTED) Nashville, TN 37210	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. As part of the Environmental Assessment (EA), a Conceptual Stage Relocation Plan (CSRP) was developed to identify properties potentially impacted by the proposed Project. The CSRP was made available, along with the entire EA and detailed maps of the Recommended Preferred Alternative (RPA), on February 13, 2026, for public review. The CSRP, EA and RPA maps can be viewed on the project website for more information on potential impacts to properties. Based on the CSRP, the address provided in your comment is not included on the list of potential displacements.

Date	Name	Source	Comment	Response
3/5/2026	Josh Altman	Email	Hello, I live at (REDACTED)in Nashville. Thank you so much for holding the public hearing on the I-24 Choice Lanes. I just attended the hearing at the Coleman Community Center and wanted to send in my concerns and questions: I am very worried about the current prospect of this project. I fear that it will be an incredible cost to the community, quality of life, and environment, while failing in its goal to reduce peak hour traffic in the long term. - I do not believe these added toll lanes will improve traffic at peak times in the long run. It is well proven at this point that adding lanes to highways does not reduce traffic congestion at peak hours in the long term. Instead, adding lanes creates induced demand, prompting more people to drive on that route at that time that did not previously, leading back to the same congestion that occurred in the first place but with more cars. People then tend to move further from town for longer commutes, while budgets and land for public transportation are reduced, thereby reinforcing the problem in a vicious cycle. This is found again and again in studies like the following and in observations such as the Katy Freeway in Houston, TX: https://www.nber.org/papers/w15376 https://ww2.arb.ca.gov/sites/default/files/2025-04/Roadway%20Capacity%20and%20Induced%20Travel%20-%202025%20Policy%20Brief.pdf https://www.sciencedirect.com/science/article/pii/S2213624X22002085?via%3Dihub If there are studies that prove the contrary that have been used as a model in the planning of this project, I would like to know which studies those were. Many of our issues with traffic in Nashville also seem to be directly related to the inefficient design of many of the interchanges and merges of the major interstates and highways. This was even touched on during the public hearing presentation when it was noted that the estimates for commute time on 40 Westbound don't seem to improve much based on the current plan's model. The current plan does not seem to address these inefficient interchanges and merges that are the source of so much of the traffic as people are forced to attempt to merge across multiple lanes of traffic over a short distance in order to follow the same interstate. - While I fear that the added lanes will not accomplish their goal, I also fear they will cause harm in the process.The Environmental Assessment by TDOT identified some rare animal species are at high risk from this project. The current plan also includes demolishing the Pan Asian Market and parts of the Chinatown project in Antioch, which has been an exciting and valuable asset to both myself and the community. I can clearly see I-24 from my window as it is only a few hundred feet from my house. Already, the road noise from I-24 is incredibly loud and disruptive. With added vehicle volume, this noise will only grow worse, lowering quality of life for me and all of my neighbors.The extinction of a rare species, the removal of a beloved new cultural and commercial space, and the damage to quality of life and communities in the area is not worth added lanes that will likely not help in the long run.- One last facet of this plan that scares me is the nebulousness of the Public Private Partnership.I understand that these kinds of arrangements are sometimes seen as necessary in order to get around budget restrictions. However, I have heard very little about any system for continued accountability for whichever private firm would pick up this project. What is stopping the private company from gouging drivers with prices that end up serving only the very few? This is the pattern that private companies seem to take for these kinds of operations: we've even seen it play out here in Nashville with the private parking companies and the hellishly expensive parking landscape downtown. With no accountability, we can only expect the private company to prioritize profits at the expense of the people of Nashville. While it is out of the scope of this project, I think the solution that would much more directly, efficiently, and permanently help traffic flow is to improve our public transportation. I know that this is more of a systemic issue that is in some ways out of the hands of the people that are in charge of this project, and I know that the people that have worked so hard on this project so far are doing so because they truly want to help and improve the lives of those that live here. But, public transportation, when done well, has proved again and again all around the world to be a solution that gets cars off the road, clears up congestion, and provides safe and efficient transportation for the people. I would be more willing to swallow my fears about some of these potential damages outlined above if the solution were one like public transportation that I can trust will accomplish it and keep it for the long-term. Thank you so much for your work and for your time. I can imagine that it must be frustrating to put so much work into a plan such as this, only to have people complain and combat the plan. Please know that I do appreciate your hard work. -- Josh Altman Nashville Resident	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. Additionally, the RPA includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. With the proposed improvements in the RPA, many of the issues you cited would be addressed. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. The EA includes the findings of several environmental analyses, including threatened and endangered species, noise, air quality, right-of-way, alternatives analysis and other environmental factors. Additionally, the EA includes all previous studies and planning documents used to inform the proposed Project. The proposed Project required a noise study to identify noise impacts and evaluate noise abatement for those impacts. The noise study was conducted in accordance with TDOT's traffic noise guidance and FHWA noise regulation. The Noise Impacts Technical Memo details the efforts to evaluate existing noise levels along the I-24 corridor and future noise levels with the RPA in the design year 2052. The study determined that the proposed project will create future traffic noise impacts. A total of 3,218 residences and 61.54 equivalent residences are predicted to be impacted. Noise abatement was also evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. Based on this evaluation, thirty (30) preliminary barriers meeting the noise reduction design goal were deemed both potentially feasible and reasonable. Noise barriers are likely to be included in the project plans; however, changes made during the final design process for the project could affect conclusions regarding noise impacts and abatement. Therefore, final noise abatement decisions will be made during the final design process. A Biological Assessment (BA) was prepared to determine direct and cumulative effects on the Nashville crayfish, which is listed as endangered under the Endangered Species Act (ESA), resulting from construction of the proposed Project. They also identified methods to minimize and mitigate those effects both during and after construction. These measures include prohibiting in-stream work during October 1 and May 31, conducting sweeps to relocate Nashville crayfish from impacted streams for relocation, implementing measures to prevent materials entering streams and more. A detailed list of mitigation measures is included in the BO that was issued in May 2026 and the Environmental Commitments in the Appendix D of the FONSI. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. This would allow Tennessee to better allocate the limited resources for transportation projects by leveraging private-sector innovation and capital. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements the P3 must meet including user fee thresholds, maintenance, enforcement and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public.
3/6/2026	Zada Law	Email	I drive I-24 from Nashvile to Murfreesboro and back every day. What I would very much like to see before spending money on building choice lanes is to crack down on semi trucks traveling in the 3rd and 4th lanes from the left. The signs clearly say that trucks should stay in the right two lanes, but daily I see many, many trucks cruising along in the left two lanes, and when they come to a hill, they slow down. On the downhill slopes, they tailgate those of us going the speed limit in the left two lanes. Geo-fence them into the right two lanes. Or restrict them to the new choice lanes, make them pay for it, and make it safer for those of us in cars.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While enforcing traffic laws does not fall under TDOT's purview, we recognize the importance of enforcement as it relates to traffic management. This is why TDOT will include requirements for the public-private partner to coordinate with local law enforcement and enforcement of traffic laws in the developer agreement. TDOT will allow heavy commercial vehicles (HCV) up to Class 10 access to the Choice Lanes. Vehicles classified as Class 11 or above will be restricted from accessing the Choice Lanes to maintain consistent travel times and operational safety. HCVs restricted from accessing the Choice Lanes will still be permitted access to the existing general-purpose lanes.
3/6/2026	Gabe Horton	Email	Hi Rebekah, We were hoping that the Q & A tonight would include more answers. I'd like to give you and your team an opportunity to respond to questions that went unanswered tonight and others that occurred to me afterward. I'm sure there are additional questions I haven't captured here, and I hope others will follow up with anything I've missed. Please take whatever time you need to gather full and accurate responses from the appropriate personnel, in order to meet TDOT's stated standards of "Communication, Accountability, Consistency, and Integrity." 1. What would be necessary for TDOT to select the "No Build" option? Since that is still a valid option according to your presentation, and it would be improper to bias one option over another, I expect you can tell us specifically what criteria would need to be met to select it. Please be specific about the proportion of public comments in opposition, environmental impact thresholds, cultural impact considerations, and any other factors that inform the decision. Again, since you should not be biased one way or the other, I anticipate a full and detailed response. 2. What is the projected price range for Choice Lanes users? If you can predict traffic times to the minute in the year 2053, you can give us a projected range for the choice lanes. Will it cost between $.50 - $5 per month? Will it cost between $5 and $10 per month? Between $10 and $15 a month? This project would not have been approved without some projection of revenue generated. Please provide a price range for what users can expect to pay. 3. What percentage of the revenue from the Choice Lanes will be returned to the state of Tennessee for public use? 4. If the answer to the previous question is less than 50%, please provide a full legal justification for exercising Right of Way to claim private land. T.C.A. § 29-17-102 prohibits the taking of land where the primary purpose is a private party's economic benefit and the "public benefit" is merely pretextual. The public use doctrine requires that land seized under imminent domain be available to the public as a class. The Choice Lanes, however, require members of the public to enter a contractual agreement with a private company in order to use them. The private operator is thus the primary beneficiary of the land. Tennessee courts evaluate the public use doctrine based on functional use, not on who owns the lands. Even if the state retains ownership of the land, the functional purpose of that land is to generate revenue for a private operator, rendering the public use justification entirely pretextual. 5. What is TDOT's plan to compensate property owners and renters whose property is NOT seized but whose property values and quality of life are negatively impacted by the project? 6. Will homeowners whose property is seized know the full Relocation Assistance amount before choosing whether to accept the Approved Written Offer? It is my understanding that Right-of-Way compensation involves two separate payments: The Approved Written Offer to purchase the property, and then Relocation Assistance covering price differential, incidental expenses, and increased interest costs. However, if we are required to accept the purchase offer before knowing the Relocation Assistance amount, we cannot make an informed decision. Please clarify the sequence of these disclosures and whether the full compensation package will be available before accepting the offer. I appreciate your attention to these questions and look forward to substantive responses. These answers directly affect whether the people in that room tonight can make informed decisions about our homes and our futures. Gabe	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT) held a Q&A session at the public hearings following a presentation on the Environmental Assessment (EA) and Recommended Preferred Alternative (RPA). At each public hearing, TDOT stated they may not be able to answer all questions during the Q&A session but stated all questions would be answered in the comment response matrix with all public comments submitted by March 26, 2026. TDOT and their consultant staff were also available during an open house session following the presentation to answer questions in greater detail or address technical aspects of the proposed Project. The EA outlines the Purpose & Need for the proposed Project. The purpose is to provide a cost-feasible transportation option that offers travel time advantages for passenger and commercial vehicles along I-24, between I-40 south of downtown Nashville and I-840 near Murfreesboro by addressing the following transportation issues: capacity, travel times and limited funding and accelerate project delivery. The proposed Project is needed to address increasing urban congestion caused by insufficient capacity, which can be defined and measured by slow travel speeds accompanied by high travel demand, weaving issues due to traffic density and geometric constraints at system-to-system interchanges and bottlenecks in critical areas along the corridor. Based on the Purpose & Need, the RPA was identified as the optimal alternative through alternatives development and screening. Without improvements, the No Build Alternative will lead to increasing congestion, crashes and deteriorating operations along the corridor. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. This would allow Tennessee to better allocate the limited resources for transportation projects by leveraging private-sector innovation and capital. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements the private-sector partner must meet, including user fee thresholds, maintenance, enforcement and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. User fee thresholds will be determined in contract criteria established by TDOT and the Transportation Modernization Board once the project's private-sector partner is identified. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, ROW agents will assess each impacted owner's individual situation and discuss the benefits that are available to address any concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The property owner has the right to negotiate all offers presented for acquisition and relocation. If a settlement cannot be reached between the parties, then eminent domain proceedings will allow the State Attorney General's Office to work with the landowners and their legal representatives in an attempt to reach a settlement outside of court. If a settlement cannot be reached a jury of citizens will hear testimony prepared by both the property owner and the state. After deliberation, the jury determines just compensation due the property owner. During the Environmental Assessment, direct right of way impacts are evaluated in addition to potential noise, air quality and flooding impacts to the surrounding community's quality of life. Potential adverse impacts are mitigated using measures outlined in the environmental commitments proposed for the project.

Date	Name	Source	Comment	Response
3/6/2026	Nicole Thomas	Email	I had the privilege of representing Glencliff at this evening's community hearing about the TN Choice Lanes Project. Here is the full version of my statement I didn't get to do because I only had 2 minutes: Ladies and gentlemen, members of TDOT, I am under no illusion that I can affect the outcome of this project by my words. But you deserve to hear them and be shamed by them nonetheless. We stand today at a crossroads — not merely of asphalt and concrete, but of principle. The TN Choice Lanes project has been presented to the people of Tennessee as a solution, a remedy, even a gift. But let us speak plainly: IT IS NO GIFT. It is, instead, a venture that will line the pockets of the already ultra-wealthy, while everyday Tennesseans shoulder the burden. We have been told this plan will "ease commute times" between Nashville and Murfreesboro. We know better. We know that adding toll lanes accessible only to those who can afford them does not shorten the commute for ordinary drivers — it simply builds a faster lane for the privileged while everyone else remains stuck in the same congestion as before. And worst of all, this project demands that families be uprooted — displaced through eminent domain, not for an unavoidable public necessity, but for a privatized, profit-driven roadway that serves the few at the expense of the many. The people of Tennessee deserve better. These objections are not merely emotional — they are rooted in the founding principles of this country. The U.S. Declaration of Independence boldly declares that all people are endowed with "certain unalienable Rights," among them "Life, Liberty, and the pursuit of Happiness." How can one pursue those rights when their home — their anchor of stability, their refuge — is taken from them so that private investors may enrich themselves? The U.S. Constitution, in the Fifth Amendment, affirms that no person shall "be deprived of life, liberty, or property, without due process of law," and that property shall not be taken "for public use, without just compensation." But what is "public use"? What is "just compensation"? Is it truly "public use" when the benefit is split between commuters who can afford the tolls and corporations who will profit from them? Is compensation "just" when families lose irreplaceable history, community, and security? The Bible warns us in Proverbs 22:22, "Do not exploit the poor because they are poor and do not crush the needy in court." In Isaiah 10:1–2, we are cautioned: "Woe to those who make unjust laws... to deprive the poor of their rights and withhold justice from the oppressed." Is it not an injustice to force families out of their homes so that others may profit? Is it not exploitation to claim this is for the good of all, when only a minority will benefit? We must not ignore what is morally clear. The Human Cost Cannot Be Overlooked. Behind every dot on a planning map lies a family, a home, a story. Eminent domain is not an abstract governmental tool — it is a force that tears apart communities. The TN Choice Lanes project will displace hardworking people who did nothing wrong except live in the path of someone else's profit plan. My friends. My neighbors. The best community I have ever had the privilege of being a part of. This is not progress. This is injustice. I know you won't choose a Better Path. The money is spent. The plans laid. But true public infrastructure should serve everyone, not only those who pay extra. True progress should lift communities up, not push them aside. True leadership listens to the people — the everyday Tennesseans who stand to lose the most. The choice is not between toll lanes or traffic. It is between equity and inequality, justice and convenience, people and profit. For 4 years I lived with my friend in one of the homes you are going to demolish. She is set to lose everything she has built there. This project is wrong — not just economically, not just logistically, but morally, constitutionally, and fundamentally. And you deserved to hear that today. Thank you. Nicole Thomas (REDACTED)	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Tennessee Department of Transportation (TDOT) recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/7/2026	Eddy Tune	Email	Greetings, I applaud TDOT for taking the initiative and being proactive in addressing the ongoing traffic concerns on I-24. I think Choice lanes will help alleviate congestion on I-24. One concern is how travelers will get to I-24. Currently there is bottle necks at interchanges of vehicles trying to access I-24. One thing I believe would help diffuse congestion getting on I-24 is to build another Interchange at the beginning of the Choice Lanes about 1 mile from 840. This would be where a major thoroughfare will intersect with I-24 in the near future. This major 5 lane regional thoroughfare is an extension of the Cherry Lane/ Stonesbattle Pky connecting I-840 to the NE and intersecting I-24. This would bring relief from the current interchanges, increase traffic on the Choice lanes and give an outlet for the Cherry Lane/Stonesbattle PKY. This area is anticipated to be a gateway for the Murfreesboro/Smyrna region and will have regional commercial and home dwellings in the near future. If an interchange is not built the increase flow at the other interchanges will increase further. If you have any questions/concerns, feel free to contact me. Thank you, Robin Tune (REDACTED) (REDACTED) Smyrna, Tn 37167 *Commenter included an attachment of Future Land Use with Utilities Plans dated 2026.01.14*	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The area of Cherry Lane and Stonesbattle Parkway extends beyond the proposed project's study area. However, TDOT recognizes the importance of improving access to I-24. The Recommended Preferred Alternative(RPA) that was presented at the recent public hearings and included in the Environmental Assessment (EA) includes modifications to existing interchanges and intersections and new interchanges along I-24 to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth and limited funding that slows project delivery.
3/7/2026	Iryna O. Frankiv	Email	Dear Tennessee Department of Transportation, I am writing as a resident of the Noble Place community to express my serious concern and opposition to the proposed I-24 Southeast Choice Lanes project. During the recent public meeting, residents learned that this project could directly impact our neighborhood, including the potential removal of approximately 24 properties within our community. Noble Place is a newly built residential development completed in 2024, where many families have recently invested their life savings into their homes. What is particularly concerning is that this project has reportedly been under discussion since around 2015. If the expansion of I-24 and the potential corridor for this project had already been identified, it raises an important question: why was a new residential community approved and built in such close proximity to a project that would eventually require the removal of homes? Residents deserve transparency regarding how these planning decisions were made. Specifically, I would like clarification on the following: When was the final alignment of the project determined? Who approved residential development in the Noble Place area knowing that a future highway expansion was being considered? Why were homeowners not clearly informed about the potential risk to their properties before purchasing homes in this community? In addition to the possible loss of homes, this project will have significant negative impacts on the remaining residents, including increased noise, increased air pollution, and potential decreases in property values. This situation places homeowners in an extremely difficult position after making major financial and personal investments in a community that was only recently developed. For these reasons, I strongly oppose this project in its current form and respectfully request a thorough review of its impact on the Noble Place community. I appreciate your time and look forward to receiving a clear response regarding these concerns. Sincerely, Iryna Frankiv Noble Place Resident	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. TDOT held multiple in-person and virtual public information meetings in August 2024 and September and October 2025. TDOT presented alternatives at each of these public information meetings and online for public feedback. Following the public information meetings and public comment periods, the information and materials shared at the public information meetings remained online and available to the public. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis and other environmental factors. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. While TDOT has coordinated with the City of Nashville throughout this process, we do not have any role in local zoning or matters relating to building permits. TDOT strives to minimize impacts to properties during the development of projects. Unfortunately, in rapid growth areas such as Nashville, new developments can come online during the project development process that conflict with the proposed design. TDOT will continue to identify opportunities to minimize impacts to these new developments during the final design for the project. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyers distributions and engaging local elected officials to share updates with their constituents. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/7/2026	Kevin S Williams	Email	Choice Lanes are not going to work in Middle Tennessee. We need something that will help alleviate congestion on a massive scale. Why not use the area that has been promised for these choice lanes and see about building a train down that section of I-24? As people continue to move here it is only going to get worse without mass transit. This proposal is just kicking the can down the road. We need REAL solutions. I'm also against destroying businesses and homes to build the off ramps for this project. Thank you for your time. Kevin S Williams	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.

Date	Name	Source	Comment	Response
3/8/2026	Cameron Weil	Email	I am writing to submit a public comment regarding the Choice Lanes project along the Nashville–Murfreesboro corridor. I own a commercial property at (REDACTED) near the existing interchange. One ongoing limitation of this interchange is that access is restricted to a single direction, which reduces connectivity and creates inefficiencies for businesses and commuters in this corridor. As TDOT evaluates improvements associated with the Choice Lanes project, I respectfully request that consideration be given to enhancing the Fesslers Lane interchange to allow full directional access. Improving two-way access would: Increase safety by reducing out-of-direction travel Improve traffic distribution in the immediate corridor Support local commercial properties and economic activity Enhance long-term functionality of the interchange as traffic volumes grow Given the scale of the Choice Lanes investment, this may be a strategic opportunity to address an existing access constraint while the corridor is already under construction. Thank you for your time and consideration. Best regards, Cameron Weil (REDACTED)	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) that was presented at the recent public hearings and included in the Environmental Assessment includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. During the project development, every existing interchange and overpass was evaluated as a potential Choice Lanes access point. Fesslers Lane interchange was screened, and a full access interchange improvement with Choice Lane access was evaluated. However, due to dense development and environmentally sensitive cemeteries surrounding this interchange, the potential impacts of a full access interchange improvement were high. Full access interchange improvements were eliminated as a feasible option at this time and improvements were limited to bridge replacements and ramp modifications to accommodate choice lanes and improve operations. The RPA proposes modifications at Fesslers Lane, including expanding the westbound general-purpose entrance ramp to two lanes and replacing the existing Fesslers Lane bridge over I-24. These improvements would provide better access for westbound travelers by upgrading the intersection of Fesslers Lane and the I-24 eastbound exit ramp.
3/1/2026	Angela Gray	Hotline	Hi, my name is Angela gray, my number is (REDACTED) and I just wanted to leave a comment about the choice lane. I'm sorry, but I think it's stupid that we want to deal with congestion by charging people to be able to not be affected by the congestion and the other lanes. When, the obvious answer is that we actually need more lanes, we need better infrastructure to handle the congestion that's out there. So, that's my thought. Thank you.	A member of the Project Team returned this call on May 6, 2026 but the call was not answered.
3/2/2026	Dawn Freeman	Hotline	Hi, my name is Dawn Freeman and I was trying to send an email but it keeps coming back to me. My contact phone number is (REDACTED). Thank you.	A member of the Project Team returned this call on May 6, 2026 but the call was not answered.
3/2/2026	Christina Gates	Hotline	Hi, this is Christina gate. I am opposing the extension of I. 24 through the new China town development and I wanted to voice my opinion on that. When you get this message please give me a call at (REDACTED). Thank you.	A member of the Project Team returned this call on May 1, 2026 to discuss concens about impacts to the Pan Asia Market. The Project Team member explained the Recommended Preferred Alternative was a conceptual design that would be refined to reduce impacts as design progresses and the right-of-way process inclusing acquisition, available relocation assistance and property owner rights.
3/3/2026	Benjamin Franklin	Hotline	Hi, my name is Benjamin Franklin. I live in SmyrnaTennessee. My cellphone number is (REDACTED) regarding the Choice Lanes or whatever you guys are calling it. That's a dumbest damn thing I've ever heard traffic is already bad enough down I-24 all you are gonna do is clog up the other lines and all you're trying to do is collect money. That's it. So no, I vote no.	A member of the Project Team returned this call on May 6, 2026 but the call was not answered.
3/3/2026	Preston Presley	Hotline	This is Preston Presley phone number is (REDACTED). I'm totally against a demolish in this market. This is ridiculous. Huh. The plans been going forever and all of a sudden, a week or two after they have a grand open. Then there's a plan to possibly demolish and that's just wrong. It should have been told this before they had cleared, ever cleared all the hurdles to bill. I'm totally against this. This is totally wrong.	A member of the Project Team returned this call on May 1, 2026 but the call was not answered.
3/4/2026	Carolyn Greenwood	Hotline	Yes, my name is Carolyn Greenwood and my phone number is (REDACTED) I'm on a landline so you can't text me but I would like to find out what this 24 choice lane is all about so if you could please give me a callback I would certainly appreciate it. Thank you. Again my phone number is (REDACTED), thank you.	A member of the Project Team returned this call on May 6, 2026 but the call was not answered.
3/4/2026	Paulette Coleman	Hotline	Good, good morning. I do have a concern about the choice lanes on I-24 and the disruption and this location it will cost to primarily our Asian and international people and also the residents of Woodbine and the other area. It's smacked, so much of the displacement and disruption that happened on Jefferson Street after the I-40 deecision and it is another example of the spa and the federal government being incented to the nonconcern about the concern of neighbors who most impacted especially if they are not of the majority group. Thank you very much and I hope alternative routes will be considered as you know, Jefferson street has still not recovered from that decision of forty fifties and sixties. Thank you	A member of the Project Team returned this call on May 6, 2026 but the call was not answered.
3/5/2026	Natasha Larson	Hotline	Hi, my name is Natasha Larson, I own Larson floral which is located at (REDACTED). My landlord said that you guys are looking at acquiring that kind of stretch of area. So I wanted to just kind of reach out and, and figure out what exactly that means for my business. I am the business owner of Larson floral. I do lease a space in, in that building from my landlord. So I just wanted to be involved in any kind of decisions and kind of update that are gonna affect my business and, and my clients and things like that. So I can be reached at (REDACTED). Thank you so much.	A member of the Project Team returned this call on April 22, 2026 and discussed the proposed Project timeline and right-of-way process. Ms. Larson asked if she should begin moving now and the Project Team member indicated she did not need to move at this time and explained the process and resources available during right-of-way and that Ms. Larson could lose access to those resources if she were to move before the process began.
3/13/2026	Patricia	Hotline	My name is Patricia and I live in Nashville and do travel to Murphreesboro. I'm totally against the Choice Lanes. There's nothing the toll road and we already have enough issues. So, no, absolutely not. My number is (REDACTED) is not necessary to call me back but please log my displeasure at this ridiculously stupid idea. Thank you.	A member of the Project Team returned this call on May 6, 2026 but the call was not answered.
3/13/2026	Terri Willis	Hotline	I am calling to voice my opposition against the Choice Lanes landing over Pan Asia. Thank you, please find an alternate route.	A member of the Project Team returned this call on May 1, 2026 to discuss concens about impacts to the Pan Asia Market. The Project Team member explained the Recommended Preferred Alternative was a conceptual design that would be refined to reduce impacts as design progresses and the right-of-way process inclusing acquisition, available relocation assistance and property owner rights.
3/15/2026	Suzanne Lindsay	Hotline	Hello, my name is Suzanne Lindsay and my phone number is my landline is (REDACTED) and I'm calling about the choice lane and where the exit will be. I would very much appreciate it if it did not go through China town and if it didn't involve the Bell Road exit off of 24. That would be incredible because that is by far the worst exit interchange off of an interstate that I have ever seen and I've lived in many states and I'm seventy years old and it is awful and it can't be fixed because of the logistics of the situation. The only thing they could do is build the Hickory Hollow parkway exit a mile away. To take some of the stress off of that and if you tried to do the exchange off of the Bell road, it's going to be a nightmare upon an already existing nightmare and we would lose China town which is much need a kind of investment in Antioch. I've lived here for thirty years and it is more than thirty years really and it's a wonderful community but it desperately needs investment and to tear down a verging business with two existing buildings and a third one on the way. It just shortly after the first building launched would be a terrible sign to other investors. So please take that into consideration and the ChoiceLanes can come off at hickory Hollow Parkway, there's lots of room, and it's really something I hope you do. Thank you so much.	A member of the Project Team returned this call on April 22, 2026 but the call was not answered.
3/15/2026	Kia Reinhart	Hotline	Hi, This is Kia Reinhart. A constituent in Cane Ridge. I just wanted to let you know that I do not support the demotion of China town for the I-24 choice lanes project. If you need to contact me for additional comments my phone number is (REDACTED) thank you.	A member of the Project Team returned this call on April 22, 2026 but the call was not answered.
3/26/2026	Mike McNair	Hotline	Hello, my name is Mike McNair, my phone number is (REDACTED) , and I live off of Una Antiochin Antioch. I'm calling to leave a comment about the new I-24 choice lanes, and they're a great option, but I do think that the on-ramp lanes need to be moved to the Hickory Hollow exit. It makes perfect sense to have a lot more space and will not have to interfere with the growing and already constructed Chinatown in Antioch. My family and I love going there, and we'd be devastated to hear that it will not be utilized anymore. So, please move the on-ramp down to Hickory Hollow. Thank you.	A member of the Project Team returned this call on May 6, 2026 but the call was not answered.
3/27/2026	Jennifer Milad	Hotline	Hey! So my name is Jennifer Milad my phone number is (REDACTED) and I would like a change to the current design for the toll project, the toll road project because Pan Asian supermarket, it's still new and it's bringing in a lot of business for Antioch. And honestly it is so beautiful and if it is demolished because of this project, we are facing a huge loss like everyday is getting more and more customers. So, I, Haile I would suggest you all don't demolish it. Thank you.	A member of the Project Team returned this call on May 1, 2026 and discussed the Recommended Preferred Alternative (RPA) and potential impacts to the Pan Asia Market. The Project Team member explained the RPA was a conceptual design that would be refined to reduce impacts as design progresses and the right-of-way process inclusing acquisition, available relocation assistance and property owner rights.
3/31/2026	Jerry Lee Davenport, Jr.	Hotline	Hello, this is Jerry Lee Davenport Jr.r at (REDACTED) in Antioch. My phone number is (REDACTED) my email is (REDACTED). I just wanted to leave a comment that I do not want the China town destroyed by the new Choice Lanes entrance please move it down Hickory Hollow parkway or move it somewhere else that China town development is a valuable addition to the area. I don't know if you've been there if you haven't you need to go there and I suspect you'll be changing your mind if you do. Thank you.	A member of the Project Team returned this call on April 22, 2026 but the call was not answered.
2/13/2026	Molly Shaw	Hotline	Hello, My name is Molly Sean. I was calling about the I-24 choice lanes project. I just received an email that the environmental assessment has been published. I was just seeing if someone could review some of that information with me as it pertains to my home. It is, the address is (REDACTED) Nashville, Tennessee. 37211 my callback number is,(REDACTED)look forward to hearing from you. Thanks, bye-bye.	A member of the Project Team returned this call on March 4, 2026 to discuss potential right-of-way concerns.
2/18/2026	Jeff Bergman	Hotline	Hi, my name is Jeff Bergman (REDACTED) I do own a property on Elm Hill Pike and I'm curious how this possibly could impact my property. Thanks.	A member of the Project Team returned this call on April 22, 2026 but the call was not answered.
2/18/2026	Scott Schneiderman	Hotline	Hi, this is Scott Schneiderman with CBRE real estate. If you could please give me a call (REDACTED) Thank you.	A member of the Project Team returned this call on May 5, 2026 and spoke to Mr. Schneiderman about concerns related to potential impacts to the Pan Asia Market, explained the Recommended Preferred Alternative was conceptual and additional refinements would be made to avoid impacts and TDOT's right-of-way staff would engage property owners directly as design progresses. Mr. Schneiderman was encouraged to sign up for the project newsletter to stay up to date on the proposed Project.
2/18/2026	Molly Shaw	Hotline	Hello. My name is Molly Shaw. I'm just calling to follow up on a voicemail that I left on Friday and an email that I sent on February 14th regarding my property it's (REDACTED) Nashville, Tennessee. 37211 based on the environmental study results, it was marked as a residential relocation and I was just wondering if I could speak with someone on my next steps as a resident. My name again is Molly Shaw, my phone number is, (REDACTED) Thanks so much. Bye-bye.	A member of the Project Team returned this call on March 4, 2026 to discuss potential right-of-way concerns.
2/25/2026	Thomas J Mason	Hotline	Yeah, this is Thomas J. Mason at (REDACTED), Nashville, Tennessee 37210. I want to be removed and I mean remove from your generic manage list. I'm telling you if I get one more junk mail from you all I will report it to federal trade commission. You will pay a fine. That's up to you, bye.	A member of the Project Team returned this call on May 5, 2026 but the call was not answered.
2/25/2026	John Sunmeiter	Hotline	Name is John Sunter my phone number is (REDACTED) I've got your card but I have no idea what it's about. Obviously something to do with I-24 but what I mean, what are you, the question is, what the hell are you talking about? Please give me a callback.	A member of the Project Team returned this call on May 5, 2026 and spoke to Mr. Sunmeiter and provided an overview of the proposed Project. Mr. Sunmeiter appreciated the call and expressed support for the proposed Project.

Date	Name	Source	Comment	Response
2/25/2026	Cheri	Hotline	Yes, my name is Cheri. My phone number is (REDACTED). I live in Smyrna, Tennessee zip code 37167. And I received this notice in my mailbox about a public hearing notice for the I-24 Southeast Choice Lanes project. Could you please explain what that is, what it entails, stuff like that? I-24 is always having wrecks and delays and backup lanes and all kinds of problems and I live right by I-24 but I hate taking it to Nashville or to Murfreesboro or usually I will go the side streets just to avoid it. If you could call me back and let me know what this is all about. Thank you.	A member of the Project Team returned this call on May 5, 2026 but the call was not answered.
2/26/2026	Kay Davidson	Hotline	Hello this is Kay Davidson and I live on Almaville Road. That is off exit seventy. I'm concerned and I need to know if this project involves exit seventy and it will involve under road you can reach me at (REDACTED). Thank you.	A member of the Project Team returned this call on May 5, 2026 but the call was not answered.
3/31/2026	Eric D Weiser	Mail-In Comments	Glenmont Drive includes a Lagosian Temple with residing monks. The temple has festivities with thousands of people attending on weekends multiple times each year. Glenmont is a block-long two-lane residential street. Although the temple had parking, traffic is a problem because Glenmont dead-ends into I-24, requiring vehicles to turn around many times at the end of Glenmont. However, the choice proposal shows three (3) houses to be moved near I-24 and reduction in other properties. This eliminated the current turn-around availability. Twice cars are parked on both slides of the streets only driveways may be available, but must residents park in their driveways so they can get out. Sometimes it can take 20-30 minutes to drive the block. What is something that will be done to prioritize our an on street turnaround from the area that is being taken. This comment is related to noise abatement and noise measurement. At the TDOT Choice Lane meeting at Coleman Center early in March I discussed briefly with the TDOT representative over environmental issues about the current noise problem near I-24 and concerns about what the Choice Lanes would add. I asked about auditory tests on our street next to I-24 during peak traffic periods. She suggested that I put this in the comments. What is the historical evidence of tests at I-24 and Glenmont Drive. Are there plans to make any soon. As discussed in a separate comment noise in the area has been high for years. No wall is proposed in the current plans. Has there been studies on the effect of the high elevation lanes near the residences effecting noise has on the lower level lanes back to the residences. Glenmont Drive dead ends into I-24. At the terminal a low-retaining wall (topped by a chain-linked fence) blocks the Glenmont read drainage. This causes Glenmont to flood sometimes about 100 feet from the terminal at I-24. During heavy rains, the ditches flood into the street, causing a traffic beyond and bringing mosquitoes. This problem has existed for decades. Complaints have went unheeded. The state and metros finger-point. The neighborhood gets the finger. Is there any remote possibility that the proposed construction may correct the problem at hand alone.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction. This project would provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds coupled with high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new, price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, and additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor. The EA was also presented at public hearings held March 3, 4, and 5. During the EA, direct right-of-way impacts are evaluated in addition to potential noise, air quality, and flooding impacts to the surrounding community's quality of life. Potential adverse impacts are mitigated using measures outlined in the environmental commitments proposed for the project. Information on noise can be found in Appendix M of the EA. The proposed project required a noise study to identify noise impacts and evaluate noise abatement measures. The noise study was conducted in accordance with TDOT's traffic noise guidance and FHWA noise regulations. Based on the Noise Impacts Technical Memorandum, a total of 53 preliminary noise barrier scenarios were evaluated to determine feasibility and reasonableness, including a barrier near Glenmont Drive. The Noise Impacts Technical Memorandum details the evaluation of existing noise levels along the I-24 corridor and future noise levels with the RPA in the design year 2052. The study determined that the proposed project would create future traffic noise impacts. A total of 3,218 residences and 61.54 equivalent residences are predicted to be impacted. Noise abatement was also evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. The noise abatement evaluation determined that a noise barrier near Glenmont Drive was neither feasible nor reasonable because the projected noise levels in 2052 would not increase substantially, and a noise wall would not meet the noise reduction goal. If you are experiencing drainage issues related to an existing I-24 drainage outfall pipe that may require a maintenance investigation, please submit a maintenance request here: https://www.tn.gov/tdot/maintenance/maintenance-request.html
3/6/2026	Larry Wacholtz	Mail-in Comments	Tennessee Department of Transportation 1-24 SE Choice Lanes Projects Comments March 6,2026 William R. Snodgrass Tennessee Tower 312 Rosa L. Parks Ave. 24th Floor Nashville, Tn 37243 Dear Sir, After last night's meeting, our questions still remain unanswered. Here are some issues to consider. Please send all the requested information to my mailing address by March 30, 2026. Larry E, Wacholtz (REDACTED) Nashville, TN 37211 TDOT failed, yet must provide information on how the choice lane project will affect the Glencliff area and Nobel Place, including The official right-of-way map for Nobel Place and the Glencliff sounding area. Right-of-Way Acquisition – removal of houses and a decrease in zone value. Construction Easement – temporary land use Proximity Impact Zone – nearby homes affected TDOT did not specify the location and makeup of the various zones TDOT failed to provide a necessary cost analysis of the project costs (per mile and exits) versus the homeowners' benefits. The overall cost comparison to the total benefits is required. TDOT failed to provide the required information during meetings, online, or at any other time. TDOT must immediately provide this information to all Glencliff and Nobel Place homeowners and developers. Traffic Noise Study Environmental Assessment Right-of-Way Map Mitigation Plan Diesel Truck engine braking-DB at Frequencies now and projected. Nighttime freight traffic-DB at Frequencies now and projected. Mitigation Plan Property value loss Proximity to home –DB at Frequencies now and projected for each home in the Nobel Place and then Glencliff communities. Flyway elevation, justification, and design purpose The flyway overpass, which will remove the Glencliff and Nobel Place homes, is designed and built exclusively for the freight trucking company across 1-24. Elevations of different highs and lows across the affected area were not provided. Noise and pollution from the flyway were not caused by an elevated design. Noise walls will not prevent elevated heavy traffic and truck noise, including heavy truck rumble from ramps. (according to the person at the meeting who could not find the required decibels-per-height figures). Additional research indicates that truck noise levels will not be controlled to reasonable and national standards. Accordingly, TDOT must provide the following- Noise Traffic Light pollution Loss of privacy Reduced property value Access issues Drainage changes A comprehensive engineering plan and the purpose of the new flyer over ramp at the Briley Parkway interchange. Elevated lanes to reduce right-of-way impact statements related to noise levels at all frequencies per DB level before and after construction, which must meet current standards. Projections should be detailed, backed by evidence, and aligned with current noise and pollution levels (before construction). Additional new bridges and ramps around the interchange, along with engineering and impact statements, must be provided, ensuring that noise and pollution levels stay similar to those before construction. The accurate count of homes impacted the following zones. Right-of-Way Acquisition – houses removed Construction Easement-temporary land use Proximity Impact Zone- nearby homes affected 6. Nobel Place home ownership is a planned development 1. Homeowners own their homes, but all homeowners share ownership of all property, including roads, pavement, and underground infrastructure. Removing some buildings requires approval and compensation to all homeowners. 2. Property damage value loss Light pollution Loss of privacy Reduced property value Access issues Drainage changes [Roll plot image attached]Sincerely Larry Wacholtz (REDACTED) Nashville, TN 37211 (REDACTED)	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. The information, maps and other resources you requested are available in these documents. The Recommended Preferred Alternative (RPA) was described in Chapter 2 of the EA, specifically section 2.32. What is the Build Alternative. The RPA is a concept-level design; elements like height and elevation will be refined occur as the project progresses in the final design. TDOT listed environmental commitments detailing mitigation plans in Chapter 5 of the EA, specifically Table 5-1 Environmental Commitments. Appendix K - Conceptual Stage Relocation Plan (CSRP) includes a list and maps that identifies properties potentially impacted by the proposed Project. Appendix L – Air Quality Tech Memo details efforts to understand potential impacts and addresses the transportation conformity requirements for the proposed Project, the potential Mobile Source Air Toxics (MSAT) effects and construction air quality, in compliance with the National Environmental Policy Act (NEPA). Appendix M – Noise Impacts Tech Memo includes information on the noise evaluation process and evaluation of preliminary noise barriers. The proposed Project required a noise study to identify noise impacts and evaluate noise abatement for those impacts. The noise study was conducted in accordance with TDOT's traffic noise guidance and FHWA noise regulation. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/3/2026	Anonymous User	Online Comment	This is a terrible plan and has not worked in other cities. You are also disrupting local businesses.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue, where additional refinements will identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/3/2026	Sherry Hall	Online Comment	I am opposed to the pay lanes. It will not alleviate I24 problems and will cause more issues during construction. Project is 10 years out for completion. What happens during that 10 years? How does that help us ? I24 is 10+ years behind dealing with I24 both directions from Monteagle to Nashville. Past several years paving and maintenance barely even happens and only goes to 840 duh! Buckees now going in at Joe B Jackson where it already has been a bottle neck problem with only 2 lanes in that area. Are there any plans to address I24 from Murfreesboro to Monteagle. It is unaffordable also for daily commuters in and out of Nashville. Our tax payer dollars should be spent to address this issue not to be owned by a private entity.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed. The proposed Project is anticipated to have an opening year of 2032. TDOT is pursuing a public-private partnership (P3), where private-sector partners would design, build, finance, operate, and maintain the Choice Lanes in exchange for user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects.

Date	Name	Source	Comment	Response
3/3/2026	Anonymous User	Online Comment	Those of us who live near I24 don't want choice lanes, AKA toll lanes. We don't want years of increased congestion caused during construction, especially since the end result will be tolls. The 24 corridor is not a high-income area where folks have disposable income to spend just to sit in traffic for 45 minutes instead of 1 hour. This won't fix the significant traffic on Thompson, Harding, Nolensville, Murfreesboro, and Bell, which take people to and from home and 24. We'll still be sitting in substantial traffic just to get to 24, so toll lanes won't change commute times unless both your home and your destination are right next to 24. Better public transportation is the answer. We want a passenger train from Murfreesboro to Nashville and better bus connectivity. We want options other than driving. Please listen to the locals and invest in public transportation and infrastructure that is accessible everyone. Adding toll lanes is short-sighted and doesn't benefit everyone equally.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer vehicles in the existing general-purpose lanes, which will remain free to use, resulting in lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options—including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail—were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) had prohibitively high capital costs, and projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This provides very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/3/2026	Demetris Alexandrou	Online Comment	Luv this project. PLEASE START IT ON 2028 When I'll be retired!!!!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.
3/3/2026	Beth Frazier	Online Comment	No to Choice Lanes on I-24. I would much rather have the choice of a commuter rail to Nashville.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit); regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County; as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options—including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail—were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) had prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/3/2026	Anonymous User	Online Comment	We do not need choice lanes aka toll roads in Nashville. They will not help the congestion. They can be quite confusing for most people. As a TN native I have visited other states with toll roads and it did nothing for their congestion/accident problems. It only causes more chaos. Fix what you have Nashville. Stop being so greedy! When is enough growth enough? Eventually TN will no longer be the beautiful state that it once was. We have the air pollution to prove it. EVERYONE keeps taking all of the green space and farms and building any and everything they can. You keep cramming in more problems? Your choice lanes is not the answer. TN has become expensive enough let's not become like other states and create another expense. Work with what you have!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from the proposed Project and details efforts to avoid, minimize, or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project.
3/3/2026	Sherry Hall	Online Comment	I am opposed to the pay lanes. It will not alleviate I24 problems and will cause more issues during construction. Project is 10 years out for completion. What happens during that 10 years? How does that help us ? I24 is 10+ years behind dealing with I24 both directions from Monteagle to Nashville. Past several years paving and maintenance barely even happens and only goes to 840 duh! Buckees now going in at Joe B Jackson where it already has been a bottle neck problem with only 2 lanes in that area. Are there any plans to address I24 from Murfreesboro to Monteagle. It is unaffordable also for daily commuters in and out of Nashville. Our tax payer dollars should be spent to address this issue not to be owned by a private entity.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed. The proposed Project is anticipated to have an opening year of 2032.
3/3/2026	Kaitlyn Pearson	Online Comment	NO PAY LANES! This will cause additional turmoil and won't assist with traffic. Do you think adding these lanes and doing needless construction would help with the traffic we already have? It is anticipated that this project will take ten years. There are many other ways we could build our city without these unnecessary lanes.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed. The proposed Project is anticipated to have an opening year of 2032.

Date	Name	Source	Comment	Response
3/3/2026	Anonymous User	Online Comment	Choice lanes are a way to avoid what actually needs to be done, light rail. Please stop taking tax payer money to use on approaches like this that will not benefit the full community. The city would benefit by having a light rail system that allows more locals and tourists to travel often verses only benefiting long distance commuters that would be paying to third party companies that operate the choice lanes/toll roads.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. 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P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit); regional and local planning organizations such as the Greater Nashville Regional Council (GNRC); Metro Nashville; La Vergne; Smyrna; Murfreesboro; and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options—including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail—were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the Choice Lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/3/2026	Anonymous User	Online Comment	I do not want 'choice' which really means cost in TN. Please do not put up 'toll like' lanes in this area. Please use money wisely and create wider and safer travel on I-24.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction. This will provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3), where private-sector partners would design, build, finance, operate, and maintain the Choice Lanes in exchange for user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/4/2026	Daniel Dwyer	Online Comment	This proposal will not provide a long term solution to the traffic problems on I24. It will make a private company money at the expense of the public. These studies are biased and funded by a for profit company specifically to influence the public in a harmful manner. We need to complete 840 to remove some trucking from the interstate congestion points. We need to address public need without exacerbating economic divides. We need rail, to improve merge lanes, to improve exits, to expand public transportation, to add lanes, in increase traffic law enforcement. The economic divide and lack of accountability to the average citizen is reaching a breaking point.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT agrees that adding more traditional highway lanes in urban areas will eventually lead to those lanes filling up. Choice Lanes, managed by pricing, can proactively address traffic congestion, deliver improved trip times, and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer vehicles in the existing general-purpose lanes, which will remain free to use, resulting in lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options—including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail—were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) had prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This provides very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/4/2026	Rebecca Malloy	Online Comment	This disproportionately affects lower income and minority populations. It's concerning that PanAsia's construction was approved with this project on the docket. Further, dynamic pricing further underscores the financial inequity — presumably, pricing will rise when the use is most needed, rewarding those who can afford it and penalizing those who can't. Privatized "public" services and areas don't work as evidenced by the private parking garages in town and the meters in Chicago, for example. What would actually benefit Nashville and reduce traffic would be reliable and affordable mass transportation in the form of trains. This whole project seems to be done much like anything at TN state level — quietly and vaguely. All answers given at the public hearing on 3/4/26 were noncommittal non-answers — word salad with no real merit. Disappointing.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, resulting in lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. 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TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/4/2026	Shannon Meffert	Online Comment	Choice Lanes will do nothing but line the pockets of Bill Lee and his buddies. The amount of money, time, and effort would be better spent on ACTUALLY modernizing our transportation woes by adding light rail or subway/elevated trains on the same paths you plan to construct these overpriced toll roads. Choice Lanes will only help a fraction of the number of people rail would and are a temporary fix, at best. It will only help those who can actually *afford* to pay it. No doubt it will cost users more than rail, leaving those who live paycheck-to-paycheck stuck in traffic like second-class citizens. Rail provides an alternative that allows people to pay one transport expense. Instead, you're asking us to add ANOTHER expense to an already costly one with the price of cars and gas ever increasing. I realize actually solving problems that help Tennesseans isn't something the TN GOP actually does, especially if those Tennesseans live in Nashville, but we need solutions, not get rich schemes.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT agrees that adding more traditional highway lanes in urban areas will eventually lead to those lanes filling up. Choice Lanes, managed by pricing, can proactively address traffic congestion, deliver improved trip reliability, and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer vehicles in the existing general-purpose lanes, which will remain free to use, resulting in lower levels of congestion. 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The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) had prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This provides very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.

Date	Name	Source	Comment	Response
3/4/2026	Giselle Hengst	Online Comment	I am against the choice lanes proposal as it does nothing to address the true issue: a lack of adequate public transportation options in and around Nashville. Choice lanes will create even more of a divide between those who can afford to pay tolls and those who can't. The time it takes to construct the choice lanes will only create more congestion on the roads as well. The proposal to implement choice lanes creates more economic divide, rather than creating sustainable transportation options that benefit all.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. 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TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options—including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail—were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) had prohibitively high capital costs, and projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This provides very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed.
3/4/2026	Thomas Burns	Online Comment	I do appreciate at least the appearance of consideration to the public by considering opinions and studies prior to implementation. Back-ups happen every morning rush hour on I-24 between exit 62 and exit 54. The same for the evening rush hour between the same 2 exits. The problem exists at the exits in this stretch of highway. CROWDING THE MAJORITY OF TRAFFIC DOWN TO 2 LANES WILL NOT WORK! This area of I-24 only has 4 lanes for through traffic. 'Choice lanes' will reduce the number of lanes for the majority of traffic into only 3 lanes. The problem WILL NOT GET BETTER. THEY WILL GET WORSE! A better, more comprehensive study of traffic, traffic management, and demographics is warranted. If 'choice lanes' are installed, you are guaranteeing increased misery for those daily commuters and any travelers who regularly travel I-24 or are simply passing through the Nashville area at that time.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project while acknowledging that refinements will occur as the project progresses. The RPA includes modifications to existing interchanges and intersections, new interchanges along I-24, and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. As part of the NEPA process, TDOT is required to inform the public and collect feedback on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the RPA.
3/4/2026	Markus Voehler	Online Comment	Why not build a light rail or at least compare the two options. It's been proven many times that more traffic lanes NEVER solves the congestion long term.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer vehicles in the existing general-purpose lanes, which will remain free to use, resulting in lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options—including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail—were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) had prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This provides very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/4/2026	Maxwell Dodson	Online Comment	This seems like a poor allocation of state funds for many reasons. First and most importantly, look at the cities this has been implemented in (Dallas, Atlanta, LA) and the impact it had. It was negligible and only served to improve the lives of wealthy constituents, not the general population. Please do a good thing and direct the $250m to a bus rapid transit or rail. The cost per congestion removed is far greater for those options. With those you would also not lower the value of constituents homes, directly displace 28 homes, and multiple businesses - including the first Chinatown in Tennessee. We both know that adding a lane creates induced demand -meaning more cars on the road. Do the right thing and help out the working class.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer vehicles in the existing general-purpose lanes, which will remain free to use, resulting in lower levels of congestion. TDOT is pursuing a public-private partnership (P3), where private-sector partners would design, build, finance, operate, and maintain the Choice Lanes in exchange for user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options—including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail—were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) had prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration.
3/4/2026	Anonymous User	Online Comment	Please do not relocate major businesses that serve as community hubs such as Pan Asia supermarket, or small ethic or immigrant owned businesses, and definitely not cemeteries. Would like to see budget diverted towards pedestrian friendly structures and public transit programs instead.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer vehicles in the existing general-purpose lanes, which will remain free to use, resulting in lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue, where additional refinements will identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/4/2026	Shawnna Summers	Online Comment	I believe that this is needed in Nashville and it will ease the congestion on the roads that I travel every day.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.
3/4/2026	Theresa Rogers	Online Comment	This is a waste of money that will make traffic worse. Additionally, it will increase traffic on I65 through Williamson because it is faster to get to Nashville by going out 840 or 96 to 65.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer vehicles in the existing general-purpose lanes, which will remain free to use, resulting in lower levels of congestion.

Date	Name	Source	Comment	Response
3/4/2026	Anonymous User	Online Comment	While I agree on expending I24, I think choice lanes are definitely not the way to go as the money should be spend on fixing the interstates. The construction will make 24 even more of a mess than it already is and I don't want any of that even when it's done. All this is going to do is line the pockets of private companies while creating more of a mess for traffic on top of getting rid of businesses, homes, ect that have just just been built and so on.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed. TDOT is pursuing a public-private partnership (P3), where private-sector partners would design, build, finance, operate, and maintain the Choice Lanes in exchange for user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/4/2026	Anonymous User	Online Comment	Please keep the Chinatown. The Asian community around Nashville has been waiting for this Pan-Asia supermarket and the restaurants currently under construction for many years. We are all truly excited that Pan-Asia has finally opened — we no longer have to drive four hours to Atlanta just to visit a Chinese grocery store. We sincerely hope you will reconsider. Thank you very much.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer vehicles in the existing general-purpose lanes, which will remain free to use, resulting in lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue, where additional refinements will identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/5/2026	Joel Overall	Online Comment	As a resident of the 16th district, who has survived the 440 expansion, I am deeply aware of the impact Seven years of Construction will have on the congestion in our neighborhood. I am of the opinion that we need to thank more specifically about mass transit options from Murfreesboro to Nashville. If I had a specific question, it would be to ask about the congestion, mitigation possibilities you might be considering around Briley and Thompson Lane. In addition, I am deeply opposed to allowing a private company to take over public projects and profit off of it. At the very least, we should be seeking to contract out this work and pay for it with tax money. I have quite an issue with allowing this private company to profit off of Tennesseans.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. 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Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options—including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail—were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize, or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project.
3/5/2026	Kimberly Bartley	Online Comment	I appreciate TDOT's efforts to address congestion along the Nashville–Murfreesboro corridor. However, expanding highway capacity with tolled "choice lanes" is unlikely to provide a long-term solution to the severe congestion on I-24. Research consistently shows that adding highway lanes often leads to induced demand, where additional capacity eventually fills with more vehicles and congestion returns. Given the rapid population growth in Murfreesboro, Smyrna, and southeast Davidson County, priority should be to have transportation solutions that meaningfully reduce the number of cars on the road instead. Investments in regional commuter rail, bus rapid transit, and park-and-ride systems could move far more people efficiently and provide a reliable alternative to driving. These types of transit investments would improve mobility, reduce emissions, and support sustainable growth. The expansion will also affect existing local businesses and impact commuters for years.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times, and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use and at lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. 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3/5/2026	Anonymous User	Online Comment	The proposed I-24 Choice Lanes project is misguided and short-sighted. The actual impact on traffic and commute times might seem significant at first, but -- as has been shown in cities that have implemented similar projects like Austin -- as more drivers take to the road, traffic conditions will return to the frustrating state they're currently in. Rather than making a mind-boggling $4.5 billion(!) investment in such a poorly thought-out project, why don't we invest in long term solutions that are proven to actually work, such as light rail? A significant investment in public transportation would accomplish the intended goals of the this project without displacing a large number of residents and businesses (such as the newly opened Pan-Asia Supermarket, an actual economic driver) while benefiting everyone in the greater Nashville area. Please do not invest in a project that has been provably, repeatedly shown to have zero lasting positive impact on communities. Invest in light rail!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduced congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use and at lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. 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The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) had prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/5/2026	Anonymous User	Online Comment	I am most concerned about the individuals who would be losing their homes because of these new lanes. What is being done for those individuals? Will they be compensated in anyway? Is there an option where they can still stay in their homes? Also, what about the Chinatown in Antioch? Will there still be a Chinatown?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/5/2026	Pamela Owens	Online Comment	I am concerned about the impact on local waterways (Mill Creek and tributaries). How will you make sure the impact is minimal and how will you assure that no construction waste enters the waterways which would adversely affect our local environment and, consequently the Cumberland River?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. As part of the NEPA process, TDOT is required to inform the public and collect feedback on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community.
3/5/2026	Anonymous User	Online Comment	I'm not against he choice lanes, but I am against moving business and people's homes to do it. My grandparent's home was taken due to eminent domain when the interstate system was first started and it seems that we are still back in not thinking about these plans affect citizens. We can not continue to build out lanes because we will be in the same situation in 10 years from now. We need a new proposal that does not just keep passing the cost to citizens for what should be free. We need some type of mass transit effort and or a new type of construction that will again not be a hinderance for years while being built and a nuisance after it built by just adding to the traffic and pollution that is already here.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT agrees that adding more traditional highway lanes in urban areas will eventually lead to those lanes filling up. Choice Lanes, managed by pricing, can proactively address traffic congestion, deliver improved trip times, and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer vehicles in the existing general-purpose lanes, which will remain free to use, resulting in lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options—including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail—were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) had prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This provides very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/5/2026	Anonymous User	Online Comment	How about Pan Asia Supermarket should move to West Nashville next to Five Below.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/6/2026	Mollie A	Online Comment	I am 33 and have lived in Nashville my whole life. While transit is a problem, choice lanes are not the answer. They pose a negative environmental impact, will harm local businesses and residents, and will not solve Nashville's growing population and transit issues. We need and have been asking for reliable buses, public train systems (NOT the boring company), and mass commuter options for ears. We do not need more individual car transit options. Do not harm our city with this nonsense. Get us some reliable buses and train systems like every other major metro area has. This is a waste of money.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.

Date	Name	Source	Comment	Response
3/6/2026	Merielise Yarzagaray	Online Comment	This is a band-aid idea to a gushing wound situation. I don't how was conceived when there is more reliable option: A public TRAIN system. I have commuted more than the average since 14, I have personally sat through many a wreck on I-24. Let me tell you, this is not something anyone will go out of their way to pay for. Not enough people will utilize this option to alleviate traffic. Think about it- In every neighborhood we have hundreds of people moving in a day, 10-15 utilizing this on a daily commute will do absolutely NOTHING to mitigate traffic! My tax dollars are going to be funneled into a well of never-ending road construction, this will simply add to that and I will not stand for it. I say all of this and do not even begin to scratch the surface of the other issues this will cause displacement of people, historicsites. The new TRAFFIC is going to cause in the meantime? This is a waste and I prefer a more well thought-out idea to be proposed before even making it this far.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options—including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail—were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize, or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project.
3/7/2026	Desira Fuqua	Online Comment	Don't gaslight us into" this isn't a toll" . A toll road built like a Russian doll inside an interstate is still a toll road. This isn't a choice. This is a company profiting off a solution that only serves people wealthy enough to use it. It's not choice. Buses are much cheaper, build better communities and don't require additional infrastructure. Look at atl. Look at large cities. Paid lanes don't solve anything except how to make more money off people who don't have a choice. No. Absolutely not. I will not use it. No one wants this and you must already know this. Public transit is a solution which actually resolves these issues. Especially long term you can't just keep adding lanes. Questions: Are you willing to not actually do this or is it already decided? What company has been proposing /selling this to the state? What companies are likely to be considered and how wealthy is their csuite? How much campaign donations do elected officials get from those and similar companies?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). 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For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. TDOT has not selected a P3 partner at this time; however, a shortlist of proposers is available on TDOT's website.
3/7/2026	Thaddeus Krueger	Online Comment	I am opposed to the choice lane project. This is just an attempt for a private company, with the help of state republicans, to find a way to make money from something that is already free. I don't believe there is a good intent here for congestion, I believe that is a disingenuous word used by republicans wanting to help a company control public portions of our state for profit.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/7/2026	Elsa Davids	Online Comment	I do not support the construction of "choice" lanes along the I-24 corridor. This proposal will further damage Antioch by pushing out local businesses and long-term residents. The immediate impact on the Mill Creek ecosystem, the commute delays during construction, and the expansion of the highway do not address the actual needs of our community. I own my home off Hickory Hollow and Bell, and this project would affect my ability to safely walk, bike, and drive in my own neighborhood. I am still fundamentally against private companies coming in to fund public roads because there are few protections we have against price-gouging, transparency (especially with the use of taxpayer money) and quality issues as companies continue to seek profits. Please reconsider and use the funding to invest in affordable housing and public transit options! Again, I cannot overstate just how against this project I am.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology.
3/7/2026	brian Alvarez	Online Comment	I don't want this choice lane. Toll lanes don't solve the problem they just give special treatment to a few. This not an answer for Nashville traffic it's a way to make a monopoly out of a road way. No tolls!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/7/2026	Anonymous User	Online Comment	Why construction of new lane and not conversion of existing HOV lane? I don't see how this would not encourage more road usage proposed addition of regular general usage lanes. Alternative means of transportation is the only diversion from roads. Where is the public transit proposal with trains?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.

Date	Name	Source	Comment	Response
3/7/2026	Judy Buckley	Online Comment	To relieve current and growing development and traffic in the area, an additional access to I-24 at the Stonesbattle thoroughfare would be beneficial.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The area of Stonesbattle Parkway extends beyond the proposed project's study area. However, TDOT recognizes the importance of improving access to I-24. The Recommended Preferred Alternative(RPA) that was presented at the recent public hearings and included in the Environmental Assessment (EA) includes modifications to existing interchanges and intersections and new interchanges along I-24 to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth and limited funding that slows project delivery.
3/8/2026	Malcolm Getz	Online Comment	Sharing profit from the express lane tolls is a bad idea. The citizens of Tennessee should control all the profit and pay private vendors for their services. The Legislature has policy of not selling bonds to build roads. This is like requiring a 100% downpayment for buying a house. The State could pay a downpayment of, say, 25%, and use bond finance for the rest. The downpayment for State current funds or reserves lowers the risk of selling bonds. Vary the rate of downpayment as market rates of interest vary for even more security. A private vendor who has a stake in the profit will corrupt Tennessee politics. Building future projects, even adding lanes as traffic increases, is more difficult when a vendor may lose some profit Express lanes are a good idea, but signing away profit is destructive.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/8/2026	Elsa Davids	Online Comment	I read in the FAQs that Tennessee would still retain ownership of the road, but the private company fronting the money for this project would do so "in exchange for user fees". What protections would be put in place to protect consumers? How would we negotiate costs? How would drivers deal with a situation where they were wrongfully charged, like in the recent Metropolis parking lawsuit? I am still not seeing any information about the profit situation. Public goods are public goods because they are paid for by the public and are maintained by taxpayer dollars. There's meant to be transparency and accountability. A private company collecting fees from a public good does not lead to transparency and accountability. We saw this with Metropolis parking and with NES in ice storm Fern. We need transparency and accountability for any infrastructure project, especially of this scale and magnitude.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology.
3/8/2026	Anonymous User	Online Comment	Adding additional lanes that aren't guaranteed to significantly improve traffic at the expense of small businesses and homeowners is counterproductive. An alternative action needs to be provided without this level of devastation when we haven't projected how many residents will pay for access, the monthly/annual fee to gain access, and haven't been presented with a percentage by which traffic will be alleviated by implementing this plan. To strip people at is detrimental to the community as a whole. The impact on the lives of members of the community has to remain at the forefront when proposing a plan to better the community or it won't work. If your home or business was on the line you would say the same, keep that in mind.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. Chapter 2 of the Environmental Assessment (EA) and Appendix D detail the methodology and findings of a traffic analysis to assess the operational benefits of the proposed I-24 Southeast Choice Lanes. The traffic analysis also includes a comprehensive review of project conditions for both the Opening Year of 2032 and the Design Year of 2052. This analysis does show increasing volume in the future; however, this was included in the development and screening of alternatives to meet future traffic volumes. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology. TDOT does not anticipate that the user fees would need to be raised beyond the upper threshold often, only in rare instances, to maintain the required average speed within Choice Lanes of 45 mph or to reduce demand within the Choice Lanes. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way
3/11/2026	Nathan Klages	Online Comment	this is a terrible idea that will negatively impact me and my neighbors without solving any of the root causes of the problem	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/11/2026	Anonymous User	Online Comment	Choice Lanes are not the answer. The proposed lanes would display residents, many who have lived in their homes for decades. Interstates destroy communities, often lower income, as we have seen during the construction of 1-40 in North Nashville and other neighborhoods. The fact that these lanes will also impact Nashville's new Chinatown community should not be overlooked. Tennessee's lack of empathy for the immigrant experience is appalling. The fact that alternatives did not include public transit is also concerning. As more and more tourists visit Tennessee, transportation is one of the chief complaints among visitors. If Tennessee wants to keep tourists (and their dollars) we need to consider alternatives to cars that are easily accessible to both our visitors and locals alike.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. 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Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next

Date	Name	Source	Comment	Response
3/11/2026	Stoney Brooks	Online Comment	This idea is fundamentally flawed. I do NOT approve of this idea. This will create the illusion of easier travel but will make things worse over time. Plus, it's a tax on the poor - those that cannot afford it are stuck in the slower lanes while the rich get to go faster. It's segregation. Additionally, this does not address the fundamental issues - find ways to get people from one place to another without cars. Light rail! Better buses! trolleys/cable cars! Something else is the right, long term answer. Selling out to private investment is selling our future, selling our fundamental tax dolalrs for raods to a company that will charge whatever they feel like. This is un-American and will be fought with everything we have.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. 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Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in
3/11/2026	Gabrielle Gumucio	Online Comment	I'm a homeowner living directly adjacent to the proposed I-24 Southeast Choice Lanes corridor. Under your plan, my home would be the 1st property not purchased for right-of-way, leaving it immediately beside a significantly expanded interstate.This raises serious concerns about quality of life, safety, & property stability. Increased traffic and heavy trucks so close to residential structures create vibration that may affect my home's foundation over time. I am concerned about constant noise, vehicle emissions, and headlights shining directly into homes at night. There is a real safety concern about vehicles leaving the roadway and crashing toward nearby residences. Leaving a single home directly beside a widened interstate while neighboring homes are removed creates an inequitable and potentially unsafe situation. I ask TDOT to reconsider the design or evaluate additional property acquisition and mitigation measures to protect residents living immediately next to the interstate.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4, and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis, and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and at the public hearings. The EA includes appendices with information you requested. Appendix K - Conceptual Stage Relocation Plan (CSRP) identifies properties potentially impacted by the proposed Project and includes detailed maps showing right-of-way boundaries and proposed acquisitions. Appendix M – Noise Impacts Tech Memo includes information on the noise evaluation process and evaluation of preliminary noise barriers. The proposed Project required a noise study to identify noise impacts and evaluate noise abatement for those impacts. The noise study was conducted in accordance with TDOT's traffic noise guidance and FHWA noise regulation. The Noise Impacts Technical Memo details the efforts to evaluate existing noise levels along the I-24 corridor and future noise levels with the RPA in the design year 2052. The study determined that the proposed project will create future traffic noise impacts. A total of 3,218 residences and 61.54 equivalent residences are predicted to be impacted. Noise abatement was also evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. Based on this evaluation, thirty (30) preliminary barriers meeting the noise reduction design goal were deemed both potentially feasible and reasonable. Noise barriers are likely to be included in the project plans; however, changes made during the final design process could affect conclusions regarding noise impacts and abatement. Therefore, final noise abatement decisions will be made during the final design process. Benefited property owners will receive notifications and have opportunities to submit feedback during this process before the design is finalized. During development of the EA, direct right-of-way impacts were evaluated in addition to potential noise, air quality, and flooding impacts to the surrounding community's quality of life. Potential adverse impacts are mitigated using measures outlined in the environmental commitments proposed for the project. In response to your direct questions related to your property, measurements on the maps provided at the public meeting indicate your residence (closest corner of structure) is approximately 200 feet from the proposed right-of-way line and 250 feet from the proposed elevated structure. The closest corner of your property line is approximately 20 feet from the existing right-of-way line and approximately 55 feet from the proposed ramp modifications. Vibration monitoring is typically only specified in cases where the proposed bridge construction is immediately adjacent to vertical structures and would not apply to this property. The design standards that will apply to this project will require roadside safety protective devices and bridge barriers in accordance with safety standards. FHWA conducts safety crash testing on all barriers to set the standards for safety barriers. These design details will be available in the final design phase of the project. Modern barriers are designed with heights that include glare protection from headlights.
3/11/2026	Anonymous User	Online Comment	Citizens of Nashville do not want this, Not a single person I know wants this. We need trains, it's the only logical solution. I think you know that. If you truly care about the future of Tennessee this kind of thing is a death sentence for it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options—including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail—were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/12/2026	Anonymous User	Online Comment	I want to address the argument that opponents of this project simply oppose all development and all change. That is not my position and it is not the position of most people I know who oppose this project. We oppose this specific project because it fails on its specific merits. It will not solve congestion. It will benefit a private operator. It will destroy communities. It will consume resources that should go toward transit. If TDOT came to us with a light rail proposal, a bus rapid transit network, or even a genuinely public highway improvement, the conversation would be different. Our opposition is to this, not to everything.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/12/2026	Anonymous User	Online Comment	Bus rapid transit on dedicated lanes can move three to four times as many people per hour as a managed highway lane at a fraction of the cost. Light rail can move even more. These are not utopian proposals — they are operating systems in cities across the country, including cities with similar geography and commute patterns to Nashville. The decision to pursue the Choice Lanes instead of transit investment is a policy choice, not an inevitability. It is a choice that benefits private operators and disadvantages transit-dependent commuters. It should be recognized and debated as what it is.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.

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3/12/2026	Anonymous User	Online Comment	TDOT has not answered what happens when the private operator raises subscription prices beyond what average commuters can afford. There is no price cap disclosed in the project materials. There is no revenue share guarantee. There is no public accountability mechanism for the operator's pricing decisions. We are being asked to accept the permanent alteration of our communities and the seizure of our neighbors' homes in exchange for a private service whose terms, pricing, and accountability structure have not been disclosed to the public. That is not a public project. That is a blank check.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia have embraced similar models to deliver Choice Lanes projects. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology.
3/12/2026	Anonymous User	Online Comment	Has anyone in TDOT's leadership driven I-24 during rush hour recently — not in a state vehicle with a police escort, but as an ordinary commuter? Because the people who sit in that traffic every day are not asking for a subscription lane. They are asking for alternatives to driving altogether. They want a train. They want a bus that comes reliably and gets them there in a reasonable time. They want to not need a car. The Choice Lanes do not address any of those needs. They address the needs of someone who has already decided to drive and has money to spend on a better experience doing it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/12/2026	Anonymous User	Online Comment	The fundamental legal question here has not been answered: how does TDOT justify invoking eminent domain — seizing private citizens' homes and land — for a project whose primary functional beneficiary is a private subscription operator? T.C.A. § 29-17-102 exists precisely to prevent this. The public use doctrine requires that condemned land serve the public as a class, not as a paying subscriber base. A lane you must opt into via a private contract is not a public road. It is a private amenity built on stolen land.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered, including a No Build option, to address the project's defined purpose and need. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. As required by NEPA, TDOT has coordinated with multiple federal and state agencies to review the findings of the EA and provide an objective outside review of the EA and Choice Lanes project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings, and associated public comment periods were to engage the community, collect feedback, and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; •A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT will follow all applicable laws, regulations, and requirements during procurement when selecting a vendor to operate the P3. TDOT is committed to an open and honest selection process. TDOT has not selected a P3 partner at this time; a shortlist of proposers is available on TDOT's website. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Further, the Transportation Modernization Act (T.C.A. §54-3) authorizes TDOT to partner with the private-sector to design, build, finance, operate, and maintain new and additional lanes on existing interstates while maintaining ownership of the roads. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. 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3/12/2026	Anonymous User	Online Comment	I want to name what this project actually is: it is a transfer of public wealth — land, infrastructure investment, right-of-way — to a private company, justified by a public use argument that does not hold up under scrutiny. Tennessee law exists to prevent this. The legislature passed that law because they understood that eminent domain, unchecked, can become a tool for exactly this kind of transfer. I am asking TDOT, in writing, to explain how this project complies with T.C.A. § 29-17-102. I expect a legal answer, not a policy answer.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. 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				lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT will follow all applicable laws, regulations, and requirements during procurement when selecting a vendor to operate the P3. TDOT is committed to an open and honest selection process. TDOT has not selected a P3 partner at this time; however, a shortlist of proposers is available on TDOT's website. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Further, the Transportation Modernization Act (T.C.A. §54-3) authorizes TDOT to partner with the private-sector to design, build, finance, operate, and maintain new and additional lanes on existing interstates while maintaining ownership of the roads. However, the Choice Lanes would be completely optional, and all general-purpose and HOV lanes would remain free to use. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the TMB. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA).
3/12/2026	Anonymous User	Online Comment	If this project is genuinely for the public good, TDOT should have no difficulty answering the following questions: What percentage of revenue returns to the state? What is the projected price range for users? What criteria would lead to selecting the No Build option? What is the legal justification for eminent domain when the primary beneficiary is a private subscription operator? The fact that these questions went unanswered at the public meeting is not an oversight. It is the answer.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered, including a No Build option, to address the project's defined purpose and need. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. As required by NEPA, TDOT has coordinated with multiple federal and state agencies to review the findings of the EA and provide an objective outside review of the EA and Choice Lanes project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. 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TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X document observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. 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3/12/2026	Anonymous User	Online Comment	The neighborhoods in the I-24 corridor have cultural and historical significance that does not appear in any of TDOT's project materials. These are places where people have lived, built communities, raised families, and established roots over generations. The project treats them as a geometric obstacle between point A and point B. The cultural impact assessment should be comprehensive, public, and honest — and it should weigh the irreversible loss of community fabric against the marginal and temporary congestion relief the project might provide.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA contains specific sections on Historic Resources, Archaeological Assessments, Socioeconomic Conditions, Land Use and Community Facilities, and other resources. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community.
3/12/2026	Anonymous User	Online Comment	I keep hearing the phrase "public-private partnership" used to describe this project, as if the word "public" in that phrase does the work of legitimizing it. But a partnership implies mutual benefit and mutual risk. In this arrangement, the public provides the land — through forced seizure if necessary — absorbs the environmental and community costs, and takes on the infrastructure liability. The private partner collects subscription revenue. When one partner provides everything and the other collects the money, that is not a partnership. That is a subsidy.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects.

Date	Name	Source	Comment	Response
3/12/2026	Anonymous User	Online Comment	The Choice Lanes will not meaningfully reduce congestion on the general lanes of I-24. I want to state that plainly because it is the central factual claim the project rests on, and it is not supported by the evidence from comparable projects. What managed lanes do is create a congestion market — a system where those willing to pay more get better service, and everyone else gets the same service they had before, plus the environmental and community costs of expanded infrastructure. That is not a public benefit. That is a toll booth with better branding.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/12/2026	Anonymous User	Online Comment	I am a small business owner in the project area. I want to talk about what "economic development" actually means at the community level, as opposed to the abstraction level. It means my customers can get to me. It means the neighborhood around me is stable and livable. It means the people who work for me can afford to live nearby. This project threatens all of that. It disrupts access during construction, depresses surrounding property values, and displaces the community fabric that makes a neighborhood function. That is not economic development. That is economic extraction.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. The RPA includes modifications to existing interchanges and intersections, new interchanges along I-24, and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes.
3/12/2026	Anonymous User	Online Comment	The environmental review for this project should be rejected and restarted. The corridor runs through communities that already bear disproportionate environmental burdens. Expanding the highway footprint means more particulate emissions, more heat island effect, more stormwater runoff into already stressed watersheds. The communities in the path of this project will breathe worse air, deal with worse flooding, and live with more noise — and then be told it was for the public good. It was not for their good. That much is certain.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA contains specific sections on Historic Resources, Archaeological Assessments, Socioeconomic Conditions, Land Use, Community Facilities, and other resources. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community.
3/12/2026	Anonymous User	Online Comment	At the public meeting, residents asked hard questions and received careful non-answers. That is itself informative. When a government agency cannot tell the public what criteria would lead them to choose the No Build option, when they cannot provide even a price range for the product the project will build, when they cannot say what share of revenue returns to public coffers — the conclusion I draw is that the answers to those questions would not survive public scrutiny.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed.While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. 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TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. 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3/12/2026	Anonymous User	Online Comment	I oppose the I-24 Choice Lanes because I believe in public roads. Not subscription roads. Not managed lanes with variable pricing administered by a private company. Public roads — available to every citizen, funded by public dollars, serving the common good. The moment we accept that highway access should be tiered by ability to pay, we have accepted a fundamental change in what public infrastructure means. I am not willing to accept that change, and I am not willing to have my neighbor's home destroyed to implement it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

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3/12/2026	Anonymous User	Online Comment	The communities in the I-24 corridor did not create the congestion problem. That problem was created by decades of land use policy, suburban sprawl, and chronic underinvestment in transit alternatives — policy choices made by the same class of government officials now proposing to solve the problem by running a highway through people's backyards. The people who bear the cost of this project are not the people who caused the problem it claims to solve.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/12/2026	Anonymous User	Online Comment	The legal term is "pretextual public use." It describes a situation where a government invokes eminent domain for an ostensibly public purpose, but the real primary beneficiary is a private party. The Tennessee legislature, responding to the Supreme Court's Kelo decision, passed T.C.A. § 29-17-102 specifically to prevent this. A subscription lane operated by a private company, generating private recurring revenue, on land seized from private citizens, is the definition of pretextual public use. I would like TDOT to explain, in writing, why they believe this project does not meet that definition.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. 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The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings, and associated public comment periods were to engage the community, collect feedback, and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distribution, and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT will follow all applicable laws, regulations, and requirements during procurement when selecting a vendor to operate the P3. TDOT is committed to an open and honest selection process. TDOT has not selected a P3 partner at this time; however, a shortlist of proposers is available on TDOT's website. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Further, the Transportation Modernization Act (T.C.A. §54-3) authorizes TDOT to partner with the private-sector to design, build, finance, operate, and maintain new and additional lanes on existing interstates while maintaining ownership of the roads. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the TMB. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA).
3/12/2026	Anonymous User	Online Comment	My grandmother's house is in the project corridor. She has lived there for 38 years. She is 79 years old. The state is going to tell her what her home is worth, hand her a check, and expect her to start over — so that business travelers and people who can afford a monthly subscription can shave a few minutes off their commute. I don't have a legal argument. I just want someone at TDOT to look me in the eye and tell me that is right.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize , or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/12/2026	Anonymous User	Online Comment	Other cities have tried this. The research is not ambiguous. Managed toll lanes do not reduce overall congestion — they redistribute it. The general lanes remain congested. The toll lanes become progressively more expensive as demand rises. The net effect is that wealthier commuters buy marginally better trips while everyone else subsidizes the infrastructure with their tax dollars and their displaced neighbors. Nashville does not need to repeat this experiment. We need transit investment that serves everyone.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.

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3/12/2026	Anonymous User	Online Comment	My grandmother's house is in the project corridor. She has lived there for 38 years. She is 79 years old. The state is going to tell her what her home is worth, hand her a check, and expect her to start over — so that business travelers and people who can afford a monthly subscription can shave a few minutes off their commute. I don't have a legal argument. I just want someone at TDOT to look me in the eye and tell me that is right.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize , or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/12/2026	Anonymous User	Online Comment	A subscription highway lane is not a public road. I want to be very clear about that distinction. A public road is available to any citizen at the moment they need it. A subscription lane requires a prior contractual relationship with a private company, which means that company — not the public — is the primary beneficiary of any land seized to build it. Tennessee law is explicit that eminent domain cannot be used when the primary purpose is private economic benefit. I urge TDOT to answer, on the record, how this project clears that bar.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. 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The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA).
3/12/2026	Anonymous User	Online Comment	Tennessee has one of the weakest public transit networks of any comparably sized state in the country. Nashville has been promised light rail, express bus expansion, and regional transit solutions for decades. Instead, we get a private toll lane that will cost hundreds of millions of dollars, displace hundreds of families, and demonstrably fail to solve congestion based on every comparable project in the country. The political will exists to do this. Why has it never existed to build something that actually works for everyone?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/12/2026	Anonymous User	Online Comment	No. Just no. Count this as a negative comment and group it with the ones who think this whole project should never have gotten past the first meeting.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/12/2026	Anonymous User	Online Comment	The people who designed this project will not be here to answer for it in twenty years. The governor will be gone. The TDOT officials will have moved on. The private operator will have renegotiated or exited the contract. What will remain are the displaced families, the altered neighborhoods, the degraded environment, and a highway infrastructure that has generated the same congestion it was supposed to solve. History is full of highway projects that were championed by officials who bore none of their long-term costs. This project is being written in that tradition.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

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3/12/2026	Anonymous User	Online Comment	I want to address the argument that the Choice Lanes will benefit everyone by improving traffic flow on the general lanes. Even accepting that argument at face value — which the research does not support — it still does not justify eminent domain. The benefit to general lane traffic is indirect, uncertain, and temporary. The benefit to the private subscription operator is direct, contractually guaranteed, and ongoing. When you weigh those two interests and ask which one primarily justifies the taking, the answer is the private operator. That is the legal standard, and this project fails it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize , or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/12/2026	Anonymous User	Online Comment	I oppose this project as a matter of democratic principle. The people who will be most affected by it — the residents of the corridor, the people whose homes are in the path, the commuters who cannot afford the subscription — came to the public meeting in large numbers and expressed overwhelming opposition. The people who support it are, as far as I can tell, the state officials proposing it and the private interests who will profit from it. In a functioning democracy, that calculus produces a different outcome than the one currently being pursued. The process is broken if it cannot respond to this level of opposition.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/12/2026	Anonymous User	Online Comment	The argument that economic development justifies this project is precisely the argument Tennessee law was written to reject. After Kelo v. City of New London, Tennessee joined the majority of states in passing legislation explicitly limiting the use of eminent domain for economic development purposes. The legislature understood that "economic development" is an infinitely elastic justification that can be used to take anyone's property for any project with a business model attached to it. The Choice Lanes are a test of whether that legislation means anything. So far, TDOT's behavior suggests it does not.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. 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User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA).
3/12/2026	Anonymous User	Online Comment	I have a question I have not seen answered anywhere in the project materials: what is the projected lifespan of the private operating contract for the Choice Lanes? Who negotiated it? What are the termination conditions? What happens to the infrastructure if the private operator goes bankrupt or exits the contract? These are not hypothetical concerns. Private infrastructure operators have defaulted on highway contracts in Indiana, Texas, and elsewhere, leaving governments holding the liability. Tennesseans should know the answers to these questions before a single home is seized.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT will follow all applicable laws, regulations, and requirements during procurement when selecting a vendor to operate the P3. TDOT is committed to an open and honest selection process. TDOT has not selected a P3 partner at this time; however, a shortlist of proposers is available on TDOT's website. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Further, the Transportation Modernization Act (T.C.A. §54-3) authorizes TDOT to partner with the private-sector to design, build, finance, operate, and maintain new and additional lanes on existing interstates while maintaining ownership of the roads. The agreement would be for a period of up to 50 years. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology. The P3 is assuming the project's operational and revenue risk. If Choice Lanes revenues underperform, the P3 will receive lower revenues and earn a reduced return on its investment. As a result, the State is not guaranteeing the P3's revenues; it only shares in the upside if revenues exceed expectations. With respect to buyout rights, TDOT has the ability to terminate the concession for convenience or P3 default and buy out the Operator at the fair value of the concession.

Date	Name	Source	Comment	Response
3/12/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project treats congestion as a monetization opportunity rather than a public problem to be solved. That distinction matters enormously. A public problem demands a public solution — one that serves everyone, that is accountable to everyone, that is funded transparently and administered for the common good. A monetization opportunity demands a private solution — one that extracts value from a captive market, that serves paying customers, and that generates returns for investors. Tennessee is pursuing the latter while calling it the former. The people in the corridor deserve honesty about that.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/12/2026	Anonymous User	Online Comment	I want to make a simple argument. Public money — including the value of publicly-granted eminent domain authority — should produce public benefits. Not benefits for subscribers. Not benefits for private operators. Not benefits for a governor's business network. Public benefits. If the primary measurable outcome of this project is private subscription revenue for a private company, then public resources have been misallocated, and the people who made that decision should answer for it at the ballot box if not in court.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/12/2026	Anonymous User	Online Comment	The environmental justice implications of this project have been inadequately addressed. Highway expansion projects in this country have a documented history of being routed through lower-income communities and communities of color — not by accident, but because those communities have historically had less political power to resist. The I-24 corridor is consistent with that pattern. The people bearing the environmental burden of this expansion are not the people who will benefit from the subscription lanes. That disparity should be front and center in any honest environmental review.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings, and associated public comment periods were to engage the community, collect feedback, and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X document observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA).
3/12/2026	Anonymous User	Online Comment	I want to be clear about what the research says: Managed lane projects of this type have a consistent track record: initial relief, rising prices, stagnant general lane performance, and long-term failure to meet projected congestion reduction targets. The cities that have made the most meaningful progress on urban congestion are the cities that invested in high-capacity transit — not the ones that added priced lanes. Nashville is making the same mistake other cities have made, at greater cost, with less justification, and against the explicit opposition of the people most affected.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT has engaged partner agencies in other states to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts.
3/12/2026	Anonymous User	Online Comment	I keep hearing the phrase "choice" in the project name as if it represents something meaningful. The Choice Lanes. As if offering a subscription tier constitutes a genuine public choice. But choice, in any meaningful sense, requires that both options be genuinely accessible. When one option requires a monthly subscription and the other is the same congested highway that has always existed, that is not a choice. That is a market. And markets are not public infrastructure. They are not what eminent domain is for. They are not what my neighbor's home should be taken to build.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/12/2026	Anonymous User	Online Comment	The communities along I-24 are not homogeneous, but they share something: they are not wealthy. The people whose homes are in the right-of-way path are not people with second homes to retreat to or investment portfolios to cushion the disruption. They are people for whom their home is their primary asset, their neighborhood is their support network, and relocation is a genuine hardship — not an inconvenience. The state is asking the most financially vulnerable people in the corridor to bear the greatest cost of a project whose primary beneficiary is a private subscription operator. That is unjust on its face.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize , or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/12/2026	Anonymous User	Online Comment	I want to talk about induced demand because I think it is the most important concept in this entire debate and it is never mentioned in TDOT's materials. Induced demand is the well-documented phenomenon whereby adding road capacity generates additional vehicle trips, filling the new capacity and eventually restoring prior congestion levels. It has been observed in virtually every major highway expansion in the United States over the past fifty years. The I-24 Choice Lanes will not reduce congestion in the long run. They will generate new trips, fill the new lanes, raise the subscription price, and leave the general lanes exactly as congested as they are today. This is not speculation. It is the lesson of every comparable project.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times, and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/12/2026	Anonymous User	Online Comment	The subscription model at the heart of this project should disqualify it from eminent domain justification on its own terms. Eminent domain is a constitutional power granted to governments for public use. A subscription service is, by legal definition, a private contractual arrangement. You cannot invoke a public power to build a private product and call it public infrastructure. The legal framework that allows this state to take someone's home does not extend to building revenue streams for private operators. I want that argument answered directly, not deflected.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT will follow all applicable laws, regulations, and requirements during procurement when selecting a vendor to operate the P3. TDOT is committed to an open and honest selection process. TDOT has not selected a P3 partner at this time; however, a shortlist of proposers is available on TDOT's website. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Further, the Transportation Modernization Act (T.C.A. §54-3) authorizes TDOT to partner with the private-sector to design, build, finance, operate, and maintain new and additional lanes on existing interstates while maintaining ownership of the roads. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/12/2026	Anonymous User	Online Comment	I moved to this neighborhood twelve years ago because it was affordable, connected, and full of people who looked out for each other. That is not an accident — it is the result of decades of community investment by the people who live here. The I-24 Choice Lanes project treats all of that as a line item to be cleared. TDOT's materials do not account for what is lost when a neighborhood is bisected by expanded highway infrastructure. They account for parcels and structures. They do not account for community. That is a failure of the process, and it should be corrected before a single property is appraised.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/12/2026	Anonymous User	Online Comment	I do not oppose infrastructure investment. I oppose this infrastructure investment, for these specific reasons: it will not solve congestion, it benefits a private company at public expense, it seizes homes from people who don't want to leave, it creates a two-tiered road system that advantages wealth, it degrades the environment of communities that have already absorbed too much, and it consumes resources that should go toward transit solutions that actually serve everyone. I oppose it because better options exist and are being ignored. And I oppose it because the people who will bear its costs are the same people standing in that room asking questions that aren't being answered.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/12/2026	Anonymous User	Online Comment	Every city that has built managed toll lanes has eventually had to confront the same problem: the lanes work tolerably well when lightly used, become expensive when demand rises, and generate political backlash when the price for a reasonable commute becomes unaffordable for average earners. Nashville will be no different. The difference is that Nashville will also have permanently destroyed neighborhoods, seized homes through eminent domain, and degraded natural environments to get there. Other cities have made this mistake. We do not have to.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/12/2026	Anonymous User	Online Comment	The private company that will operate these lanes is making a business decision based on projected revenue. That projection exists. TDOT has seen it. The price range is known internally even if it has not been disclosed publicly. The revenue share arrangement is known internally even if it has not been disclosed publicly. The public is being asked to accept the seizure of their neighbors' homes in support of a financial arrangement they are not allowed to see. That is not transparency. That is the appearance of a public process wrapped around a private deal.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT will follow all applicable laws, regulations, and requirements during procurement when selecting a vendor to operate the P3. TDOT is committed to an open and honest selection process. TDOT has not selected a P3 partner at this time; a shortlist of proposers is available on TDOT's website. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Further, the Transportation Modernization Act (T.C.A. §54-3) authorizes TDOT to partner with the private-sector to design, build, finance, operate, and maintain new and additional lanes on existing interstates while maintaining ownership of the roads. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/12/2026	Anonymous User	Online Comment	My children go to school in the project corridor. I want them to grow up in a city that invests in their future — in clean air, in public transit, in neighborhoods that are stable and livable. What they are getting instead is a highway expansion that will degrade their air quality, displace their neighbors, and build a product their family cannot afford to use. This is a choice. Tennessee chose this over light rail. Tennessee chose this over bus rapid transit. Tennessee chose this over the communities in the corridor. I want that choice acknowledged plainly.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/12/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project is the wrong answer to the right question. The right question is: how do we move more people through this corridor more efficiently? The right answers involve transit — high-capacity, high-frequency, affordable transit that removes cars from the road rather than sorting them into price tiers. A subscription lane does not remove a single car from I-24. It charges some of the existing cars for a better experience while the rest continue as before. That is congestion management as a revenue model, not a transportation solution.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/12/2026	Anonymous User	Online Comment	I've spoken with several of my neighbors who are in the taking zone. None of them want to move. All of them feel they have no real choice. The right-of-way process is presented as a negotiation, but it is not a negotiation — it is a sequence of predetermined steps that ends with the state taking the property at a price the state determines to be fair. The people in that process have lawyers if they're lucky, time if they're fortunate, and leverage only if they're willing to litigate against the state. Most people are not in a position to do that. That asymmetry is built into the system.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/12/2026	Anonymous User	Online Comment	Transit equity is not a peripheral concern — it is the central question this project fails. A highway subscription service is, by design, a service for people with money. The people who most need reliable, affordable commute options are the people for whom a monthly subscription is not a trivial expense. Public infrastructure funded by public resources — including land taken by force — should serve the public without financial preconditions. The Choice Lanes fail this test completely, and no amount of congestion modeling changes that fundamental inequity.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/12/2026	Anonymous User	Online Comment	Governor Lee has not lived near a highway his entire life. I have. I know what it means to have your home's value depressed by proximity to noise and emissions. I know what it means to watch a neighborhood slowly empty as infrastructure consumes it. I know what the "before" looks like and I know what the "after" looks like, and no amount of project branding changes the lived reality of being on the wrong side of a right-of-way line. The people making this decision do not bear its costs. That should be disqualifying.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/12/2026	Anonymous User	Online Comment	I want to specifically address the argument that the Choice Lanes will benefit everyone by reducing overall traffic. It will not. The induced demand literature is clear and consistent: adding road capacity generates additional vehicle trips, which fills the new capacity and restores previous congestion levels within a few years. This is not a fringe position — it is the mainstream conclusion of transportation research. Building a subscription lane will not reduce congestion. It will, temporarily, redistribute it — and charge some people for the privilege of accessing the redistributed version.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times, and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/12/2026	Anonymous User	Online Comment	The people most affected by this project came to that public meeting. They asked questions. They did not get answers. They were given presentation slides and project timelines and contact information for TDOT representatives who have not responded substantively to written follow-up. This is what democratic participation looks like when government has already decided what it is going to do: a meeting, some handouts, an email address, and then the bulldozers. The form of public input exists. The substance does not.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings, and associated public comment periods were to engage the community, collect feedback, and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA).
3/12/2026	Anonymous User	Online Comment	Express bus service on dedicated lanes would cost a fraction of this project, serve exponentially more commuters, reduce vehicle trips rather than just redistributing them, and require no eminent domain seizures. Park-and-ride expansion paired with high-frequency bus service has transformed commuter behavior in cities that have committed to it. Nashville has the geography and the density to make it work. What it lacks is the political will — because express buses do not generate private subscription revenue, and that appears to be a prerequisite for this administration's infrastructure interest.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration.

Date	Name	Source	Comment	Response
3/12/2026	Anonymous User	Online Comment	TDOT's own presentation acknowledged the No Build option. That option exists for a reason — because sometimes, after full consideration, the costs of a project outweigh its benefits. The costs of the I-24 Choice Lanes project include: hundreds of displaced families, significant environmental degradation, a legally questionable private benefit structure, and a traffic model that does not hold up against comparable projects in other cities. The benefits include: a subscription lane for people who can afford it and recurring revenue for a private operator. I believe the No Build option clears that bar easily.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered, including a No Build option, to address the project's defined purpose and need. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. As required by NEPA, TDOT has coordinated with multiple federal and state agencies to review the findings of the EA and provide an objective outside review of the EA and Choice Lanes project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community.
3/12/2026	Anonymous User	Online Comment	My objection to this project is moral before it is legal or practical. It is wrong to take someone's home. It is wrong to take someone's home so that a private company can profit. It is wrong to do those things while claiming it serves the public good, when the people whose homes are taken are not the people who will benefit from what is built. I understand that eminent domain exists and that it sometimes serves legitimate purposes. This is not one of those times, and dressing it in the language of infrastructure does not change what it is.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/12/2026	Anonymous User	Online Comment	The relocation assistance process for displaced homeowners is inadequate and the sequencing is designed to disadvantage the people it affects. Residents are expected to make decisions about accepting purchase offers before knowing the full relocation assistance package — including whether increased interest costs will be covered in a housing market that has appreciated dramatically. This is not an administrative inconvenience. It is a structural disadvantage built into the process that consistently favors the state's interests over the displaced resident's ability to make an informed decision.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/12/2026	Anonymous User	Online Comment	I would like to know the name of the private company that will operate the Choice Lanes. I would like to know what political contributions that company or its principals have made to Governor Lee's campaigns or affiliated PACs. I would like to know what conversations took place between that company and the Lee administration before this project was publicly announced. These are not conspiracy theories. These are basic transparency questions that the public is entitled to have answered before their neighbors' homes are seized.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT has not selected a P3 partner at this time; a shortlist of proposers is available on TDOT's website. TDOT will follow all applicable laws, regulations, and requirements during procurement when selecting a vendor to operate the P3. TDOT is committed to an open and honest selection process. TDOT is currently engaging other states to learn best practices and identify procedures to address potential conflicts of interest.
3/12/2026	Anonymous User	Online Comment	Let's talk about the two-tiered road system this project creates, because I don't think its implications have been fully absorbed. We will have a highway where, side by side, some drivers move freely because they can afford a subscription and others sit in the same congestion that has always existed — and can see, from their standstill, the lane they cannot access. That is not a minor quality-of-life inequity. That is a daily, visible, concrete reminder that the state has built infrastructure that explicitly serves some citizens better than others based on their income.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

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3/12/2026	Anonymous User	Online Comment	There is a pattern to projects like this. A governor with business relationships in the infrastructure sector champions a public-private partnership. The public provides the land — through eminent domain if necessary — and the private partner provides the capital and collects the revenue. The public bears the risk of displacement, environmental impact, and community disruption. The private partner bears the risk of... not making quite as much money as projected. This is not a partnership. It is an extraction.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion.
3/12/2026	Anonymous User	Online Comment	I've looked at what Nashville could do with the money this project will cost. We could build meaningful light rail infrastructure. We could fund a decade of expanded bus service. We could create park-and-ride networks that genuinely reduce car trips. Any of those investments would do more to address congestion, more to reduce emissions, and more to serve the actual transit needs of actual Nashville residents than a subscription lane that replicates every failure we've already seen in other cities.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/12/2026	Anonymous User	Online Comment	I've read the project materials carefully. I've attended the meetings. I've listened to TDOT's presentations. What I have not heard is a single honest answer to the question of what happens to the revenue. Who gets it? In what proportion? What public services does it fund? Until those questions are answered transparently, every justification offered for this project should be treated as incomplete at best and misleading at worst.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw.
3/12/2026	Anonymous User	Online Comment	It's laughable that you think you can replace that many bridges within your timeline. Please do let us know how you plan to do that.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed.
3/12/2026	Anonymous User	Online Comment	Public infrastructure should be evaluated by how well it serves the most people, particularly those with the fewest alternatives. A subscription highway lane fails that test completely. People with money and flexible schedules already have options — they can afford to live closer to work, to adjust their commute times, to work remotely. The people who most need congestion relief are hourly workers who cannot choose when they drive. The Choice Lanes will do nothing for them. They will, however, generate substantial recurring revenue for whoever holds the operating contract.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects.

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3/12/2026	Anonymous User	Online Comment	I have three children in school near the project corridor. The construction alone will take years. The air quality impacts during that period, the traffic rerouting, the noise — these are not minor inconveniences. They are years of my children's lives spent in a degraded environment so that a private company can build a product my family will never be able to afford to use. I find it difficult to express how angry that makes me in language suitable for a public comment.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options—including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail—were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/12/2026	Anonymous User	Online Comment	Governor Lee has championed this project. I would ask him to spend a week in the neighborhoods it will destroy — not on a press tour, but actually living there — and then tell me it's worth it. The people in these communities are not obstacles to progress. They are the public this infrastructure is supposed to serve. When the public that is displaced and the public that benefits are two entirely different groups of people, you do not have a public works project. You have an act of state-sanctioned displacement for private gain.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion.
3/12/2026	Anonymous User	Online Comment	My property is not in the taking zone, but my neighbor's is. I want to talk about what that means for me. My property value will decline. My neighborhood character will change. The road noise, the light pollution, the construction disruption — I will bear all of that without any compensation, because TDOT's right-of-way process only addresses property that is physically seized. The externalities are distributed across an entire community. The benefits accrue to a private operator and to commuters who may not live anywhere near here.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community.
3/12/2026	Anonymous User	Online Comment	I want to address the traffic argument directly, because it is the primary justification for this project. Yes, I-24 is congested. Yes, that congestion is a real problem that affects quality of life and economic productivity. But the question is not whether we should do something — the question is whether this is the right thing. And the evidence from comparable projects in Atlanta, Houston, Los Angeles, and Seattle is consistent: adding managed lanes does not solve congestion. It monetizes it. Those are very different things.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT has engaged partner agencies in other states to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts.
3/12/2026	Anonymous User	Online Comment	Light rail. Express bus. Park-and-ride expansion. Regional transit coordination. These are the tools that actually move people efficiently, that reduce car dependency, that serve commuters regardless of income, and that do not require destroying neighborhoods to build. Every dollar spent on the I-24 Choice Lanes is a dollar not spent on any of those things. Tennessee has made its choice, and the choice is not the public. The choice is the private operator who will collect subscription fees on land seized from citizens.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.

Date	Name	Source	Comment	Response
3/12/2026	Anonymous User	Online Comment	I am a renter in the project corridor. My landlord's property may be taken. I have been told I may qualify for relocation assistance, but I cannot find a straight answer about what that means in practice — whether I will know the full amount before decisions are made, whether it will cover the actual cost of finding comparable housing in Nashville's current market. The people most financially vulnerable to this project are the ones with the least access to legal help, the least time to navigate bureaucracy, and the most to lose. That is not an accident. That is how these projects work.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements would identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Renters will be engaged during this process. Renters are eligible for relocation benefits. Information on those benefits can be found on TDOT's website and in the Relocation brochure (https://www.tn.gov/content/dam/tn/tdot/right-of-way-division/brochures/ROW%20Res.%20Relocation%202026.pdf). As a renter, comparable housing in the immediate area is found as a basis for analyzing how much compensation the renter would receive, as well as having multiple options for moving personal property at TDOT's expense.
3/12/2026	Anonymous User	Online Comment	I attended the public meeting. I left with more questions than I arrived with. TDOT could not or would not say what percentage of Choice Lanes revenue would return to the state for public use. They could not say what the subscription price range would be. They could not say what criteria would lead them to choose the No Build option. When a government agency cannot answer basic questions about a project that will seize people's homes, the public is entitled to be suspicious about whose interests are actually being served.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. 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The public information meetings, virtual public meetings, recent public hearings, and associated public comment periods were to engage the community, collect feedback, and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. 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3/12/2026	Anonymous User	Online Comment	There is something deeply cynical about a project that destroys working-class neighborhoods to build a product those same working-class residents cannot afford to use. The Choice Lanes will be priced for people with disposable income and flexible schedules. The families being displaced to build them are, by definition, not that demographic. The state is taking from the people who have the least to give to the people who need it the least. I cannot think of a more precise inversion of what public infrastructure is supposed to do.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. 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TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/12/2026	Anonymous User	Online Comment	The environmental impact of this project has been dramatically understated in public materials. Widening I-24 through the communities in its path means more impervious surface, more stormwater runoff, more air pollution concentrated in already burdened neighborhoods, and irreversible disruption to ecosystems that took decades to establish. The communities in the corridor are not abstract planning units. They are living places, and this project will degrade them in ways that no mitigation plan will fully address.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. 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3/12/2026	Anonymous User	Online Comment	Let's be honest about who wants this project. Governor Lee and his administration have strong ties to the private infrastructure and investment sectors that stand to profit from managed lane contracts. The residents along the I-24 corridor — the ones whose homes are in the path, whose neighborhoods will be bisected, whose property values will crater — overwhelmingly oppose it. When the only constituency for a project is the government proposing it and the companies who will profit from it, that should tell you everything you need to know about whose interests it actually serves.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/12/2026	Anonymous User	Online Comment	I oppose this project because it will not work. That's not an opinion, that's a pattern. Atlanta tried express lanes on I-85. Houston tried them on I-610. In both cases, general lane congestion remained essentially unchanged while the managed lanes became increasingly expensive. The people who need relief — working-class commuters who can't choose their hours — are the ones who end up priced out. Governor Lee can point to ribbon-cutting photos, but the data from other cities tells the real story.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. 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P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT has engaged partner agencies in other states, including Georgia, to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. DOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology.
3/12/2026	Anonymous User	Online Comment	I've lived off I-24 for twenty-two years. I've watched this corridor grow, watched my neighbors build lives here, and now I'm watching the state prepare to bulldoze through it so a private company can sell access to a faster commute. This isn't infrastructure. This is a revenue stream dressed up as public service. The Choice Lanes will not fix congestion — every city that has tried managed lanes as a congestion solution has seen the same result: the lanes fill up, the prices go up, and the regular lanes stay just as bad. My community deserves better than this.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. 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P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT has engaged partner agencies in other states, including Georgia, to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology.
3/12/2026	Seth Harrison	Online Comment	Additional lanes do not solve the problem. Money should be invested in rail not more car traffic. Creating additional induced demand and causing greater sprawl and displacing businesses and homes for these lanes. This is not beneficial to the Tennesseans. How is TDOT addressing the widely known fact that additional lanes do not solve congestion in the long run?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/12/2026	Joanne Logan	Online Comment	I am against the construction of these lanes. This is a slippery slope. Once you initiate these lanes, I'm sure there will be many more to come. All this does is encourage driving and discourage mass transportation which we desperately need more of. Enforcement of the HOV lane would help traffic flow during rush hour, or even better, convert the HOV lanes to restricted bus lanes. We are already dealing with unacceptable levels of air pollution and this proposal will only make it worse.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from the proposed Project and details efforts to avoid, minimize, or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project.
3/12/2026	Jackson Hurst	Online Comment	I approve and support TDOT's I-24 Southeast Choice Lanes Project. I have reviewed the Draft Environmental Assessment for TDOT's I-24 Southeast Choice Lanes Project and I approve and support the findings and recommendations in the document including the Recommended Preferred Alternative. The aspect that I love about the Recommended Preferred Alternative is that I-24 will be widened to provide a express lane in each direction which will improve safety.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed.

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3/12/2026	Jamie Day	Online Comment	Please don't do this. Why are we not planning for the future? Just because this is the way it's always been done. Doesn't mean it's the best solution. We, as Americans and Tennessee's, should be able to think outside of the box for more creative ways to make this work. Plus, this would just invite more and more cars into an already congested area bringing more pollution as well. Please don't waste our money this way. Invest in tomorrow and the future, please.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion.
3/13/2026	Dirhat Mohammed	Online Comment	This idea does not truly create a solution for those of us who drive everyday on I-24. I wonder if the creators of this plan actually are stuck in traffic everyday on I-24. I sit in traffic moving inches over an hour from downtown to Antioch. This just adds more lanes; this is a failed concept. Look at other cities with 6+ lanes and still congested. The solution is public transit. Why not put this to a vote like they did years ago when they tried to do a rail/metro system. They put that to a vote. Europe and Asia is passing us by with modern transit systems while we still pursue tried and failed "solutions" such as by adding more lanes that will only cost us more and more money. Please do not continue with this plan.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/13/2026	Robert Winland	Online Comment	I support the project. I am glad to see an aggressive program to improve a regularly-congested, extremely important corridor. Doing little, or nothing, will result in even more problems in years ahead. Yes there will be business displacements, but sometimes things must be done for the more common good. I am a former resident of Houston where similar roads/lanes are in successful use.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed.
3/13/2026	Andy Blakeney	Online Comment	This is a bad idea. There has to be a more efficient less costly way to do this. Choice lanes will be unfair to ordinary people that cannot afford it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/13/2026	Jenilee Kenyon	Online Comment	No choice lanes. We need mass transit. Let's explore trains like Chicago.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.

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3/13/2026	Jo Searfoss	Online Comment	This is a terrible project. It is so obviously designed to line the pockets of the private entities, and the leaders of the State. It does not solve for the larger infrastructure Problem that the state has ignored for years. It penalizes the commuters that go to and from Davidson County. It penalize the homeowners in and around the project area as someone will lose their homes. It penalizes the people that literally keep this state going with our tax money as we know Davidson County is a huge faction of state support. This project is shortsighted and clearly meant To give somebody's buddy, a big kickback at the expense of Tennessee taxpayers. Fix the infrastructure problem and stop trying to put it on the backs of the citizens.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/13/2026	Anonymous User	Online Comment	The No Build option should be taken seriously, not treated as a formality. TDOT has not stated what criteria would lead to its selection. That omission is telling. A genuine multi-option analysis would specify, in advance, the thresholds that would make each option preferable. The absence of those thresholds suggests that the No Build option is on the table in name only — that the decision has been made and the public process exists to satisfy procedural requirements rather than to genuinely evaluate alternatives. If that is not the case, TDOT should prove it by specifying what it would take to choose No Build.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered, including a No Build option, to address the project's defined purpose and need. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. As required by NEPA, TDOT has coordinated with multiple federal and state agencies to review the findings of the EA and provide an objective outside review of the EA and Choice Lanes project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements will identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings, and associated public comment periods were to engage the community, collect feedback, and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X document observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. 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3/13/2026	Anonymous User	Online Comment	I want to make the fiscal argument plainly. The Choice Lanes will cost hundreds of millions of dollars in public funds, right-of-way acquisitions, construction, and ongoing infrastructure maintenance. The revenue generated by the subscription operation will flow primarily to the private operator. The public investment is enormous. The public return is unclear, unspecified, and apparently undisclosed. This is not a financially sound public investment. It is a public subsidy for a private enterprise, structured to obscure that fact behind the language of infrastructure development.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects.
3/13/2026	Anonymous User	Online Comment	I have read arguments that the Choice Lanes are necessary because federal highway funding requires some form of managed lane integration. I would like to see that argument made specifically and in writing, with citations to the relevant federal requirements. If federal funding conditions are genuinely driving this design, the public deserves to know exactly what those conditions are and whether alternative designs were explored. If the managed lane element is a choice rather than a requirement, that should be stated clearly. Vague appeals to federal necessity are not sufficient justification for seizing people's homes.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered, including a No Build option, to address the project's defined purpose and need. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. As required by NEPA, TDOT has coordinated with multiple federal and state agencies to review the findings of the EA and provide an objective outside review of the EA and Choice Lanes project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.

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3/13/2026	Anonymous User	Online Comment	The people who will use the Choice Lanes are not the people who need help. They are, by definition, people who can afford a monthly subscription on top of their existing transportation costs. The people who need help are the ones sitting in the general lanes — hourly workers, service employees, people without schedule flexibility — who have no alternative to driving and no ability to pay for a better experience. Public infrastructure policy should direct resources toward people with the greatest need and the fewest alternatives. This project does the opposite.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/13/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project is being pursued with an urgency that is not explained by the publicly available project timeline. The public engagement process has been compressed. The questions asked at public meetings have not been answered. The legal and financial details have not been disclosed. When a government project moves fast, avoids scrutiny, and benefits private parties, the appropriate public response is not to trust the process. It is to slow it down, demand transparency, and insist on answers before irreversible decisions are made.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. 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The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback, and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. 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3/13/2026	Anonymous User	Online Comment	I want to ask a practical question that has not been answered: where are the people displaced by this project supposed to go? Nashville's housing market is not the same as it was the last time a major highway project displaced residents here. Affordable housing in comparable locations to the I-24 corridor does not exist in sufficient supply. Relocation assistance calculated on pre-displacement market values will not purchase equivalent housing in today's market. The people being displaced are being pushed into a housing market that will not absorb them without significant additional hardship. TDOT needs to answer this directly.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/13/2026	Anonymous User	Online Comment	The displacement caused by highway projects has generational consequences that are invisible to project planners and never appear in cost-benefit analyses. When a family is displaced from a neighborhood, they lose proximity to family support networks, established schools, familiar medical providers, community relationships built over years. They often end up in less affordable housing, farther from employment, with longer commutes — the very problem this project claims to solve. The communities destroyed by the I-24 expansion will not be rebuilt. The people displaced will not be made whole. Those costs are real and they should be counted.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/13/2026	Anonymous User	Online Comment	The governance structure of the Choice Lanes has not been adequately explained to the public. Who oversees the private operator? What regulatory authority does the state retain over pricing, service quality, and contract compliance? What recourse do subscribers have if service is degraded? What recourse does the public have if the operator violates contract terms? Public infrastructure operates within a framework of public accountability. A private subscription service does not. When you build the latter on the former's legal foundation, you create a gap in accountability that will eventually be exploited.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public.

Date	Name	Source	Comment	Response
3/13/2026	Anonymous User	Online Comment	The comparison to other cities' managed lane projects is not cherry-picking. It is the only empirical evidence available about what this type of project produces. And that evidence is consistent: managed lanes do not solve congestion, they redistribute it at a price. The outliers — projects that have produced lasting congestion improvement — are all paired with significant transit investment that reduced overall vehicle trips. The lanes alone do not work. investment. That is the worst possible version of this approach.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects.
3/13/2026	Anonymous User	Online Comment	I oppose the Choice Lanes because I believe Nashville can be better than this. I believe we can build a city where people don't need cars to live full lives, where public transit is fast and frequent and affordable, where neighborhoods are preserved rather than consumed by infrastructure, and where public investment serves public needs rather than private profit. That city is possible. Other cities have built it. Nashville is choosing not to, and the Choice Lanes are the clearest expression of that choice. I want my opposition to that choice on the public record.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/13/2026	Anonymous User	Online Comment	I moved to Tennessee from a state that built a managed lane project very similar to this one. I watched it happen. The construction took longer than projected and cost more than projected. The price per trip rose faster than projected. The general lanes showed no meaningful congestion improvement within three years of opening. The neighborhoods that were cleared for the expansion never recovered their community character. And the private operator renegotiated the contract terms when revenue projections weren't met, shifting additional risk to the public. I am watching the same movie again, and I know how it ends.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. 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The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements will identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation
3/13/2026	Anonymous User	Online Comment	The framing of this project as "choice" is a rhetorical strategy, not a policy description. Calling it the Choice Lanes implies that what is being offered is an option — something additional that expands freedom. But the choice being made here is not the commuter's choice. It is the state's choice to use eminent domain for a private subscription product. It is the governor's choice to prioritize private infrastructure investment over public transit. It is a political choice being laundered through infrastructure branding. The people whose homes are being taken did not choose this. They are having it done to them.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. DOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/13/2026	Anonymous User	Online Comment	I want to propose a simple transparency test for this project. Publish the full financial model. Publish the projected subscription price range. Publish the revenue share arrangement between the state and the private operator. Publish the criteria that would lead TDOT to select the No Build option. Publish the legal opinion on T.C.A. § 29-17-102 compliance. If this project serves the public interest, that documentation should be available to the public. If it cannot withstand that transparency, the public has its answer.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered, including a No Build option, to address the project's defined purpose and need. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. As required by NEPA, TDOT has coordinated with multiple federal and state agencies to review the findings of the EA and provide an objective outside review of the EA and Choice Lanes project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements will identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings, and associated public comment periods were to engage the community, collect feedback, and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to

Date	Name	Source	Comment	Response
				the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did.bTDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT will follow all applicable laws, regulations, and requirements during procurement when selecting a vendor to operate the P3. TDOT is committed to an open and honest selection process. TDOT has not selected a P3 partner at this time, a shortlist of proposers is available on TDOT's website. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements the P3 must meet, including user fee thresholds, maintenance, enforcement and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Further, the Transportation Modernization Act (T.C.A. §54-3) authorizes TDOT to partner with the private-sector to design, build, finance, operate, and maintain new and additional lanes on existing interstates while maintaining ownership of the roads. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA).
3/13/2026	Anonymous User	Online Comment	The environmental impact statement for this project should account for cumulative impacts, not just project-specific ones. The I-24 corridor has already absorbed significant highway infrastructure. The communities there already bear elevated air pollution, noise pollution, and stormwater burdens relative to other Nashville neighborhoods. Adding more highway capacity to an already burdened corridor is not a neutral act — it compounds existing environmental injustice. The review process should reflect that compounding, and it should be honest about what additional burden this project places on communities that have already given enough.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/13/2026	Anonymous User	Online Comment	Nashville's transit infrastructure is a regional problem, not just a city problem. The commuters who use I-24 come from Rutherford County, Williamson County, and beyond. A regional transit solution — one that connects suburban park-and-ride facilities to high-frequency rail or bus service — would serve that population better than a subscription lane, at lower cost, with no eminent domain required. That solution requires regional cooperation and political will. It does not require taking anyone's home. The fact that we are doing the latter instead of the former tells you something about whose interests are being prioritized.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/13/2026	Anonymous User	Online Comment	The people this project claims to benefit are almost universally opposed to this project. The people this project impacts are definitely opposed to this project. The only people who support this project are politicians who don't live in the impacted areas, and their corporate donors who will benefit.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/13/2026	Anonymous User	Online Comment	You seem to know projected travel times for after the project is finished, but what about during construction?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed.

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3/13/2026	Nancy Horton-Holmes	Online Comment	Healthcare worker here. Ascension Rutherford transports patients to Vanderbilt all the time because they are a trauma one. During construction, I assume 24 wont be moving anywhere quickly. What is your plan for emergency vehicles to make it into Nashville in a timely manner? Or is the option for people to just risk dying in the long transport or pay the exorbitant cost of life flight because of your project? Both are reprehensible.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed.
3/13/2026	Nancy Horton-Holmes	Online Comment	I urge TDOT to move the proposed expansion and addition of elevated lanes to the east side of I-24 (south of Briley Parkway), rather than destroying the neighborhood on the west side of I-24. On the east side there are only parking lots and grass. On the west side there are homes. In addition to destroying a neighborhood, construction would undoubtedly be more expensive and have a greater environmental impact, given the terrain on the west side of I-24. Please modify the plans to eliminate any construction on the west side of I-24, in order to save money and reduce the impact on our neighborhood.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed.
3/13/2026	Nancy Horton-Holmes	Online Comment	Just to reiterate a question that was very pointedly not answered during the community meeting: What is TDOT's plan to compensate property owners and renters whose property is NOT seized but whose property values and quality of life are negatively impacted by the project?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/13/2026	Jennifer Sears	Online Comment	These choice lanes are not the best solution to our traffic problems and not what the people of Nashville need.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/13/2026	Karen Lawrence	Online Comment	I am against this. We need fewer cars on the road, which means we need better public transportation, not bigger roads. And many residents would be adversely affected by this due to imminent domain requirements.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

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3/13/2026	Kim Yandell	Online Comment	Please do NOT do this. It will otherwise crowd our peaceful neighborhood and none of your research proves it will alleviate traffic. Its classist.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/13/2026	Mackenzie Ressel	Online Comment	I do not want another lane to be built, and I do not want to have to pay to use it. Interstates are free public transportation. Another lane will not fix the traffic issue.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/13/2026	Anonymous User	Online Comment	I oppose this project. Adding one lane while rejecting public transit funding and not pursuing larger projects that would give Tennesseans options is not a good solution and it's not one that I support, especially given that it will displace Tennesseans from their homes.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/13/2026	Anonymous User	Online Comment	If one single Nashvillian has to lose their home to accommodate a ROAD it's too many. I am against this plan. More lanes to do not fix congestion; Nashville does not want to turn into Atlanta.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/13/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project is wrong. It is wrong legally, because it invokes eminent domain for a private subscription product. It is wrong practically, because managed lanes without transit investment do not solve congestion. It is wrong financially, because it directs public resources toward private returns. It is wrong ethically, because it destroys the homes and communities of the people who have the least power to resist. And it is wrong democratically, because it proceeds against the expressed opposition of the people it most directly affects. I oppose it on all of those grounds, and I ask that this opposition be treated as a serious contribution to the public record — not as noise to be managed, but as the legitimate voice of a citizen whose community is at stake.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/13/2026	Anonymous User	Online Comment	I am submitting this comment because I was told my voice matters in this process. I want to believe that is true. I want to believe that the volume and specificity of public opposition to this project will be weighed honestly against the interests of the private parties who will benefit from it. I want to believe that TDOT will answer the legal questions about T.C.A. § 29-17-102, will disclose the revenue share arrangement, will specify the No Build criteria, and will treat the people in the corridor as the public they are sworn to serve. I want to believe all of that. But I am submitting this comment because I am not certain it is true, and I need my opposition on the record regardless.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered, including a No Build option, to address the project's defined purpose and need. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. As required by NEPA, TDOT has coordinated with multiple federal and state agencies to review the findings of the EA and provide an objective outside review of the EA and Choice Lanes project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings , and associated public comment periods were to engage the community, collect feedback, and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT will follow all applicable laws, regulations, and requirements during procurement when selecting a vendor to operate the P3. TDOT is committed to an open and honest selection process. TDOT has not selected a P3 partner at this time; a shortlist of proposers is available on TDOT's website. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements the P3 must meet, including user fee thresholds, maintenance, enforcement and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Further, the Transportation Modernization Act (T.C.A. §54-3) authorizes TDOT to partner with the private-sector to design, build, finance, operate, and maintain new and additional lanes on existing interstates while maintaining ownership of the roads. However, the Choice Lanes would be completely optional, and all general-purpose and HOV lanes would remain free to use. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA).
3/13/2026	Anonymous User	Online Comment	This project will outlast every official currently involved in approving it. The displaced families will live with its consequences for the rest of their lives. The communities altered by it will take generations to stabilize, if they ever do. The environmental impacts will compound over decades. The subscription operator will renegotiate, profit, and eventually exit. The highway will remain. The people who bore its costs will remain. The officials who made the decision will not. I want that asymmetry acknowledged somewhere in the official record of this project's approval.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/13/2026	Anonymous User	Online Comment	I've heard it suggested that opponents of this project are being emotional rather than analytical. I want to address that directly. The analytical case against this project is overwhelming: comparable projects have not reduced congestion; induced demand will fill the new capacity; the private benefit structure is legally vulnerable; the revenue share is undisclosed; the displacement costs are underestimated; the environmental impacts are understated. The emotional case is also overwhelming, because real people's homes and communities are at stake. Both cases point in the same direction. The project should not proceed.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements the P3 must meet, including user fee thresholds, maintenance, enforcement and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. The Transportation Modernization Act (T.C.A. §54-3) authorizes TDOT to partner with the private-sector to design, build, finance, operate, and maintain new and additional lanes on existing interstates while maintaining ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022 TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast including managed lanes, interchange improvements and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/13/2026	Anonymous User	Online Comment	Light rail from Murfreesboro to downtown Nashville. Express bus on dedicated lanes from Smyrna to midtown. Park-and-ride facilities at regional transit hubs with frequent service to employment centers. These are not dreams — they are operating systems in comparable metro areas that have chosen to invest in them. The money being spent on the Choice Lanes could fund meaningful progress on all of them. That choice — transit versus subscription lanes — reflects a set of values. The values reflected in this choice are not the values of the communities in the corridor, and they are not the values of the commuters who need real solutions.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.

Date	Name	Source	Comment	Response
3/13/2026	Anonymous User	Online Comment	The communities in the I-24 corridor have already contributed to Nashville's growth and prosperity. They absorbed earlier highway expansions. They endured the noise and pollution and property value suppression that comes with highway proximity. They stayed when others left. They built what is there despite the disadvantages of location. Now they are being asked to absorb yet another expansion — this one for a product they cannot access — and to accept that this is progress. It is not progress. It is the same extraction that has always characterized the relationship between highway infrastructure and the communities in its path.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/13/2026	Anonymous User	Online Comment	I want to speak directly to the TDOT representatives who will read these comments. I understand you are doing your jobs. I understand the political and institutional pressures you operate under. But you are also public servants, and the public you serve is in that meeting room asking questions you are not answering. The gap between your institutional obligations and your public obligations is visible and it is widening. History will not remember the political appointees who championed this project. It will remember the communities it destroyed. Please be on the right side of that record.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/13/2026	Anonymous User	Online Comment	The right-of-way process as currently structured gives displaced residents inadequate time, inadequate information, and inadequate recourse. The sequence — in which residents must respond to purchase offers before knowing the full relocation assistance package — is designed to produce quick settlements, not fair ones. Legal challenges are available but practically inaccessible to most residents without significant resources. The result is a process that looks like negotiation but functions like compulsion. Reforms to this process should be a condition of any project approval, not an afterthought.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/13/2026	Anonymous User	Online Comment	The Choice Lanes will not be affordable for the average Nashville commuter. I want to be specific about that, because the project materials are deliberately vague. Comparable managed lane projects in other cities charge between $8 and $25 per one-way trip during peak hours. At even the low end of that range, a daily commuter would spend over $4, 000 per year for access to a lane built on condemned land. That is not a public benefit. That is a luxury product with a public subsidy, and the subsidy is paid in the form of seized homes and degraded communities.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw.
3/13/2026	Anonymous User	Online Comment	I've been trying to understand why this project is moving forward despite broad community opposition, legal vulnerabilities, and a track record of failure in comparable cities. The most coherent explanation I can find is that it serves the financial interests of people with access to this administration. I want to be clear that this is not a conspiracy theory — it is a pattern that recurs whenever public-private infrastructure deals are structured to guarantee private returns on publicly-provided assets. Follow the contract. Follow the revenue. The answer to why this project exists is there.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw.

Date	Name	Source	Comment	Response
3/13/2026	Stephen Black	Online Comment	Toll lanes (yes, your “choice lanes” are toll lanes as one must pay to use them) were implemented in California, we called them “Lexus lanes” because only Lexus owners and the like could afford them. They allowed the well off to avoid the struggles faced by us plebeians, but did little to reduce congestion in the free lanes. This is poor state policy trying to something is being done while attempting to cheap out on paying for roads.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement, and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Currently, TDOT’s annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina, and Georgia have embraced similar models to deliver Choice Lanes projects. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw.
3/13/2026	Jennifer Maffei	Online Comment	This is not a good idea. In theory, it looks good. In practice, seeing these in California, these lanes do nothing to help ease traffic congestion I am wholly against this wasteful expenditure	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/13/2026	Melissa Dean	Online Comment	NO CHOICE LANES!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/13/2026	Anonymous User	Online Comment	I’d like to invite Governor Lee to hold a town hall in the communities most affected by this project — not a TDOT information session, but a direct conversation where residents can ask questions and receive answers from the person who is ultimately responsible for this decision. If the project is in the public interest, that conversation should be easy to have. If it is not, the absence of that conversation is itself informative. The people whose homes and neighborhoods are at stake deserve direct engagement from the official whose political will is driving this project forward.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. To contact the office of Governor Lee, please use the contact form here: https://www.tn.gov/governor/contact-us.html
3/13/2026	Anonymous User	Online Comment	Use our taxpayer dollars for a train. No one wants this. Please do not demolish 51 business and homes, including Antioch’s new Chinatown Development.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. 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Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. TDOT recognizes the public’s concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/13/2026	Anonymous User	Online Comment	The word “infrastructure” carries a presumption of public benefit that this project does not deserve. True infrastructure is the road everyone drives on, the bridge everyone crosses, the water system everyone drinks from. It is universal, non-excludable, and publicly accountable. A subscription lane that requires a private contract for access is not infrastructure in that sense. It is a private service that uses the legal and financial tools of public infrastructure to secure its asset base. Calling it infrastructure does not make it so, and it does not make eminent domain an appropriate tool for building it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new, price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public’s concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

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3/13/2026	Anonymous User	Online Comment	The state of Tennessee is asking me to trust that the process of seizing my neighbor's home will be conducted fairly, that the compensation will be adequate, that the project will deliver the benefits claimed, and that the private operator will be accountable to the public interest. I have no basis for any of those trusts. The process has not been transparent. The compensation framework disadvantages residents. The comparable projects have not delivered claimed benefits. And the private operator has no public accountability mechanism. Trust must be earned. It has not been.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. 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TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings, and associated public comment periods were to engage the community, collect feedback, and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA).
3/14/2026	Anonymous User	Online Comment	I am opposed to the project to expand I-24 for the choice lane. This project has a one-dimensional view on improving traffic, and I believe that it would not actually improve our congestion problems. Without investing into true transit alternatives - improved bus service, light rail, more bike paths and sidewalks - we are giving Tennesseans only one true option while harming neighborhoods (especially from those whose homes will be taken for this)	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/14/2026	Scott Rice	Online Comment	I live along the I-24 corridor, and it is constantly a parking lot. Nobody who lives in this area and travels this section of the interstate regularly wants this Choice Lanes project. We need more lanes along I-24, not less. Also, no one who lives along this route can afford paying some kind of premium just to travel to where they need to go. If our Governor ever visited the areas he's sworn to serve he would realize that. Just another disgusting maneuver for the Republican Supermajority in our state to try to squeeze more money from their hard working constituents. They should all be ashamed of their unchecked greed.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/14/2026	Anonymous User	Online Comment	I do not support this project. It is beyond frustrating that this doesn't remotely reflect feedback from previous discussions. There has been no serious conversation about what many people are asking for—a high speed train or completion of 840 to divert true interstate traffic around Nashville. I attended this meeting. I don't support raised lanes. There was no assurance of noise mitigation. The cost (to drive on a road I've already paid for) was only quantified as 'varying.' There are serious safety issues that cause elevated numbers of accidents on this stretch of road that are not going to be fixed by adding 2 more lanes. Was a safety report completed to pinpoint and address where accidents occur? Does this solve this? I feel that this continues to punish people for not being wealthy. We already live with constant airport noise and traffic. We lose our greenspace noise buffers. Now we get to live next to a 12 lane interstate. The Pan Asian restaurant needs to stay.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. 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For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County, as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options—including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail—were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; hence, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the Choice Lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. In addition to the alternatives analysis mentioned above, TDOT conducted extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. Additionally, Appendix M – Noise Impacts Tech Memo includes information on the noise evaluation process and evaluation of preliminary noise barriers. The proposed Project required a noise study to identify noise impacts and evaluate noise abatement for those impacts. The noise study was conducted in accordance with TDOT's traffic noise guidance and FHWA noise regulation. The Noise Impacts Technical Memo details the efforts to evaluate existing noise levels along the I-24 corridor and future noise levels with the RPA in the design year 2052. The study determined that the proposed project will create future traffic noise impacts. A total of 3,218 residences and 61.54 equivalent residences are predicted to be impacted. Noise abatement was also evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. Based on this evaluation, thirty (30) preliminary barriers meeting the noise-reduction design goal were deemed both potentially feasible and reasonable. Noise barriers are likely to be included in the project plans; however, changes made during the final design process for the project could affect conclusions regarding noise impacts and abatement. Therefore, final noise abatement decisions will be made during the final design process. Benefited property owners will receive notifications and have opportunities to submit feedback during this process before the design is finalized. Appendix C, Existing Conditions, and Appendix D, Traffic Analysis Report, also provide information on traffic operations and safety within the I-24 corridor. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements will identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free-market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements will identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/14/2026	sophia hogan	Online Comment	This is a waste of taxpayer funds	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/14/2026	Jayse McCallister	Online Comment	This is a waste of taxpayer money. Studies consistently show that adding more lanes never helps traffic and in fact always makes it worse. If you really want to improve traffic along this corridor, creating a rapid transit lane for WeGo buses would be a terrific option. The buses wouldn't have to sit in traffic anymore, and more people would start utilizing the service because trip times would be substantially reduced for bus users. You can only sit in standstill traffic while buses whiz past you for so long before you start seriously consider using them. And this would improve traffic not only along this corridor but the metro as a whole, because this solution reduces the number of cars on the road whereas the proposed "choice lanes" only get cars to town faster, which will just make traffic in and around downtown worse during rush hours.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/14/2026	Shirley Fachilla	Online Comment	The basic unfairness of the plan seems to be exceeded by its failure to solve the basic congestion problem. It looks to me as though the passage of time and of more and more people signing up and paying up for the "choice" lane will make that lane as congested if not more, than the regular lanes. Wouldn't it be better to create regional mass transit for those in outlying counties to travel into Davidson County? Surely that would be no more expensive, possibly even less expensive, than building a new and very limited path into the city?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/14/2026	Anonymous User	Online Comment	I oppose this project. It attempts to solve Nashville's traffic nightmare by helping wealthier people and leaving behind everyone else. It would also displace residents of Glencliff who have already seen their neighborhood's suffer from highway construction, including elimination of pedestrian walkways and other alternatives to cars.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/14/2026	Audry Deal-McEver	Online Comment	We should be spending this money on public transit, not options that displace homes and businesses just to help people with money.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.

Date	Name	Source	Comment	Response
3/15/2026	Anonymous User	Online Comment	I oppose the TDOT project to expand I-24 with a choice lane. I am wondering why this project has proceeded, despite objections from neighbors living in homes that will be affected... and despite other efforts within Nashville to give Tennesseans real options to use other means of transit besides the - very expensive - method of driving by car. This is the real culprit in Nashville's traffic nightmare. This band aid will only worsen the overall issue while harming residents.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration.
3/15/2026	Anonymous User	Online Comment	There is a strong need to find an alternative to the Bell Road through China town exit. This area has cultural significance to our area and should not be destroyed. Also, for every day you close a lane on 24 or cause any extra disruption to the traffic, you should allow locals to use your lanes for free for the stress you're putting on them.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed.
3/15/2026	Chris Radek	Online Comment	No one wants these lanes. This is nothing but a giveaway to construction companies. This will destroy so much of Nashville, conveniently in areas of town that are most diverse and lower on the socioeconomic scale. Homes gone, businesses that have contributed to the area gone...and for what? Toll revenue for the state. This will not solve traffic at all. Look Atlanta, they have express lanes and they still have massive traffic problems. Adding one more lane to highways has never solved a traffic problem. Getting people out of the cars and providing other means for people to move around are the only thing that can solve traffic.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/15/2026	Jennifer Mills	Online Comment	Please amend the entrance ramp to the other side of Hickory Hollow pkwy. Our new Chinatown is unique, and a huge financial success for our neighborhood, and draws patrons from all across the area. There is so much invested that was already planned, that you missed because an outdated map was used. There should have been more due diligence done by someone. Tearing down these new structures would be catastrophic.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/16/2026	Anonymous User	Online Comment	The argument for transit over highway expansion is not ideological. It is mathematical. A single light rail car carries more passengers than a highway lane. A dedicated bus lane moves more people per hour than a managed car lane. The math favors transit at every level of analysis: capacity, cost per rider, emissions, land use efficiency, and economic return. The reason we keep building highway lanes instead of transit is not because the math says to. It is because highway construction contracts produce faster, larger, more politically visible returns for the people who fund political campaigns. The math is available to anyone who looks.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.

Date	Name	Source	Comment	Response
3/16/2026	Rose Nguyen	Online Comment	As an alternative to choice lanes, what about public transportation such as a light rail or train system? There can be a stop in every city in between Nashville and Murfreesboro where there's a parking lot at each station.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/16/2026	Anonymous User	Online Comment	There is a version of this conversation where TDOT comes to the affected communities first — before the project is designed, before the alignments are drawn, before the financial arrangements are made — and asks what transportation solutions would actually improve their lives. That conversation never happened. The project arrived fully formed, with alignments already drawn and private partners already in discussions, and the community was invited to comment on details rather than fundamentals. That sequencing tells you everything about whose interests drove the design.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback, when possible, to identify the best solution for the public. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings, and associated public comment periods were to engage the community, collect feedback, and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included:• Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X document observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. Chapter 2 of the EA details the alternatives analysis process and includes additional information on refinements incorporated based on public feedback; Chapter 3 includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). Additionally, the RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements will identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community.
3/16/2026	Anonymous User	Online Comment	I want to raise the issue of cumulative impact. The I-24 corridor has been subject to highway expansion before. The communities there have absorbed previous rounds of right-of-way acquisition, construction disruption, and permanent infrastructure imposition. Each project is reviewed in isolation, as if the communities in its path have no prior history of bearing these burdens. They do. The cumulative impact of repeated highway expansion on the same corridor should be part of this project's environmental and social review. It is not, and that omission produces a systematically distorted picture of the true cost.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/16/2026	Anonymous User	Online Comment	The traffic projections in TDOT's materials deserve serious scrutiny. Modeling traffic conditions in 2053 requires assumptions about population growth, land use, remote work prevalence, vehicle technology, and commuter behavior that are, frankly, speculative at a thirty-year horizon. We have watched traffic models fail to anticipate actual conditions at a five-year horizon repeatedly. The confidence with which TDOT presents long-range projections should be treated as a rhetorical strategy, not a scientific finding. And those projections should not be the basis for permanently displacing families and destroying neighborhoods.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. Information on traffic patterns and driving behavior can be found in the EA under Appendix D - Traffic Analysis Report, Appendices, and the VISSIM Calibration Report. As required by NEPA, TDOT has coordinated with multiple federal and state agencies to review the findings of the EA and provide an objective outside review of the EA and Choice Lanes project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/16/2026	Anonymous User	Online Comment	There is a lack of discussion on the impact on renters whose landlords' properties are taken. Tenants are not parties to the right-of-way process. They have no seat at the negotiation table. Their relocation assistance is separate, limited, and calculated on formulas that do not reflect the actual cost of finding comparable housing in Nashville's current rental market. They will bear real hardship, and the project's accounting does not fully capture it. These are real people with real leases and real lives, and they deserve better protection than the current process provides.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Renters will be engaged during this process. Renters are eligible for relocation benefits. Information on those benefits can be found on TDOT's website and in the Relocation brochure (https://www.tn.gov/content/dam/tn/tdot/right-of-way-division/brochures/ROW%20Res.%20Relocation%202026.pdf). As a renter, comparable housing in the immediate area is found as a basis for analyzing how much compensation the renter would receive, as well as having multiple options for moving personal property at TDOT's expense.

Date	Name	Source	Comment	Response
3/16/2026	Anonymous User	Online Comment	A road that not everyone can use is not a public road. It does not matter what you call it. It does not matter who holds the deed to the land beneath it. If access requires a monthly payment to a private company, it is a private road — and private roads are not what eminent domain was designed to build. The Tennessee Constitution is not ambiguous on this point. The legislature was not ambiguous when it passed T.C.A. § 29-17-102. The only ambiguity is in TDOT's willingness to apply the law honestly to this project.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback, when possible, to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural, and physical resources that have been identified through field verification. 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The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements will identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. The Transportation Modernization Act of 2023 (Public Chapter 159) provided TDOT with the authority to establish user fee facilities (Choice Lanes) on new facilities opened on or after July 1, 2023, and on existing facilities where one or more new vehicle lanes are added to the facility on or after July 1, 2023. Additionally, Tennessee Code Title 54, Highways, Bridges, and Ferries § 54-3-104 allows TDOT, with approval from the Transportation Modernization Board, to set user fees or establish the method for setting variable user fees for the use of managed lanes, subject to resolutions or indentures authorizing bonds. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue, where additional refinements will identify opportunities to avoid, minimize, or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/16/2026	Deanne Woodruff	Online Comment	Hi! I would not like to see the exit demolish the new Chinatown facility off of Bell Rd. Please find an alternative solution.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/16/2026	Anonymous User	Online Comment	We do not want to be Atlanta. It did not work there, it wont work here!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/16/2026	Anonymous User	Online Comment	TDOT's materials describe the Choice Lanes as improving "travel time reliability." I want to unpack that phrase, because it is doing a lot of work. Travel time reliability means that if you pay, you can predict your arrival time. That is a valuable thing. It is valuable enough that private commuters will pay for it. That value — that private, individual, subscription-financed benefit — is what this project primarily produces. It is not a public benefit. It is a private convenience. Eminent domain is not a tool for producing private conveniences, no matter how many people might theoretically purchase them.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/16/2026	Anonymous User	Online Comment	The people who will use the Choice Lanes are not the public that needs this investment. They are, by revealed preference, people with money, cars, and the ability to absorb the extra cost. They are, broadly speaking, the most economically advantaged commuters on this corridor. Public infrastructure investment at this scale should be directed toward the people with the fewest options — the transit-dependent, the low-income, the people for whom a car breakdown means a missed shift.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration.

Date	Name	Source	Comment	Response
3/16/2026	Anonymous User	Online Comment	The small businesses along the I-24 corridor will be damaged by this project even if they are not in the direct taking zone. Construction will disrupt access for years. Traffic pattern changes will redirect customers. Neighborhood destabilization will reduce foot traffic and residential spending. None of this will be compensated. The right-of-way process addresses only properties that are physically acquired. The economic spillover onto surrounding businesses — the ones that survive on the margins of a functioning neighborhood — is invisible to the project's accounting. It is not invisible to the people who own those businesses.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/16/2026	Anonymous User	Online Comment	he history of urban highway construction in America is a history of promises made and not kept. Congestion relief was promised and not delivered. Economic revitalization was promised and neighborhoods declined. Community character was promised to be preserved and was not. Relocation assistance was promised to be adequate and was not. I am not saying TDOT is lying. I am saying that the institutional track record of highway project promises is poor, that the people who make the promises are not the people who bear the consequences when they are broken, and that this community has every reason to demand more than promises.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/16/2026	Anonymous User	Online Comment	The subscription pricing for these lanes will not be fixed. It will be dynamic — rising during peak demand, falling during off-peak hours, calibrated to maximize revenue extraction from the corridor. The people who most need congestion relief are the people with the least schedule flexibility — the ones who must drive during peak hours because their jobs require it. Dynamic pricing hits those people hardest. The relief goes to people who can either afford peak prices or have the flexibility to travel off-peak. Once again, the people with the most need get the least benefit.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology.
3/16/2026	Anonymous User	Online Comment	I keep returning to the question of what problem this project is actually solving. TDOT says congestion. But congestion on I-24 is a symptom, not the disease. The disease is a land use and transportation policy that has made car ownership mandatory for participation in economic life in Middle Tennessee. You cannot cure that disease by adding a subscription lane. You can only cure it by building the kind of dense, transit-connected communities where cars are optional. The Choice Lanes treat the symptom while guaranteeing the disease will persist. That is not a solution. It is a revenue model.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/16/2026	Anonymous User	Online Comment	The private operator of the Choice Lanes will have something that no ordinary business has: a guaranteed customer base on a corridor with no competitive alternative. There is no other I-24. Commuters who want to use that route have no other option. The subscription service is not competing in a free market — it is occupying a monopoly position on a public corridor, secured through the state's eminent domain power. Monopolies require regulation. The regulatory framework for this operator has not been disclosed. The public should not accept this arrangement without knowing how the monopoly will be constrained.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. However, the Choice Lanes would be completely optional, and all general-purpose and HOV lanes would remain free to use.

Date	Name	Source	Comment	Response
3/16/2026	Anonymous User	Online Comment	want to talk about what this project communicates to the people in its path. It communicates that their homes are less important than a traffic model. That their communities are less important than a revenue projection. That their opposition is less important than a governor's infrastructure agenda. These are not abstract messages — they land on real people who are trying to understand how their government views them. And the answer this project gives is: as an obstacle. As a land use problem to be solved. Not as the public whose interests public infrastructure is supposed to serve.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/17/2026	Anonymous User	Online Comment	The environmental impact of the construction phase alone deserves more attention than it has received. Years of heavy construction activity in a residential corridor means noise, particulate emissions, vibration damage to adjacent structures, disrupted drainage, and increased heavy truck traffic on local roads. These impacts fall on the people who live there, not on the people who will eventually use the subscription lane. The mitigation plans should be specific, enforceable, and monitored by an independent party — not self-reported by the project's own contractors.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. TDOT listed environmental commitments detailing mitigation plans in Chapter 5 of the EA, specifically Table 5-1 Environmental Commitments. TDOT and other agencies will monitor and inspect construction sites to enforce these requirements. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed.
3/17/2026	Anonymous User	Online Comment	I want to speak to the argument that growth is inevitable and infrastructure must keep pace. Yes, Middle Tennessee is growing. Yes, that growth produces transportation challenges. But the form of infrastructure we build to meet those challenges is a choice, and that choice has consequences that last for generations. Highway infrastructure locks in car dependency. Transit infrastructure enables density and reduces car dependency over time. The choice between them is not neutral — it shapes everything that follows. We are making that choice now, and the Choice Lanes represent the wrong path forward for the next fifty years of Nashville's growth.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration.
3/17/2026	Anonymous User	Online Comment	The I-24 Choice Lanes are being built on the premise that congestion is a pricing problem — that if we charge for access, demand will be managed and flow will improve. This premise has a name in economics: congestion pricing. And congestion pricing, when it works, works system-wide — when applied to all lanes, with revenue directed toward transit alternatives that give priced-out drivers somewhere else to go. Applied to only some lanes, with revenue directed to a private operator, it does not solve the congestion problem. It creates a two-tiered experience of the same congestion. That is what the Choice Lanes are. That is all they are.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/17/2026	Anonymous User	Online Comment	The phrase "just compensation" has a legal definition that is narrower than its plain English meaning. Legally, it means the fair market value of the property taken. It does not mean the cost of rebuilding your life in a new place. It does not mean the value of proximity to your community, your church, your children's school, your established medical providers. It does not mean the psychological cost of displacement, or the value of the neighborhood relationships you have built over years. Just compensation, as the law defines it, is not just. It is a floor, not a ceiling, and for most displaced residents it is inadequate.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/17/2026	Anonymous User	Online Comment	I want to address the argument that opponents of this project are people who oppose all development in their backyard regardless of merit. I have no objection to development that serves my community. I have no objection to transit investment, to affordable housing, to commercial development that brings services my neighbors need. I object to this project because it does not serve my community. It serves a private subscription operator. It takes from the people here and gives to people who will pay a monthly fee.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/17/2026	Allison Yonker	Online Comment	Not interested in these choice lanes. Please do not pursue the choice lanes any longer. Look at the data for Georgia for this. It has not improved congestion. Utilize my tax payer funds for solutions that benefit us.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT has engaged partner agencies in other states, including Georgia, to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts.
3/17/2026	Stephen Black	Online Comment	Creating special toll lanes for the well off will do little to reduce congestion faced by the rest of us. Drop the Lexus lanes and fund road improvements for everyone.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects.
3/17/2026	Anonymous User	Online Comment	I am concerned with the proposal to create a choice lane from a perspective of equality. Those able to buy their way out of (some) congestion will do so, while those that need alternatives, or want alternatives, like a robust bus system or light rail, cannot have those alternatives. Meanwhile, we are displacing residents of a community.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/17/2026	Cary Crawford	Online Comment	This is not a good plan. You shouldn't have to pay to use roads. They should be funded by the government with taxes we already pay. Also the choice of exits are not optimal. Especially in Antioch running the exit through the new china town development.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/17/2026	Anonymous User	Online Comment	In one of the meetings it was made clear that the effects of the traffic on the streets right off 24 are not your problem. Just the choice lanes. How is it that you can propose this project without thinking through the impact to the local roads surrounding the highway?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. This project is intended to address documented congestion and reliability issues on an existing interstate corridor. It is not presented as a standalone or comprehensive solution to all regional mobility or land-use challenges, but rather as one element within a broader transportation and planning framework. TDOT is committed to working with regional partners to address issues to improve the overall transportation issues you mentioned.
3/17/2026	Anonymous User	Online Comment	The timeline you have expressed for this project being done is ridiculous. Please at least pretend to be realistic so that the people who are actually being effected by this project know what they are being forced into.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Project is anticipated to have an opening year of 2032; this schedule is subject to change as the proposed Project progresses to final design.
3/17/2026	Anonymous User	Online Comment	I have heard it suggested that the I-24 Choice Lanes are modeled on successful projects elsewhere. I would like to know specifically which projects are being cited as models and what the evidence of their success looks like. Not the traffic projections at opening — the actual performance data five and ten years out. Not the projected revenue — the actual revenue and its disposition. Not the promised community mitigation — the documented community outcomes. If TDOT has that evidence and it supports the project, they should publish it. If they do not have it, they should not be citing models they cannot specify.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT has engaged partner agencies in other states to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts. TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/17/2026	Anonymous User	Online Comment	I want to highlight the procedural unfairness baked into the right-of-way acquisition process. The state has teams of appraisers, attorneys, and relocation specialists who do this constantly. The homeowner has, at best, a few months to understand a process they have never encountered, find legal representation in a specialized area of law, gather documentation, and make decisions under time pressure. That asymmetry is not accidental. It is structural. And it consistently produces settlements that favor the state over the displaced resident. Leveling that asymmetry — through extended timelines, publicly funded legal assistance for displaced residents, and full disclosure of all compensation components before any acceptance deadline — should be a minimum requirement.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/17/2026	Anonymous User	Online Comment	The choice between the I-24 Choice Lanes and meaningful transit investment is ultimately a choice about what kind of city Nashville will be. A city that builds paid highway lanes is a city that has decided car ownership is permanent and income stratification is acceptable infrastructure policy. A city that builds light rail and bus rapid transit is a city that has decided to make mobility genuinely public. Those are different cities, with different qualities of life for different people. The people in the corridor, and the people who commute through it, deserve to have that choice made transparently, by officials who are accountable to them.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.

Date	Name	Source	Comment	Response
3/17/2026	Anonymous User	Online Comment	The people who attended the public meeting and asked hard questions were exercising democratic citizenship in one of its most direct forms. They showed up. They asked specific, informed questions about legal compliance, financial structure, and community impact. They were met with presentation boards and circulating staff and silence from the panel that claimed they were there to answer questions. That gap — between the quality of civic engagement the community brought and the quality of institutional response they received — is a democratic failure. It is also a predictable one.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback, when possible, to identify the best solution for the public. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings, and associated public comment periods were intended to engage the community, collect feedback, and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. 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3/17/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project has been presented to the public as a solution to a problem. I want to reframe it as what it actually is: a product. It is a product that a private company will sell to commuters on a subscription basis. Like any product, it was designed to meet the needs of its paying customers, not the general public. Its design optimizes for revenue generation, not congestion relief. Its beneficiary is the operator, not the corridor. Understanding it as a product, rather than a solution, explains everything about it that otherwise seems contradictory — why it doesn't solve congestion, why it requires eminent domain, why the affected community opposes it, and why the governor supports it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/17/2026	Anonymous User	Online Comment	The project corridor passes through communities with significant elderly populations. Elderly residents face particular hardship in the displacement process: fixed incomes that make finding comparable housing difficult, established medical relationships that are hard to replicate, social networks that are not portable, and physical limitations that make the logistics of moving genuinely burdensome. The right-of-way process does not adequately account for these specific vulnerabilities. The project should not proceed without a specific, detailed plan for how elderly displaced residents will be supported through and after the relocation process.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/17/2026	Anonymous User	Online Comment	My objection to this project is also an objection to the political culture it represents. A culture in which infrastructure decisions are made by officials with financial ties to the private parties who benefit. A culture in which public meetings are designed to manage opposition rather than respond to it. A culture in which the legal tools meant to protect citizens from exactly this kind of taking are ignored in practice even when they exist in statute. The Choice Lanes are a symptom of that culture. My opposition to the project is also opposition to the culture that produced it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback, when possible, to identify the best solution for the public. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. 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3/17/2026	Anonymous User	Online Comment	The people making this decision are not accountable to the people bearing its costs in any meaningful, immediate way. TDOT officials are appointed, not elected. The governor who championed this project will face his next election before the full consequences of the project are apparent. The private operator is accountable to its investors, not the public. The structural accountability gap between decision-makers and cost-bearers is a design flaw in how we govern infrastructure, and it consistently produces outcomes that favor private interests over community ones.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.

Date	Name	Source	Comment	Response
3/17/2026	Anonymous User	Online Comment	The federal environmental review process for this project should be conducted with maximum scrutiny. The National Environmental Policy Act requires honest analysis of alternatives, including the No Build option. It requires assessment of cumulative impacts, not just project-specific ones. It requires consideration of environmental justice — the distribution of burdens and benefits across different communities. A cursory review that rubber-stamps TDOT's preferred alternative would not meet that standard, and the public record of opposition to this project should inform federal reviewers that the community demands full compliance.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. 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3/17/2026	Anonymous User	Online Comment	I am tired of being told that this project represents progress. Progress toward what? Toward a city where highway access is tiered by income? Toward communities that have absorbed yet another round of infrastructure displacement? Toward a congestion problem that every comparable project has proven it cannot solve? That is not progress. It is the same mistake, made again, at greater cost, against greater opposition, with more sophisticated branding. Real progress looks like transit. Real progress looks like preserved neighborhoods. Real progress looks like a government that listens to the people it serves.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/17/2026	Anonymous User	Online Comment	The word "stakeholder" appears frequently in TDOT's process language. I want to examine who counts as a stakeholder in this project. The private operator counts. The state agencies involved count. The federal funders count. The commuters who might use the lanes count. The residents whose homes are in the taking zone are treated as stakeholders in a technical sense — they receive notices and can submit comments — but their actual stake, which is their home and community, is not weighted equally against the financial interests of the private parties who benefit. That weighting is a political choice, and it should be called what it is.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. 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3/17/2026	Anonymous User	Online Comment	I want to talk about renters specifically, because they are the most invisible constituency in this process. Renters do not receive purchase offers. They receive relocation notices. Their assistance is more limited, their timeline is more compressed, and their leverage is essentially zero. In Nashville's rental market, finding comparable housing with relocation assistance calculated on prior rent levels is functionally impossible in many cases. The people most likely to be renters in the corridor are the people with the fewest financial resources to manage the disruption. They deserve specific, honest answers about what they will receive and when.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Renters will be engaged during this process. Renters are eligible for relocation benefits. Information on those benefits can be found on TDOT's website and in the Relocation brochure (https://www.tn.gov/content/dam/tn/tdot/right-of-way-division/brochures/ROW%20Res.%20Relocation%202026.pdf). As a renter, comparable housing in the immediate area is found as a basis for analyzing how much compensation the renter would receive, as well as having multiple options for moving personal property at TDOT's expense.
3/17/2026	Anonymous User	Online Comment	The relocation assistance formula does not account for the real cost of displacement in Nashville's current housing market. Properties in the corridor, while valuable, will not purchase equivalent homes in comparable locations at current prices. The increased interest cost coverage is uncertain and apparently not disclosed before residents must respond to purchase offers. The moving expense coverage is capped. The result is that displaced residents will almost certainly end up in worse housing, in less familiar neighborhoods, with longer commutes — the very outcome the project claims to be solving for others. The irony would be darkly funny if it were not so serious.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/17/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project is, at its core, a bet that Nashville's congestion problem is permanent — that we will never build the transit infrastructure that would meaningfully reduce car dependency, and that the best we can do is sell faster access to the cars that will always be there. I refuse to accept that bet. I believe Nashville can build a transit system that makes the Choice Lanes unnecessary. I believe the political will for that can be built. And I believe that every dollar and every acre of right-of-way committed to the Choice Lanes is a dollar and an acre that makes that future harder to reach.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/18/2026	Anonymous User	Online Comment	Real Tennesseans (not the fake commies from other states) dont want toll roads. We want a state government and a governor to address the yahoos that keep relocating here and making traffic worse. If you want to fix traffic on interstate make the loop go in the same direction around Nashville instead of two way and eliminate some of the weave crossing maneuvers by killing an exit or two. That would require investment from the state though, and seems like we can't have that so instead we are going to sell out the public ROW. You wanted to attract all these people pony up or demagnetize the attraction that people from other hell holes are coming here. You won't solve any congestion problems by throwing in choice lanes. See Atlanta traffic and how choice lanes doesn't help any average person, just the people that can pay the toll. Your system is broken and you need to actually invest in the people instead of this crony capitalism. DO NOT SELL OUT OUR STATE TO THIS NONSENSE.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/18/2026	Jonathan Fowler	Online Comment	First off, this state will do anything but build rail. Light rail P3 infrastructure could do wonders for the region. Building one more land is not always the solution. Induced demand from perceived times will grow if TDOT does not make other forms of transportation beyond pavement. Highest concern is the dumping of I-40 E before Briley into the right lane. The I-40E Briley N exit backs up easily, with Choice lane traffic forced to cloane #1? I-24W Choice lane traffic appears to dump both right and left near Fesslers/Fairfield. This MUST happen to avoid bottleneck at the Exit 211W split. The I-440 entry/exit points need to either be west or east of Nol. Pk. Where they are currently, traffic will snarl in regular lanes as Choice traffic merges across 5 lanes to/from the Nol. Pk ramp. Chance to PLEASE reconfig I-40W Exit 213A to I440W headache to have 2 full lanes. I24W at Bell...move to the west of Comfort Inn.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. The RPA includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. The design at the I-24 and I-40 interchange went through numerous iterations of alternatives due to the congestion along I-40. The concepts presented are preliminary and additional refinements will occur as the project moves to final design. The location of the termination of the choice lanes to the outside near the I-40 at Briley Parkway interchange was selected based on operational performance and the large volume of vehicles whose destination is Briley Parkway or BNA. TDOT is conducting planning studies for additional projects that may be needed to address congestion on I-40 and through the downtown loop that may introduce additional choice lane extensions in the future. This project was focused on improvements to I-24 and improving the I-24 at I-40 and I-440 interchanges, so improvements were developed and modeled to provide the best operational performance at the choice lanes terminus on I-440 and I-40. Additional improvements along I-40 or I-440 beyond this logical terminus would have to be addressed in future projects along these corridors. The interchange improvements proposed at the I-24 and Bell Road Interchange were developed with the goal of providing choice lane direct access ramps to and from the proposed Transit Center on Hickory Hollow Parkway. Due to the dense development at this interchange and the railroad corridor constraints, most of the alternative concepts developed for this interchange resulted in business impacts. Additional new businesses have also opened in this area that were not active at the initiation of the design concepts. The concept presented is preliminary and additional efforts to reduce impacts to adjacent property owners will be explored as the final design is developed.
3/19/2026	Faye Pulse	Online Comment	In a time when affordable and available housing are nil to none, housing should take precedence over "choice lanes." Public/private ventures like this often leave homeowners in unacceptable positions. No to "choice lanes."	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Jack Closson	Online Comment	This project is a waste of money and resources. The construction period will increase congestion and it won't help. In addition, it is just a different name for a toll road. If there is to be construction, it should be to improve and expand current lanes of traffic.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed.

Date	Name	Source	Comment	Response
3/19/2026	Anonymous User	Online Comment	I want to speak about the long-term neighborhood effects of highway proximity that the project materials do not address. Properties adjacent to highway infrastructure experience persistent value suppression. Residents in those properties — even those not displaced — experience elevated health risks, reduced quality of life, and diminished community stability. The children who grow up in those properties have documented worse health and educational outcomes than children in comparable neighborhoods without highway proximity. These effects persist for generations. They are the hidden long-term cost of highway infrastructure that is never fully accounted for in project planning, and they fall on the people who have the least power to avoid them.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. During the development of the Environmental Assessment (EA), direct right-of-way impacts were evaluated in addition to potential noise, air quality, and flooding impacts to the surrounding community's quality of life. Potential adverse impacts are mitigated using measures outlined in the environmental commitments proposed for the project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis, and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and at the public hearings. The EA includes appendices with information you requested. Chapter 5 of the EA "Environmental Commitments" outlines TDOT's mitigation commitments to address impacts or disruptions from the proposed project. Additional steps will be taken once a private-sector partner is selected to determine appropriate mitigation steps as the design progresses forward. TDOT is committed to staying engaged with the community throughout this process.
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project has a public relations strategy that is more developed than its public accountability strategy. The branding — "Choice Lanes, " the language of options and mobility — is carefully constructed. The project website is polished. The public meeting materials are professional. What is less developed: the legal analysis of T.C.A. § 29-17-102 compliance, the independent financial audit, the disclosed revenue share arrangement, the specific No Build criteria, the community benefits agreement. Effort goes where priorities are. The priorities of this project are managing public perception, not serving public interests.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. As required by NEPA, TDOT has coordinated with multiple federal and state agencies to review the findings of the EA and provide an objective outside review of the EA and Choice Lanes project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. Additionally, the Transportation Modernization Act (T.C.A. §54-3) authorizes TDOT to partner with the private-sector to design, build, finance, operate, and maintain new and additional lanes on existing interstates while maintaining ownership of the roads. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	The Choice Lanes project represents a fundamental misunderstanding of what makes cities economically productive. Economic productivity in cities comes from density, from the efficient movement of people and goods, from proximity that enables collaboration and commerce. Highway expansion, by enabling and encouraging sprawl, reduces density over time. It increases the average distance between economic actors. It raises the cost of movement by making cars mandatory. Transit investment does the opposite — it enables density, reduces the cost of movement, and creates the conditions for the kind of urban economic productivity that drives long-term growth. TDOT is building the past while calling it the future.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project has not been subjected to the kind of independent technical review that a project of this magnitude and controversy requires. TDOT's own analysis is not independent — it was conducted by or for the agency that designed and champions the project. Independent review by transportation engineers, economists, environmental scientists, and legal scholars not affiliated with the project would provide the kind of adversarial scrutiny that public projects require. The absence of that review is not an oversight. Projects that survive independent scrutiny welcome it. Projects that do not survive it avoid it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. As required by NEPA, TDOT has coordinated with multiple federal and state agencies to review the findings of the EA and provide an objective outside review of the EA and Choice Lanes project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/19/2026	Anonymous User	Online Comment	I want to address the argument that opponents of this project should propose specific alternatives rather than just opposing the project. I have done that in previous comments. But I also want to push back on the framing of that argument. "What's your alternative?" is sometimes used to shift the burden of proof from the project proponent — who wants to take people's homes — to the project opponent — who simply does not want their home taken. The burden of proof is not symmetric. The state must justify taking private property. The citizen does not need to design an alternative project in order to legitimately oppose the taking.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

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3/19/2026	Anonymous User	Online Comment	The displacement of children from their schools is one of the most concrete and measurable harms of this project, and it receives almost no attention in project planning. Research on educational outcomes consistently shows that school transitions — particularly mid-year transitions — negatively affect academic performance, social development, and long-term educational attainment. Children displaced from the I-24 corridor will not simply transfer to equivalent schools. They will lose established relationships with teachers and peers, navigate new social environments during critical developmental periods, and carry the stress of family displacement into their academic performance. These are real educational harms with long-term consequences.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project assumes that the primary value of a transportation corridor is its ability to move vehicles quickly. That assumption deserves to be questioned. Transportation corridors also have value as economic arteries for the businesses along them, as community connectors for the neighborhoods adjacent to them, as environmental features that can be managed for stormwater and habitat, and as public spaces with multiple legitimate uses. A project that optimizes only for vehicle throughput — and specifically for the throughput of subscription vehicles — is optimizing for one value at the expense of all the others. That trade-off should be made explicitly and publicly, not embedded in a traffic model.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/19/2026	Anonymous User	Online Comment	I want to raise the question of eminent domain abuse more directly than it is usually raised in polite public comment. Eminent domain abuse occurs when the power to take private property is used beyond its legitimate scope — when the "public use" justification is pretextual, when the private beneficiary is the real driver of the project, when the political relationships between decision-makers and beneficiaries are undisclosed. I am not in a position to prove that this project meets that definition. But I am in a position to say that every publicly available fact about it is consistent with that definition, and that the state has not provided the transparency that would allow the public to evaluate it honestly.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project is not an isolated policy decision. It is part of a pattern of governance in which public resources are directed toward private returns, community input is solicited but not weighted, and the political relationships between state officials and private industry beneficiaries are treated as private rather than public information. Opposing this project is one way to push back on that pattern. But the pattern itself requires broader accountability: transparency legislation, stronger enforcement of T.C.A. § 29-17-102, and elected officials who represent the communities in the corridor rather than the interests that fund their campaigns.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project should be required to publish a community benefits agreement before any right-of-way acquisition begins. A community benefits agreement would specify, in legally binding terms, what the project commits to deliver for the communities in its path: hiring preferences for local workers, mitigation funding for affected neighborhoods, community amenity investments, environmental commitments with independent monitoring, and recourse mechanisms when commitments are not met. Without such an agreement, the project's promises to the community are unenforceable, and the historical record of highway project promises strongly suggests they will not be kept.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

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3/19/2026	Anonymous User	Online Comment	I want to talk about what a genuine public process would look like, because I think we have been given a simulation of one rather than the real thing. A genuine public process would begin before the project is designed — with community needs assessments, open alternatives analysis, and decision criteria established in advance. It would include structured public hearings with sworn testimony and recorded responses. It would require disclosure of financial arrangements before input is solicited. It would treat opposition as information to be incorporated, not noise to be documented and filed. None of that happened here. What happened here was a project designed in private, presented to the public as practically finished, with input collected for the record rather than for the outcome.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 2 of the EA details the alternatives analysis process and includes additional information on refinements incorporated based on public feedback. Chapter 3 includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). Additionally, the RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community.
3/19/2026	Anonymous User	Online Comment	I want to begin with a question that should be simple but apparently is not: who asked for this? Not who approved it. Not who will profit from it. Who, among the people who live and work in the I-24 corridor, who commute on it daily, who will bear the cost of building it — who asked for a subscription highway lane? Because every public meeting, every comment session, every organized community response has produced the same answer: the people this project affects did not ask for it and do not want it. Projects that no one asked for and everyone opposes deserve a much higher burden of justification than this one has received.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA).
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project will affect the mental health of the communities in its path, and that impact deserves acknowledgment. The stress of potential displacement — the uncertainty, the financial anxiety, the grief of anticipating loss — is a documented public health harm. Research on communities facing eminent domain consistently finds elevated rates of anxiety, depression, and stress-related physical illness. Those harms begin before the taking — they begin when the letter arrives, when the community meeting confirms the worst fears, when the project timeline becomes real. TDOT is causing those harms now, to real people, and the project's accounting does not include them.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	I want to be specific about what transit investment at the scale of the Choice Lanes project would look like. The same public investment — in land, infrastructure, and ongoing commitment — that will produce a subscription highway lane could produce light rail service from Murfreesboro to downtown Nashville, with stops at major employment centers, frequencies that make car-free commuting genuinely practical, and park-and-ride integration that serves suburban commuters across multiple counties. That system would serve tens of thousands of daily riders regardless of income. It would remove cars from I-24. It would reduce emissions. It would not require seizing a single home. The political will to build it is the only thing missing.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/19/2026	Anonymous User	Online Comment	I want to speak to the downstream fiscal impacts of this project on Metro Nashville government. Properties acquired for right-of-way are removed from the tax base permanently. Properties whose values decline due to highway proximity pay lower property taxes. The communities disrupted by the project generate less local economic activity, reducing sales tax revenue. Metro schools in the corridor lose funding tied to property values. These are real fiscal impacts on local government that are not captured in the state's project accounting. The state takes the land and Metro bears the fiscal consequences. That cost transfer should be explicitly acknowledged and compensated.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

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3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project assumes that the status quo — car-dependent sprawl, highway-centered transportation, private vehicle commuting as the default — is permanent and should be accommodated rather than changed. That assumption is increasingly questioned by transportation researchers, urban planners, and the lived experience of cities that have chosen a different path. The assumption should not be embedded uncritically in a fifty-year infrastructure project. The infrastructure we build shapes the behavior it accommodates. Building more highway capacity accommodates more driving. Building transit accommodates transit use. We will get more of whatever we build. We should be intentional about what that is.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/19/2026	Anonymous User	Online Comment	I want to address the noise impacts of this project specifically, because they are consistently underestimated in highway project planning. Traffic noise does not scale linearly with volume — it scales logarithmically. Small increases in traffic volume can produce significant increases in perceived noise levels. The communities adjacent to an expanded I-24 will experience noise levels that affect sleep quality, cardiovascular health, cognitive development in children, and overall quality of life. The noise mitigation commitments in the project materials should be specific, based on independent acoustic modeling, and legally enforceable — not aspirational language buried in an environmental assessment.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Appendix M – Noise Impacts Tech Memo includes information on the noise evaluation process and evaluation of preliminary noise barriers. The proposed Project required a noise study to identify noise impacts and evaluate noise abatement for those impacts. The noise study was conducted in accordance with TDOT's traffic noise guidance and FHWA noise regulation. The Noise Impacts Technical Memo details the efforts to evaluate existing noise levels along the I-24 corridor and future noise levels with the RPA in the design year 2052. The study determined that the proposed project will create future traffic noise impacts. A total of 3,218 residences and 61.54 equivalent residences are predicted to be impacted. Noise abatement was also evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. Based on this evaluation, thirty (30) preliminary barriers meeting the noise reduction design goal were deemed both potentially feasible and reasonable. Noise barriers are likely to be included in the project plans; however, changes made during the final design process for the project could affect conclusions regarding noise impacts and abatement. Therefore, final noise abatement decisions will be made during the final design process. The benefited property owners will receive notifications and have opportunities to submit feedback during this process before the design is finalized.
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project treats mobility as a commodity. I want to be explicit about what that means. When mobility is a commodity, those who can pay get more of it. Those who cannot pay get what is left. The quality of your commute — which affects your quality of life, your time with your family, your stress levels, your health — becomes a function of your income. Public infrastructure has historically resisted that logic because mobility is not just a preference. It is access to employment, healthcare, education, and community. Commodifying it has consequences that extend far beyond commute times, and those consequences fall hardest on the people who can least afford them.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/19/2026	Anonymous User	Online Comment	I've been asking myself what it would take for me to support this project. Here is my answer: a legally binding revenue share commitment returning at least 75% of subscription revenue to public transit investment in the corridor; an independent technical review confirming the traffic projections; a community benefits agreement with enforceable commitments and independent monitoring; full disclosure of the private operator's identity and financial relationship to the administration; a specific, published No Build threshold; and relocation assistance that actually covers the full cost of equivalent replacement housing in Nashville's current market. In the absence of those conditions, I oppose it completely and without reservation.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw. However, the Choice Lanes would be completely optional, and all general-purpose and HOV lanes would remain free to use. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology.
3/19/2026	Anonymous User	Online Comment	I want to make a point about visibility. The people most harmed by this project are not the most visible. Renters who will be displaced are less visible than homeowners. Elderly residents on fixed incomes are less visible than organized community groups. Non-English-speaking residents are less visible than native English speakers. People without internet access are less visible than people who can find and read project materials online. The public comment process, as designed, captures the most visible voices most easily. It systematically undercounts the opposition of the most vulnerable people in the corridor. TDOT should actively reach out to those populations and count their voices equally.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input.While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 2 of the EA details the alternatives analysis process and includes additional information on refinements incorporated based on public feedback. Chapter 3 includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). Additionally, the RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community.

Date	Name	Source	Comment	Response
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project is a stress test for Tennessee's commitment to the rule of law. The law — T.C.A. § 29-17-102 and the Tennessee Constitution's public use requirement — says one thing. The project does another. If the state can proceed without addressing that gap, the law is revealed to be advisory rather than binding when the governor's priorities are on the other side. That is a much larger problem than one highway project. It is a statement about what the law means in practice in Tennessee, and it should concern everyone who relies on legal protections for their property, regardless of whether they live in this corridor.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. As required by NEPA, TDOT has coordinated with multiple federal and state agencies to review the findings of the EA and provide an objective outside review of the EA and Choice Lanes project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. Additionally, the Transportation Modernization Act (T.C.A. §54-3) authorizes TDOT to partner with the private-sector to design, build, finance, operate, and maintain new and additional lanes on existing interstates while maintaining ownership of the roads. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	I want to raise the question of what happens to the data collected by the private operator. Your commute patterns. Your work schedule, inferred from when you enter and exit the lane. Your home address, inferred from your regular entry point. Your workplace, inferred from your regular destination. This is rich behavioral data with significant commercial value. Who owns it? Who can access it? Can it be sold to third parties? Can it be shared with law enforcement? These are privacy questions with serious implications for everyone who uses the corridor and they have not been addressed in any public material I have seen.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. TDOT would also determine data sharing and access needs once a P3 partner is selected. TDOT will manage and be responsible for user fee collection, and all user information would remain with the state.
3/19/2026	Anonymous User	Online Comment	I want to speak directly to Governor Lee. You will not be governor in 2053, when the traffic projections you are relying on are supposed to be validated. You will not be in office when the choice lane prices rise beyond what average commuters can afford. You will not be accountable when the communities destroyed to build this project fail to recover. You will have moved on, with a legacy that includes a ribbon-cutting photo and whatever the project's boosters choose to say about it. The people who will live with the consequences are in the corridor right now, asking questions you have not answered. They deserve your direct engagement, not a TDOT information session.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. To contact the office of Governor Lee, please use the contact form here: https://www.tn.gov/governor/contact-us.html
3/19/2026	Anonymous User	Online Comment	I want to address the project's impact on emergency response times in the corridor. During construction — which will take years — emergency vehicle access to affected neighborhoods will be complicated by lane closures, traffic rerouting, and construction activity. Response times will increase. That increase will be measured in minutes. In emergency medicine, minutes are measured in lives. The project's emergency access plan should be specific, public, and subject to independent review by the fire and emergency medical services agencies whose response times are at stake. A plan that exists only in TDOT's internal documents is not a plan that serves the public.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed.. Additionally, TDOT has been coordinating with emergency services to incorporate feedback. Detailed plans will be developed to maintain access for emergency services throughout construction.
3/19/2026	Anonymous User	Online Comment	I want to make the argument from democratic legitimacy. A project that is opposed by the overwhelming majority of people it affects, that benefits a private company whose relationship to the decision-making officials has not been disclosed, that uses legal tools the legislature passed to prevent exactly this kind of taking, and that has not been subjected to independent scrutiny of its financial and technical claims — that project lacks democratic legitimacy. It may be legal, in the narrow sense that no court has yet stopped it. But legality and legitimacy are different things, and the gap between them is where public trust goes to die.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT will follow all applicable laws, regulations, and requirements during procurement when selecting a vendor to operate the P3. TDOT is committed to an open and honest selection process. TDOT has not selected a P3 partner at this time; a shortlist of proposers is available on TDOT's website. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. As required by NEPA, TDOT has coordinated with multiple federal and state agencies to review the findings of the EA and provide an objective outside review of the EA and Choice Lanes project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. 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3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project will produce winners and losers. The winners are clearly identified: the private subscription operator, the contractors who build it, the political figures who champion it and receive credit for it. The losers are also clearly identified: the families displaced from their homes, the communities altered by construction, the commuters who cannot afford the dynamic pricing, the taxpayers who will fund maintenance in perpetuity. What has not been explained is why the losers should accept this outcome — why their sacrifice is justified by the gains of the winners. That explanation has not been offered because it cannot be offered honestly.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. 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3/19/2026	Anonymous User	Online Comment	There is a concept in urban planning called "highway removal" that has gained significant traction in cities across the country. Cities including San Francisco, Portland, Seoul, and Milwaukee have removed urban highway infrastructure and found that traffic did not worsen — it evaporated, redistributed to other routes and modes. The phenomenon, known as traffic evaporation or disappearing traffic, is the mirror image of induced demand. Just as new road capacity generates new trips, removed road capacity reduces trips. Nashville is moving in precisely the opposite direction from cities that have learned this lesson, at the cost of the communities in the corridor.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/19/2026	Anonymous User	Online Comment	I want to address the project's relationship to regional equity. The I-24 corridor connects Middle Tennessee suburbs to Nashville's employment centers. The commuters who use it include residents of Rutherford, Cannon, and Coffee counties — many of them working-class people who cannot afford to live closer to their jobs. A paid lane will not help them. A park-and-ride network connected to high-frequency transit service would. The regional equity argument for transit over subscription lanes is overwhelming, and it has not been seriously engaged in any public material I have seen from TDOT.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project is being pursued at a moment when the scientific consensus on climate change makes highway expansion particularly indefensible. The transportation sector is the largest single source of greenhouse gas emissions in the United States. Expanding highway capacity increases vehicle miles traveled through induced demand, which increases emissions. The communities in the corridor will bear increased air quality burdens. The broader atmosphere will absorb increased carbon emissions. And the resources consumed by this project will not be available for the transit investment that would actually reduce transportation emissions over time. This is the wrong project at the wrong moment in history.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/19/2026	Anonymous User	Online Comment	I want to raise the question of what the private operator's obligations are if the paid lanes are not financially viable. What happens if choice lane revenue falls short of projections? Does the state guarantee the operator's revenue? Does the public assume the operating deficit? Are there provisions for the state to buy out the operator, and at what terms? These contingency arrangements are standard in public-private infrastructure contracts, and they consistently shift downside risk to the public while preserving upside returns for the private operator. The public should know the contingency terms before the project is approved, not after.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

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3/19/2026	Anonymous User	Online Comment	The I-24 project corridor passes near communities that have never fully recovered from previous rounds of highway construction. The scars of mid-twentieth century urban highway development are still visible in Nashville — neighborhoods that were cut off, communities that were divided, economic vitality that was never restored. Adding another layer of highway infrastructure to a corridor that has already absorbed significant disruption is not progress. It is compounding an injury that has not healed. The people who live with those earlier scars are being asked to absorb new ones so that subscription customers can have a faster commute.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	I want to talk about what happens to the general lanes after the Choice Lanes open. Based on comparable projects, here is what the research predicts: initial modest relief as some drivers shift to the paid lanes, followed by induced demand filling both the general and paid lanes within a few years, followed by rising paid lane prices as demand for the managed lanes increases, followed by a general lane experience that is indistinguishable from today's, except that it exists alongside a more expensive lane that an increasing portion of the population cannot access. That trajectory is not speculation. It is the documented pattern of managed lane projects in comparable corridors. TDOT should be required to explain why I-24 will be different.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration.
3/19/2026	Anonymous User	Online Comment	Tennessee prides itself on being a state that protects private property rights. That pride is expressed in legislation, in political rhetoric, and in the cultural identity of communities across this state. I want to ask how that pride squares with a project that seizes private homes so a private company can collect subscription fees on the land where those homes stood. If private property rights mean anything in Tennessee, they mean something here. If they do not mean something here — if they can be overridden whenever a governor decides a private infrastructure project is worth pursuing — then they do not mean what we have been told they mean.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT will follow all applicable laws, regulations, and requirements during procurement when selecting a vendor to operate the P3. TDOT is committed to an open and honest selection process. TDOT has not selected a P3 partner at this time; a shortlist of proposers is available on TDOT's website. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. As required by NEPA, TDOT has coordinated with multiple federal and state agencies to review the findings of the EA and provide an objective outside review of the EA and Choice Lanes project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. Additionally, the Transportation Modernization Act (T.C.A. §54-3) authorizes TDOT to partner with the private-sector to design, build, finance, operate, and maintain new and additional lanes on existing interstates while maintaining ownership of the roads. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	I want to start with something that has been bothering me since the public meeting. TDOT representatives spoke about this project with the confidence of people who have already made up their minds. The presentation was not the presentation of an agency genuinely weighing options. It was the presentation of an agency managing the public through a required process toward a predetermined conclusion. I have been to genuine public deliberation. It looks different from what happened in that room. Genuine deliberation involves uncertainty, honest acknowledgment of tradeoffs, and openness to outcomes that were not planned in advance. None of those things were present. That absence is itself a form of testimony about what this process actually is.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. While TDOT recognizes the diversity of views expressed, including opposition to the Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA).
3/19/2026	Anonymous User	Online Comment	This project was not asked for by the people it affects. It was designed for them, without them, by officials whose accountability to them is mediated through elections that happen years apart and are influenced by money that does not come from this corridor. The public comment process is one of the few direct points of contact between the people bearing the cost and the institutions making the decision. I am asking everyone who reads this — neighbors, commuters, Tennesseans who believe that public power should serve public purposes — to make their opposition part of the permanent record. It is the most direct thing we can do, and it matters more than we are told.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.
3/19/2026	Anonymous User	Online Comment	It is wrong to take someone's home so a private company can profit. It does not matter how many traffic projections you attach to that sentence. It does not matter how many public use justifications you construct around it. At the end of the process, a family will have been forced from their home, their home will have been demolished, and on the land where it stood, a private company will collect subscription fees. If you can read that sequence and conclude that justice was done, I do not know what moral framework produces that conclusion.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/19/2026	Anonymous User	Online Comment	I keep thinking about the families who will move away from this corridor and never come back. The elderly couple who raised their children here and will spend their final years in a strange neighborhood. The family that has attended the same church for three generations and will have to find a new one. The small business owner who spent twenty years building customer relationships and will have to start over somewhere else. These are not statistics. They are the texture of community life, and once it is torn, it does not repair itself. The cost of that tearing is real, it is enormous, and it is invisible to the spreadsheet.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes represent a vision of Nashville's future as a city for people who can afford it. A city where the best version of every public service — education, transportation, parks, public safety — is available to those with money, while everyone else gets the remainder. That vision is not inevitable. It is a choice. And it is a choice that this community, and this state, should make explicitly and democratically rather than having it embedded in a highway project that most of the affected public opposes. I oppose the Choice Lanes because I oppose that vision of Nashville, and I want my opposition on the record.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project is being built on assumptions about how people will travel in 2053 that are almost certainly wrong. The transition to autonomous vehicles, the expansion of remote work, the development of new transit technologies, demographic shifts in where people live and work — all of these will reshape travel patterns in ways that current models cannot accurately predict. Building permanent infrastructure based on thirty-year projections is always speculative. Building permanent infrastructure that destroys communities and benefits private operators based on those speculative projections is unjustifiable. The appropriate response to uncertainty at this scale is caution, not acceleration.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration.
3/19/2026	Anonymous User	Online Comment	I want to highlight a specific inequity in the right-of-way process: the difference in legal resources available to the state and to displaced homeowners. TDOT has a dedicated legal team, experienced appraisers, and institutional knowledge of every aspect of the acquisition process. The typical homeowner has none of those things. They are navigating a complex legal and bureaucratic process for the first time, often under time pressure, without specialized representation, against an opponent that does this every day. The state should be required to provide independent legal assistance to displaced homeowners — not as a courtesy, but as a condition of the eminent domain process.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project is a test of whether Tennessee's reforms have any real force. The legislature passed T.C.A. § 29-17-102 in response to a Supreme Court decision that shocked public conscience across the political spectrum. The bill passed with broad bipartisan support. It was specifically intended to prevent the government from using eminent domain to benefit private parties under the guise of public use. If TDOT can proceed with the Choice Lanes without addressing the statute's requirements, the legislature's work was performative rather than substantive. That is a constitutional and democratic failure that goes beyond this project.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT will follow all applicable laws, regulations, and requirements during procurement when selecting a vendor to operate the P3. TDOT is committed to an open and honest selection process. TDOT has not selected a P3 partner at this time; a shortlist of proposers is available on TDOT's website. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. 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Date	Name	Source	Comment	Response
3/19/2026	Anonymous User	Online Comment	When accidents occur in the managed lanes — and they will — who bears the liability? Is it the state, the private operator, or some shared arrangement? When the infrastructure requires emergency repair, who decides how quickly it happens and who pays? When the dynamic pricing system fails and commuters are stranded, who is responsible? These are operational questions that every driverr and every taxpayer should have answered before the project is built. The financial architecture of risk distribution in public-private infrastructure deals is where the public consistently ends up holding more than its share.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Emergency responders would manage incidents and enforcement of traffic laws in the Choice Lanes in the same manner as the general purpose lanes. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities and thus remain part of the public interstate highway system. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. Further, TDOT will establish strict criteria around advertising and displaying the user fees so commuters are aware of the fee in advance and will only be obligated to pay the price they saw.
3/19/2026	Anonymous User	Online Comment	The modeling assumptions used to project congestion relief from managed lanes consistently underestimate induced demand and overestimate diversion to the managed lanes. The result is that real-world performance almost always falls short of projected performance. This is not a criticism of individual modelers — it reflects systematic biases in the methodologies used. Those biases favor project approval because they produce more favorable projections. TDOT should be required to publish the full modeling methodology, assumptions, and sensitivity analysis so that independent experts can evaluate the projections critically.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. Information on traffic patterns and driving behavior can be found in the EA under Appendix D - Traffic Analysis Report, Appendices and the VISSIM Calibration Report. As required by NEPA, TDOT has coordinated with multiple federal and state agencies to review the findings of the EA and provide an objective outside review of the EA and Choice Lanes project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/19/2026	Anonymous User	Online Comment	The urgency with which this project is being advanced is not explained by any traffic emergency on I-24. Congestion on that corridor is real but it is not a crisis that has emerged suddenly and demands immediate action. The urgency is political, not infrastructural. It serves the interests of a governor who wants a visible project to champion and private parties who want contracts signed before political circumstances change. Urgency manufactured for political reasons is not a justification for compressing public input, limiting transparency, or accelerating right-of-way acquisition. It is a reason for greater scrutiny, not less.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/19/2026	Anonymous User	Online Comment	The intersection of this project with Nashville's housing affordability crisis has not received adequate attention. The corridor being affected is one of the last areas in the Nashville metro where working-class residents can afford to live within reasonable commuting distance of employment centers. Displacing residents from that corridor does not just harm the individuals displaced — it removes affordable housing stock from a market that desperately needs it. The project will reduce the supply of affordable housing near employment while simultaneously failing to improve transit access for people who cannot afford cars or subscriptions. It is a perfect storm of housing and transportation policy failure.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	I want to make the argument from first principles. Government exists to serve the common good. Infrastructure is one of the primary ways government serves the common good. The common good means the good of everyone — not the good of those who can pay, not the good of private operators, not the good of a governor's business relationships. When government uses its most coercive powers — including the power to take private property — it must do so in service of that common good. The I-24 Choice Lanes do not serve the common good. They serve a subset of commuters who can afford to pay, and the private company that collects payment. That is not what government is for.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.

Date	Name	Source	Comment	Response
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes will not be the last private infrastructure project proposed in Tennessee if they succeed. They will be a template. Other corridors, other communities, other right-of-way paths will follow the same model: public land acquisition for private subscription infrastructure, justified by traffic projections that won't be verified for decades, designed with a public comment process that documents opposition without responding to it. The people in this corridor are not just fighting for their homes. They are fighting for the principle that this template should not be normalized. That fight has consequences beyond this corridor and this project.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/19/2026	Anonymous User	Online Comment	I want to propose a different way of thinking about the congestion problem on I-24. Congestion is a signal. It signals that the corridor is underserved by transit alternatives, that land use patterns have created car dependency, and that the transportation system is not meeting the needs of the people who use it. The correct response to a signal is to address the underlying condition it reflects. Adding a subscription lane does not address car dependency, does not improve transit alternatives, and does not change land use patterns. It monetizes the signal while leaving the condition in place. That is not infrastructure policy. That is revenue extraction.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project has a fundamental accountability gap that has not been addressed. The private operator will be accountable to its investors and to the contract terms negotiated with the state. The state will be accountable to federal funders for compliance with grant conditions. But who is accountable to the communities in the corridor? Who can be held responsible if the project fails to deliver its promised benefits? Who answers for the displacement, the environmental impact, the congestion that persists? The answer, as currently structured, is no one. That is not acceptable, and it should be corrected before a single property is acquired.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/19/2026	Anonymous User	Online Comment	The communities in the I-24 corridor include houses of worship that have served their congregations for generations. Displacement of congregation members does not just affect individuals — it affects the institutions themselves. A church that loses a significant portion of its congregation to displacement may not survive. The cultural and community functions those institutions serve — counseling, food distribution, community gathering, mutual support — do not transfer to a new location. They dissolve. The loss of a house of worship is not captured in any right-of-way assessment. It is one of the invisible costs that highway projects consistently impose and consistently fail to account for.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	I want to address the highway safety argument. Proponents sometimes suggest that managed lanes improve safety by reducing weaving and conflict points. Let me offer the counterargument. A highway with a subscription lane creates a new class of driver behavior: people who are deciding, in real time, whether to enter or exit the subscription lane based on pricing signals. That decision-making while driving is a distraction hazard. The transition points between general and managed lanes are historically higher-risk zones. The safety argument for managed lanes is not as straightforward as it is sometimes presented, and it should not be used to paper over the other objections to this project.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. The RPA includes modifications to existing interchanges and intersections, new interchanges along I-24, and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes.

Date	Name	Source	Comment	Response
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes will require ongoing public subsidy to maintain. Roads do not pay for themselves. The subscription revenue will cover the operator's operational costs and profits. It will not cover the infrastructure maintenance costs that fall to the state. It will not cover the environmental mitigation costs that accrue over time. It will not cover the community impact costs that are never fully accounted for. The Choice Lanes will be, for their entire operational life, a transfer of public maintenance resources to a private revenue stream. That is the fiscal reality, and it should be stated plainly in every public discussion of this project.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/19/2026	Anonymous User	Online Comment	I have heard from several residents in the corridor who did not know about this project, let alone that they were in the taking zone until recently. The notification process should be more proactive, more comprehensible, and more accessible to non-English speakers and people with limited literacy. The state has an obligation to communicate clearly with the communities impacted, and that obligation has not been fully met.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	I want to address the argument that this project is already too far along to stop. Projects of this type have been stopped at every stage of development, including after ground has been broken. The Boston highway project known as the Big Dig was redesigned multiple times in response to public and political pressure. The Westway highway in New York was canceled after years of planning and partial construction. I-40 through Overton Park in Memphis was stopped by a Supreme Court decision. "Too far along to stop" is a negotiating posture, not a legal or factual statement. And refusal to answer the question posed at the public meetings addressing this directly speaks loudly that it is in fact "not too far along to stop".	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/19/2026	Anonymous User	Online Comment	There is something specifically troubling about a project that prices access to faster commutes during the exact hours when working people most need to travel. The people who work nine to five — or eight to four, or seven to three — are the people with the least schedule flexibility and the most need for reliable commute times. They are also, in many cases, the people least able to afford a subscription. The Choice Lanes are structured to extract money from the commuters who can pay and offer nothing additional to the ones who can't. That is a feature of the business model, not a bug. And it should disqualify the project from public use justification.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/19/2026	Anonymous User	Online Comment	The Choice Lanes project will be built. Or it won't. But either way, the public record of opposition to it — the comments, the legal arguments, the community voices — will exist. And it will be read by the next generation of officials who make infrastructure decisions in this state. Iby. It will be read by journalists and researchers and advocates who study what happened here. I am writing this comment because I want that record to be complete, honest, and unambiguous about what the community said and what the state did. The truth of this moment deserves to be preserved.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/19/2026	Anonymous User	Online Comment	I want to be specific about the transit alternative, because I think opponents of this project are sometimes accused of offering only vague alternatives. Here is a specific one: bus rapid transit on dedicated lanes, running from Murfreesboro through Smyrna and La Vergne to downtown Nashville, with 10-minute headways during peak hours, park-and-ride facilities at suburban stations, and fare integration with the existing MTA system. This is not a fantasy. It is a model that operates in cities with similar geography and commuter patterns. It would serve more people, cost less per rider, require no eminent domain, and produce measurable reductions in vehicle trips on I-24. TDOT should be required to explain, in writing, why this alternative was rejected.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/19/2026	Anonymous User	Online Comment	I want to make the intergenerational argument. The decisions being made today about I-24 will shape the transportation infrastructure of Middle Tennessee for the next fifty years. The children growing up in this corridor will inherit whatever we build. If we build a subscription highway, they inherit a city of car dependency, income-stratified mobility, and degraded neighborhoods. If we build transit, they inherit a city where mobility is a public good, where neighborhoods are livable, and where the transportation system serves the whole public. That choice is being made now, in this process, and the children who will live with it are not yet old enough to vote on it... oh wait, no one voted on it because you don't actually care what the public thinks.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/19/2026	Anonymous User	Online Comment	The property tax implications of this project for non-displaced residents have not been addressed. Properties adjacent to expanded highway infrastructure typically experience value declines that reduce property tax assessments. That reduction flows through to local government revenue, affecting school funding, municipal services, and community investment in the affected areas. The project's cost accounting does not include this fiscal impact on local governments. It should. The communities in the corridor will bear that cost for as long as the highway exists.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	I am writing this comment as someone who works in healthcare. The air quality implications of this project are not adequately addressed in the public materials. Particulate matter from increased vehicle traffic is associated with respiratory disease, cardiovascular disease, and adverse birth outcomes. The communities in the I-24 corridor already have elevated exposure due to existing highway proximity. Adding traffic capacity — which induced demand will fill — will increase particulate concentrations in residential areas that are already above recommended levels. This is a public health harm, and it should be quantified honestly, not buried in technical appendices.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT evaluated air quality and related environmental effects for the proposed I-24 Southeast Choice Lanes project in accordance with the National Environmental Policy Act (NEPA), the Clean Air Act, and applicable FHWA regulations and guidance. The EA documents this evaluation and describes the methodologies and assumptions used in Chapter 3, Section 3.4 (Air Quality). That section addresses regional air quality conditions, conformity with National Ambient Air Quality Standards, and project-level considerations. Additional technical detail supporting the air quality analysis is provided in Appendix L – Air Quality Tech Memorandum, which explains the data sources, modeling approach, and regulatory thresholds used to evaluate potential effects from vehicle emissions associated with the project.
3/19/2026	Anonymous User	Online Comment	I want to speak to the question of what comes after this project. If the Choice Lanes are built, they will set a precedent in Tennessee for the use of eminent domain to secure private subscription infrastructure. That precedent will be cited in the next project, and the one after that. The legal and political constraints that currently limit this kind of taking will be weakened by each successful application of the model. The people who will bear the cost of that precedent are not the people in this corridor only — they are every Tennessee property owner who might someday be in the path of the next project that follows this template.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

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3/19/2026	Anonymous User	Online Comment	The language of "managed lanes" is worth examining because it is doing rhetorical work that the plain description would not. "Managed lanes" sounds technical, neutral, administrative. "Highway lanes operated by a private company on land seized through eminent domain" is the same thing described accurately. The gap between the technical language TDOT uses and the plain description of what is actually being built is not accidental. It is the linguistic strategy of a project that cannot survive honest description. I invite TDOT to use the plain description in all future public materials and see whether the public response changes.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/19/2026	Anonymous User	Online Comment	The idea that the state can arrive with a project designed in private, justified by projections that won't be verified for thirty years, and take what generations of what communities built — in exchange for a check calculated by the state's own appraisers — and calling that just is something I cannot accept. And I will not accept the framing that opposition is futile.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions and engaging local elected officials to share updates with their constituents. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: • Public information meetings and hearings held at accessible locations and times; • A project website with regularly updated materials; • Multiple comment periods exceeding minimum NEPA requirements; • Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; • Availability of multiple methods for submitting comments, including online, written, and verbal options. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility, and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions, and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. However, the existence of participation challenges does not equate to a failure of NEPA compliance, particularly where multiple engagement opportunities were provided, and participation methods were adapted over time. The standard is whether the agency provided reasonable and meaningful opportunities for involvement, which TDOT did. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	I want to address the argument that the Choice Lanes will pay for themselves through private revenue and therefore represent no cost to the public. This argument ignores the following public costs: the value of land acquired through eminent domain, which represents a transfer of private wealth to the public-private project; the infrastructure investment in road construction, which is publicly funded; the ongoing maintenance liability, which is public; the environmental mitigation costs, which are public; and the community disruption costs, which are borne by residents and never fully compensated. The revenue offsets some operational costs. It does not come close to accounting for the full public investment.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads.
3/19/2026	Anonymous User	Online Comment	This is a very bold and much needed project. Although there is pushback from a few, it will greatly improve travel times and quality of life for commuters whether they use the choice lanes or not. this will also make it more beneficial to utilize regional transit to and from Nashville from Murfreesboro/Rutherford County.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.
3/19/2026	Anonymous User	Online Comment	There is a legal doctrine called the public trust doctrine that holds certain public resources in trust for the benefit of all citizens. While it has traditionally applied to navigable waters and other natural resources, its underlying principle — that public resources cannot be alienated for private benefit — is directly relevant here. The state's power of eminent domain is a public resource. It exists to serve the public. Using it to secure a private operator's asset base is a betrayal of the trust in which that power is held. Whether or not a court applies the doctrine by name, its principle should inform how we evaluate this project.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT will follow all applicable laws, regulations, and requirements during procurement when selecting a vendor to operate the P3. TDOT is committed to an open and honest selection process. TDOT has not selected a P3 partner at this time; a shortlist of proposers is available on TDOT's website. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize, or mitigate impacts from the proposed Project. As required by NEPA, TDOT has coordinated with multiple federal and state agencies to review the findings of the EA and provide an objective outside review of the EA and Choice Lanes project. The EA was made available for public review on February 13, 2026, on the project website, and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. Additionally, the Transportation Modernization Act (T.C.A. §54-3) authorizes TDOT to partner with the private-sector to design, build, finance, operate, and maintain new and additional lanes on existing interstates while maintaining ownership of the roads. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	The I-24 Choice Lanes will make Nashville less competitive for the kind of talent it is trying to attract, not more. Young professionals and families who are choosing where to live increasingly weight transit access, walkability, and quality of life over highway convenience. Cities with robust public transit attract educated workers at higher rates than cities with highway-dependent infrastructure. Every dollar spent on the Choice Lanes is a dollar not spent on the transit infrastructure that would actually make Nashville attractive to the next generation of residents. This is not just an equity argument. It is an economic development argument, and it points in the opposite direction from the one TDOT is traveling.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads.

Date	Name	Source	Comment	Response
3/19/2026	Anonymous User	Online Comment	I've been thinking about what it means to be told your home will be taken for the public good, and then to watch the thing built on its foundation require payment to access. There is a particular kind of injury in that — not just the loss of the home, but the insult of the justification. The state will tell you it is taking your property for the benefit of the public, and then the public will have to pay a private company to use what was built where your home stood. If that does not strike TDOT officials as a moral problem, I would like to understand what moral framework they are operating under.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/19/2026	Anonymous User	Online Comment	I have used express lanes in other states and they appear to work great. With the state not having enough money to add lanes, it makes sense to let the people who choose to use the new lanes pay for the project and everyone benefits. Glad you are doing something.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.
3/19/2026	Bruce Richardson	Online Comment	This is a bad idea. There's not enough space for the additional lanes on this corridor. TDOT also never finished the Smart Corridor project and now you're wanting to add toll lanes to help the situation. This is poor planning. I'm also concerned that you will not provide access from all existing exits on I-24, which will cut off traffic to local businesses that rely on the I-24 traffic. Lastly, you need to consider a rail system for long term growth. It wouldn't take up as much space and the passenger costs would be lower. This option still hurts local businesses, but it's a more sustainable option.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. The RPA includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes.
3/19/2026	Anonymous User	Online Comment	This project will accomplish nothing. You do not solve traffic by creating more places to drive. Induced demand has shown that no matter what steps are taken to prepare for more cars on the road, roads will always get jammed up with traffic in the end. What we really need are viable alternatives to driving, not just more ways of coping with the same problem. The advocacy group Strong Towns has plenty of resources to demonstrate what works best for growing towns and what doesn't.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.
3/20/2026	Johnathon Burford	Online Comment	I personally like the idea of expanding the corridors however feel the whole choice project should be scrapped and look for ways to redesign the bell rd area which includes a railroad track redesign or shift also the Una Antioch Pike area is in severe need of redesign. I feel yes some business relocations are necessary for a win win but another overpass that connects hickory hollow and Cane ride could be alternative on ramps and off ramps to avoid a cluster of use of the lights on bell rd	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. The interchange improvements proposed at the I-24 and Bell Road Interchange were developed with the goal of providing choice lane direct access ramps from the proposed Transit Center on Hickory Hollow Parkway. Due to the dense development at this interchange and the railroad corridor constraints, most of the alternative concepts developed for this interchange resulted in business impacts. Additional new businesses have also opened in this area that were not active at the initiation of the design concepts. The concept presented is preliminary, and additional efforts to reduce impacts to adjacent property owners will be explored as the final design is developed.
3/20/2026	Anonymous User	Online Comment	Two additional lanes that are general purpose would be more effective. Additionally, the underpasses need to be widened and the bridges straightened out. The issues with I24 that I see are the people crossing three lanes of traffic because they don't make their lane.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. The RPA includes modifications to existing interchanges and intersections, new interchanges along I-24, and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. The proposed improvements would address issues like weaving and geometric constraints.

Date	Name	Source	Comment	Response
3/20/2026	Andy Owen	Online Comment	Choice lanes sound great but truck only lanes would be better. Most people on the interstate only go 25 to 50 miles while commercial vehicles go 100s and need the road more than a daily commuter does. Designating truck lanes that would not allow cars and pickups etc would move traffic better, create a better flow thru the area, and could generate revenue because of traffic infractions from the non-specific vehicles not following the rules.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT will allow heavy commercial vehicles (HCV) up to Class 10 access to the Choice Lanes. Vehicles classified as Class 11 or above will be restricted from accessing the Choice Lanes to maintain consistent travel times and operational safety. HCVs restricted from accessing the Choice Lanes will still be permitted access to the existing general-purpose lanes
3/20/2026	Greg Lewis	Online Comment	We need a bypass from I-24 to I-75 in Chattanooga. Currently, all thru traffic has to drive right thru Chattanooga. Nashville, Knoxville and Memphis has bypasses, but not Chattanooga.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The project area does not extend to I-75, Chattanooga, or areas outside of the existing I-24 corridor.
3/20/2026	Anonymous User	Online Comment	this is stupid, don't do it. you're destroying a culture spot before it's even started. adding a toll booth does not do anything to help the community. spend the money on revitalizing the area as opposed to attempting to gentrify another nashville spot.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/20/2026	Kristian Morgan	Online Comment	While this area of congestion needs major updates and improvements, privatizing access to roads has long been a point of contention for Tennesseans. This area of town already houses some of the most underserved and disenfranchised citizens of this great city. Additionally, these plans include disruption of community attempts to provide new development and entrepreneurial opportunities for the richly diverse and amazing people of Antioch. This area has long been neglected because the socioeconomic standing of its population and a lack of fair access to city resources. While projects such as this may help alleviate some congestion and headache, the question remains about how they will actually impact the community as a whole. Please consider a more thorough and comprehensive plan for the I-24 and Bell Rd intersection.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/20/2026	Bridgette Weir	Online Comment	Choice lane additions in Antioch need to be reconsidered and moved because these additions will have a negative impact on traffic, schools, and the Nashville State Community College campus. The choice lane infrastructure will be right at the campus entrance as well as that of two local schools. The area is already very congested, and another road will further congest the area. Moreover, the tearing down of the mall was supposed to include a green space which will be affected by the added noise and pollution from an additional road.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. The interchange improvements proposed at the I-24 and Bell Road Interchange were developed with the goal of providing choice lane direct access ramps to and from the proposed Transit Center on Hickory Hollow Parkway. Due to the dense development at this interchange and environmental and existing railroad infrastructure constraints, most of the previously evaluated alternative concepts resulted in additional business impacts, in comparison to the RPA. A detailed description of the alternatives development process and alternatives considered can be found in Appendix E of the EA. Furthermore, additional new businesses have also opened in this area that were not active at the initiation of the design concepts. The concept presented is preliminary and additional efforts to reduce impacts to adjacent property owners will be explored as the final design is developed.
3/20/2026	Bill Summers	Online Comment	The state continually tries to pass the buck to someone else to do their job/responsibility. The state, not a private contractor, needs to build the two lane concept where traffic direction can the reversed depending on time of day. In addition the state ignores the I-24 traffic issue from the KY state line to Nashville. That needs to be a priority too. Bottomline....not supportive of Choice Lane concept where traffic	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT has engaged partner agencies in other states, including Georgia, to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. An alternative with two (2) reversible Choice Lanes was considered, but eliminated because it failed to meet the project's defined purpose and need, as it would not provide sufficient capacity or improved travel times and would not meet traffic demands. Additionally, for the reversible Choice Lanes to function, there would need to be a large directional split in traffic during peak periods of the day. Based on the Project Team's assessment, the I-24 Southeast corridor does not have the large directional split to provide the needed improvements to travel time to meet the transportation demands related to growth in the greater Nashville region. For more information on the alternatives screening process and why the reversible lanes alternative was eliminated, please view Appendix E - Preliminary Geometric Alternatives Screening. Additionally, the proposed Project is focused on the existing I-24 corridor between I-40 and I-840 and does not extend to the state line with Kentucky.

Date	Name	Source	Comment	Response
3/21/2026	Anonymous User	Online Comment	The private interest in this project is concerning, seeing as the state may not benefit from the revenue projected in this outline if the project went forward. Further, choice lanes will not alleviate traffic congestion on a large scale, instead allowing few to experience a faster commute at cost, while others (most) cannot opt in due to that added cost. This presentation does not inspire trust or confidence in the long-term impact of choice lanes on traffic congestion, and TDOT should look further into other means of alleviating traffic congestion on I-24 and I-40 that would provide more solutions for efficient, reliable public or even mass transit geared towards the median rather than the mean income in this area. This would model options of other regions of considerable size, like a more robust bus service or above-ground transit trains. Most importantly, Tennessee's public interests and future cannot lie in the hands of private decision makers.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements that the P3 must meet, including user fee thresholds, maintenance, enforcement and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/21/2026	Debbie Robinson	Online Comment	What happens when there is an accident in the choice lane? Traffic will slow down/stop as it currently does. What's the point? $$$$$$$$	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. This would allow Tennessee to better allocate the limited resources for transportation projects by leveraging private-sector innovation and capital. Once a P3 partner is selected, TDOT will develop contractual requirements the P3 must meet, including user fee thresholds, technology for user fee collection, maintenance, enforcement and operations. Additionally, the Choice Lanes will be required to operate with an average speed of at least 45 mph. Emergency responders would manage incidents and enforcement of traffic laws in the Choice Lanes in the same manner as the general purpose lanes.
3/21/2026	Cade Wooten	Online Comment	I don't support this. Please just do a no-build. This is way too much money for something that won't be a good long term fix to traffic. Look at other places that have expanded lanes. There is no significant data I could find that shows benefits lasting beyond a decade at most. In most cases, induced-demand made traffic worse. TDOT should focus on what actually decreases traffic which is high quality alternatives to driving. We should bite the bullet and invest in a full service heavy rail metro system and commuter rail	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times, and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/22/2026	Susan Pettit-Riley	Online Comment	I do not support the Choice Lanes initiative because of a private company would control our public roadways through access, maintenance, usage fees and revenue. I support development of public transportation options such as light rail.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements the P3 must meet, including user fee thresholds, maintenance, enforcement and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/23/2026	Anonymous User	Online Comment	The proposal creates socioeconomic inequity by allowing wealthier drivers to pay for faster commutes while lower-income workers face unaffordable and unpredictable toll costs. The plan fails to truly reduce traffic. The concept of a public-private partnerships gives too much control to profit-driven companies, potentially limiting government flexibility and accountability. This plan diverts attention and funding away from more sustainable solutions like mass transit, which could better address long-term transportation needs. The inequality of the plan could be mitigated by including a public transit option where the lanes would also be used by a bus system with stops and parking at each exit where commuters could catch the bus at an affordable rate.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. Additionally, the proposed project fully incorporates transit options and services that will be able to operate for free in the Choice Lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements the P3 must meet, including user fee thresholds, maintenance, enforcement and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT is responsible for purchasing property needed to construct highways with as little impact as possible to property owners and the communities around them. The acquisition of property is like a private sale transaction. Due to the responsibility of protecting public interest, the state offers fair market value for each property acquisition. Occasionally, agreements cannot be reached. When these situations develop, property owners, as well as the state, have well-defined rights under the law. These rights safeguard the owner from getting less than fair market value and protect state tax funds from unrealistic demands. At the initiation of the ROW process, ROW agents will assess each impacted owner's individual situation and discuss the benefits that are available to address any concerns. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/23/2026	Ricky McGee	Online Comment	The congestion on I 24 is much worse than the other interstate surrounding the Nashville area. Some new pavement has been done recently but there is still very bad areas of the interstate that must be repaved. It is a driving hazard and very bad for our vehicles.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. This would allow Tennessee to better allocate the limited resources for transportation projects by leveraging private-sector innovation and capital. No tax dollars would be required for the maintenance of the Choice Lanes. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects.
3/23/2026	Anonymous User	Online Comment	Put in light rail and be done with it.....	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in genera- purpose lanes.
3/23/2026	Anonymous User	Online Comment	This is not the solution. The problem is all the major interstate interchanges downtown. Fix those first. Adding a toll lane won't do anything.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. The Recommended Preferred Alternative (RPA) that was presented at the recent public hearings and included in the Environmental Assessment (EA) includes modifications to existing interchanges and intersections, new interchanges along I-24, and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. With the proposed improvements in the RPA, many of the issues you cited would be addressed.
3/23/2026	Anonymous User	Online Comment	This is not what we want. Do not waste our tax payers money on this stupid project.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Jim League	Online Comment	Will any of the route be underground, like the boring company is doing? What happens to the traffic on I40 at the terminus of the voice lanes? What about the railroad bridge near Briley Parkway? Congratulations on building for the future instead of just playing "catch up" for current congestion. We've lived in Smyrna since 1987 and every project, city, county, and state, seem to have been designed for the immediate need. By the time they were complete the problem had grown past the new capacity. This seems to be preparing for 3 or 4 decades in the future. Adding more regular lanes seems, based on past history, to be designed to fail to provide relief. I've driven through Atlanta and 10 lanes both ways haven't solved the problem.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. The Recommended Preferred Alternative (RPA) shared at the recent public hearings does not include any underground segments. This is based on the results of the Environmental Assessment (EA), which identifies and evaluates a range of reasonable alternatives that are consistent with the project's Purpose and Need, which focuses on improving travel time reliability and managing congestion along the existing I-24 corridor. The alternatives evaluated are all at-grade or elevated improvements within or immediately adjacent to the existing interstate footprint, including variations of widening with managed lanes and interchange improvements. TDOT proposed replacing bridges along I-24 to address substandard bridge conditions and flooding. Chapter 2 of the EA details the alternatives screening process, details refinements and describes the RPA features. The railroad bridge over I-24 near Briley Parkway is not proposed for replacement. The design at the I-24 and I-40 interchange went through numerous iterations of alternatives due to the congestion along I-40. The concepts presented are preliminary, and additional refinements will occur as the project moves to final design. The location of the termination of the choice lanes to the outside near the I-40 at Briley Parkway interchange was selected based on operational performance and the large volume of vehicles whose destination is Biley Parkway or BNA. TDOT is conducting planning studies for additional projects that may be needed to address congestion on I-40 and through the downtown loop, which may introduce additional choice lane extensions in the future. This project was focused on improvements to I-24 and improving the I-24 at I-40 and I-440 interchanges, so improvements were developed and modeled to provide the best operational performance at the choice lanes terminus on I-440 and I-40. Additional improvements along I-40 or I-440 beyond this logical terminus would have to be addressed in future projects along these corridors.
3/24/2026	Anonymous User	Online Comment	Ultimately, this is about values. Do we invest in people and communities, or in projects that benefit a few at the expense of many? This proposal makes the wrong choice.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	The environmental consequences alone should be enough to reconsider.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	We should be building systems that bring people together, not separate them by income.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	Communities will be permanently altered by this project, and not for the better.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	The idea that this serves the public is difficult to defend. It serves private interests first.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	This is not a sustainable approach to transportation. It's outdated and inequitable.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	This is not a people-centered solution. It's a profit-driven one.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	The environmental toll of this project is unacceptable. We should be reducing our footprint, not expanding it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	The promise of reduced traffic is misleading. The reality is more cars and more congestion.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new, price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	We need to rethink our approach to transportation entirely. This project doesn't do that.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	This project prioritizes convenience for a few over well-being for many. That's not equitable.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	The inequity built into this system is hard to ignore. It's a two-tiered approach to transportation.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	Other cities have shown that toll lanes don't deliver on their promises. We should take that seriously.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new, price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	This feels like a solution designed for profit, not people. That's not what public infrastructure should be.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	The destruction of communities for this project is unnecessary and unjust. People's homes are not expendable.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/24/2026	Anonymous User	Online Comment	Investing in public transit would provide broader benefits and reduce congestion more effectively. Why aren't we doing that?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Before beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	This project creates winners and losers, and the losers are everyday residents. That's not acceptable.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	The environmental cost of this project will be felt for generations. We should be moving toward greener options, not away from them.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	Toll lanes don't eliminate congestion, they monetize it. That's a fundamentally flawed approach.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	This is a short-term fix masquerading as a long-term solution. We need sustainable, equitable transportation planning.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	Communities will be divided and displaced, all for a project that doesn't solve the underlying issue. That's not progress.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	It's concerning that support for this project seems limited to political and business interests. Where is the grassroots support?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives and extensive documentation of potential impacts from a proposed Project within the Environmental Assessment (EA). In addition to the requirements above, NEPA requires TDOT to make earnest efforts to inform and engage the public and collect feedback to inform the development, screening and identification of alternatives. While TDOT recognizes the diversity of views expressed, including opposition to the proposed Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities and consideration of public input. NEPA does not require agencies to base decisions on polling outcomes or majority opinion. Agencies may proceed with a preferred alternative where it best meets the stated Purpose and Need, provided environmental impacts are adequately evaluated and disclosed.
3/24/2026	Anonymous User	Online Comment	We should be investing in solutions that reduce traffic, not rearrange it. Public transit offers that opportunity—this project does not.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Before beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/24/2026	Anonymous User	Online Comment	The people most affected by this project are the ones speaking out against it. Ignoring their voices undermines the entire process... and I've been to meetings and see how you treat us. You are ignoring us. It is clear you do not care.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives and extensive documentation of potential impacts from a proposed Project within the Environmental Assessment (EA). In addition to the requirements above, NEPA requires TDOT to make earnest efforts to inform and engage the public and collect feedback to inform the development, screening and identification of alternatives. While TDOT recognizes the diversity of views expressed, including opposition to the proposed Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities and consideration of public input. NEPA does not require agencies to base decisions on polling outcomes or majority opinion. Agencies may proceed with a preferred alternative where it best meets the stated Purpose and Need, provided environmental impacts are adequately evaluated and disclosed.
3/24/2026	Anonymous User	Online Comment	Environmental degradation is inevitable with a project like this. More lanes mean more cars, more emissions, and more damage to our natural surroundings.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/24/2026	Anonymous User	Online Comment	Toll lanes inherently create inequality. They send a clear message: if you can pay, you matter more. That's not the kind of community we should be building.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	The idea that this benefits the public is hard to accept when a private company stands to gain so much. Infrastructure should serve people, not profits.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/24/2026	Anonymous User	Online Comment	This project prioritizes speed for a few over quality of life for many. Noise, pollution, and displacement will affect thousands. That's too high a price for questionable benefits.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/24/2026	Anonymous User	Online Comment	Instead of investing in light rail or robust bus systems, we're pouring money into more lanes. That's a missed opportunity. We need forward-thinking solutions, not more of the same.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Before beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/24/2026	Anonymous User	Online Comment	The framing of this project as a solution to traffic is misleading. It doesn't reduce demand, it shifts it. And in doing so, it creates a system where only some people get relief.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.
3/24/2026	Anonymous User	Online Comment	This project will carve through neighborhoods that have already faced years of disruption. It's not just about roads—it's about homes, schools, and communities. The cost is far greater than what's being acknowledged.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority and operational constraints.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	We've seen this story play out in other cities—toll lanes promise relief but deliver more congestion and inequity. Why are we repeating the same mistakes? Let's learn from others and invest wisely.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/24/2026	Anonymous User	Online Comment	It's deeply troubling that a project of this scale prioritizes private profit over public need. The communities along the corridor will bear the burden, displacement, noise, pollution, while the benefits are questionable at best. If we're going to do something, it should go toward transit options that serve everyone.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Before beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/24/2026	Anonymous User	Online Comment	I have submitted comments at every opportunity in this process. I have attended the meetings, read the materials, spoken with neighbors, and done everything a citizen is supposed to do when their government proposes to affect their community. I am not naive about the outcome. I understand the political and institutional forces aligned in favor of this project. But I also understand that the record being built right now — the documented opposition of a community that was not consulted, not served, and not heard — is a form of accountability that outlasts any individual project decision. I am adding my voice to that record not because I am certain it will change the outcome, but because truth deserves a witness, and this community deserves to know that someone was paying attention.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires TDOT to make earnest efforts to inform and engage the public. As detailed in Chapter 4 and Appendix X within the Environmental Assessment (EA). TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: Public information meetings and hearings are held at accessible locations and times; A project website with regularly updated materials; Multiple comment periods exceeding minimum NEPA requirements; Direct outreach to community organizations, neighborhood groups and stakeholders along the project corridor; Availability of multiple methods for submitting comments, including online, written and verbal options. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions and engaging local elected officials to share updates with their constituents.
3/24/2026	Anonymous User	Online Comment	I want to address the project's impact on local businesses that rely on the I-24 corridor for freight and delivery. The construction phase will disrupt commercial traffic patterns, increase delivery times, and raise operating costs for businesses throughout the corridor. Those costs will be passed to consumers or absorbed by businesses that may not survive them. After construction, the managed lane configuration may not accommodate commercial vehicles — many managed lane projects restrict or prohibit trucks. The impacts on the freight economy of the corridor have not been adequately addressed, and the businesses that depend on it deserve specific answers about how their operations will be affected.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed. TDOT will allow heavy commercial vehicles (HCV) up to Class 10 access to the Choice Lanes. Vehicles classified as Class 11 or above will be restricted from accessing the Choice Lanes to maintain consistent travel times and operational safety. HCVs restricted from accessing the Choice Lanes will still be permitted access to the existing general-purpose lanes.
3/24/2026	Randy Joheson	Online Comment	This is a great idea and in other areas this is called express lanes, so I understand and many of our transplants came from areas with this and should be used to it and adjust well so I am totally behind it. In areas where these have been in place for a while there is still cosiderable congestion. I hope we can study this and avoid those problems. I also feel there should be more mass transit involvement aligning bus routes with Train routes or subway routes. If we're going underground with the airport then we should do so other area too. I-65 is an example. In Louisville it is stacked and goes sraight through town. Can this be done here in some manner. Thank you for your attention, because otherwise commuting into and out of Nashville is really going to be no longer an option at least along I-24.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT has engaged partner agencies in other states, including Georgia, to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The Recommended Preferred Alternative (RPA) shared at the recent public hearings does not include any underground segments. This is based on the results of the (EA), which identifies and evaluates a range of reasonable alternatives that are consistent with the project's Purpose and Need, which focuses on improving travel time reliability and managing congestion along the existing I-24 corridor. The alternatives evaluated are all at-grade or elevated improvements within or immediately adjacent to the existing interstate footprint, including variations of widening with managed lanes and interchange improvements. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Before beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	Communities deserve investment, not disruption. This project offers the latter.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	The concept of "choice" in these lanes is misleading. For many, there is no real choice at all.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	This project seems to prioritize private profit over public need. When infrastructure is designed around revenue generation, the public inevitably comes second. That's not how essential services should operate. We deserve transportation solutions built for people, not investors.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.
3/24/2026	Logan Newton	Online Comment	Adding more lanes does not have a meaningful long term effect on reducing congestion. The only way to meaningfully change conversion is to provide a viable transportation alternative to personal automobiles. Highway expansion has already caused nearly irreparable harm to American cities and should end, whether it is being paid for by public or private dollars. We should be using our transportation budget and partnerships to remove freeways from our cities, not expand them. I did not see a transit line to Murfreesboro in the alternatives explored. Was this evaluated, and if not, then why?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Before beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/24/2026	Anonymous User	Online Comment	Adding new lanes but no infrastructure for connections to the downtown loop will only make traffic worse. Charging for the "benefit" does nothing to help make an 8-10 mile trip take less than 2 hours.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. The RPA includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. Recognizing the importance of improving connections to I-24, TDOT is conducting planning studies for additional projects that may be needed to address congestion in areas like I-40 and through the downtown loop, which may introduce additional choice lane extensions in the future. This project was focused on improvements to I-24 and improving the I-24 at I-40 and I-440 interchanges, so improvements were developed and modeled to provide the best operational performance at the choice lanes terminus on I-440 and I-40. Additional improvements along I-40 or I-440 beyond this logical terminus would have to be addressed in future projects along these corridors.

Date	Name	Source	Comment	Response
3/24/2026	Chris Mowery	Online Comment	I feel that infrastructure for all is the most important, not just those that can afford to use choice lanes. Tennessee has road repair needs far beyond this corridor, and the focus should be on bringing everything up to standards instead of putting in a large new project that will not benefit as many people.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. With the P3, TDOT can focus resources on other projects and needs like maintenance.
3/24/2026	Anonymous User	Online Comment	I strongly oppose this plan. Destroying local homes and businesses isn't beneficial.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/24/2026	Anonymous User	Online Comment	The benefits appear concentrated among a small group, while the costs are widespread.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	This approach does not address the root causes of congestion.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Before beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/24/2026	Anonymous User	Online Comment	We need transportation solutions that are inclusive and sustainable. This is neither.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Before beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	The environmental cost is simply too high. We should be pursuing greener alternatives.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Before beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/24/2026	Anonymous User	Online Comment	Environmental concerns are too significant to ignore. This project moves us in the wrong direction.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/24/2026	Anonymous User	Online Comment	The voices of impacted communities should carry more weight in this process.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires TDOT to make earnest efforts to inform and engage the public. As detailed in Chapter 4 and Appendix X within the Environmental Assessment (EA). TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: -Public information meetings and hearings held at accessible locations and times; -A project website with regularly updated materials; -Multiple comment periods exceeding minimum NEPA requirements; -Direct outreach to community organizations, neighborhood groups and stakeholders along the project corridor; -Availability of multiple methods for submitting comments, including online, written and verbal options. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions and engaging local elected officials to share updates with their constituents.
3/24/2026	Anonymous User	Online Comment	Public infrastructure should serve everyone equally. This project does not.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	The idea that this will solve congestion is overly optimistic. Evidence suggests otherwise.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	This is not a forward-thinking solution. It reflects outdated assumptions about transportation.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	The financial model behind this project raises important questions about who truly benefits.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	We should be investing in solutions that reduce reliance on cars, not reinforce it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Before beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/24/2026	Anonymous User	Online Comment	It's concerning that this plan continues to move forward despite widespread opposition from those most affected.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives and extensive documentation of potential impacts from a proposed Project within the Environmental Assessment (EA). In addition to the requirements above, NEPA requires TDOT to make earnest efforts to inform and engage the public and collect feedback to inform the development, screening, and identification of alternatives. While TDOT recognizes the diversity of views expressed, including opposition to the proposed Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities and consideration of public input. NEPA does not require agencies to base decisions on polling outcomes or majority opinion. Agencies may proceed with a preferred alternative where it best meets the stated Purpose and Need, provided environmental impacts are adequately evaluated and disclosed.
3/24/2026	Anonymous User	Online Comment	The benefits of this project are uncertain, but the harms are clear. That imbalance should guide decisions.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	This proposal risks deepening social and economic divides. Transportation should be a bridge, not a barrier.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/24/2026	Anonymous User	Online Comment	The environmental impact of this project will extend far beyond construction. Increased vehicle use will have lasting effects.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize, or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/24/2026	Anonymous User	Online Comment	Expanding highways has consistently led to more traffic over time. This is well-documented. We should not expect a different outcome here.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times, and reduce congestion in general purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	This project feels disconnected from the needs of the community. It does not reflect what many people are asking for.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	Investing in public transit would address congestion more effectively. It would also provide broader access and long-term benefits.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	We've seen similar projects fail to deliver meaningful improvements. It's disappointing to see those lessons ignored here.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	This plan creates a transportation system divided by income. Those who can afford to pay move faster, while others are left behind. That's not equitable or just.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	The communities along this corridor are being asked to carry an unfair burden. Displacement, noise, and disruption are real impacts that cannot be minimized. These are people's homes and lives.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/24/2026	Anonymous User	Online Comment	It's hard to overlook the environmental consequences of expanding highway capacity. More lanes lead to more driving, which increases emissions and worsens air quality. That's a step backward.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times, and reduce congestion in general purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. The EA also analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize, or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/24/2026	Anonymous User	Online Comment	The claim that toll lanes will ease congestion doesn't hold up under scrutiny. In many places, they simply shift traffic patterns without reducing overall volume. What remains is a more expensive and inequitable system.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	Communities deserve investment that strengthens them, not projects that tear them apart.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	Ultimately, this project does not reflect a vision of transportation that is equitable, sustainable, and community-centered.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	We should be exploring alternatives that align with broader community goals.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/24/2026	Anonymous User	Online Comment	The potential benefits do not clearly outweigh the costs.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	This approach risks normalizing inequality in public infrastructure.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	The project's impact on local communities is too great to ignore. Based on the meetings, you are ignoring them.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. TDOT is committed to staying engaged with the community throughout this process.
3/24/2026	Anonymous User	Online Comment	We should be investing in infrastructure that supports long-term growth and sustainability. This isn't it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	The financial model raises questions about who ultimately benefits.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	The environmental consequences extend beyond immediate construction impacts. I want to see this addressed in detail.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize, or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis, and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and at the public hearings.
3/24/2026	Anonymous User	Online Comment	We need transportation systems that are resilient and forward-looking. This does not meet that standard.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	This approach prioritizes short-term convenience over long-term sustainability. That's not responsible planning.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	The disruption to neighborhoods is a serious concern. These are places where people live and build their lives.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize, or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis, and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and at the public hearings. Additionally, TDOT is committed to working with the community as the proposed Project moves forward to address concerns and implement the mitigation commitments outlined in the EA. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/24/2026	Anonymous User	Online Comment	We should prioritize solutions that are inclusive and accessible to all.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	This project will lock us into outdated infrastructure patterns.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	The voices of affected communities should be central to this discussion. You say you want our feedback, but know, we feel sidelined and unheard.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires TDOT make earnest efforts to inform and engage the public. As detailed in Chapter 4 and Appendix X within the Environmental Assessment (EA). TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback, and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: -Public information meetings and hearings held at accessible locations and times; -A project website with regularly updated materials; -Multiple comment periods exceeding minimum NEPA requirements; -Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; -Availability of multiple methods for submitting comments, including online, written, and verbal options. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	This proposal does not address the root causes of congestion. It simply layers on another mechanism.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	The benefits appear concentrated, while the impacts are widespread. That imbalance is problematic.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	The environmental footprint of this project is significant. That cannot be overlooked.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize, or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis, and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and at the public hearings. Additionally, TDOT is committed to working with the community as the proposed Project moves forward to address concerns and implement the mitigation commitments outlined in the EA. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/24/2026	Anonymous User	Online Comment	We should be cautious about committing to long-term agreements that may not serve the public interest.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	Investing in transit would provide more reliable and equitable benefits. It's a more sustainable path.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	The concept of paying for faster travel raises important ethical questions (as does literally every way you have approached this project). Access to mobility should not depend on income.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	Communities along the route deserve stability, not disruption. This project threatens that stability.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize, or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis, and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and at the public hearings. Additionally, TDOT is committed to working with the community as the proposed Project moves forward to address concerns and implement the mitigation commitments outlined in the EA. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/24/2026	Anonymous User	Online Comment	This approach feels reactive rather than strategic. We should be planning for the future, not repeating the past.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	The promise of improved traffic flow is not enough to justify the costs. We need evidence-based solutions.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize, or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis, and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and at the public hearings. During the EA, impacts are evaluated, including potential noise, air quality, and flooding impacts on the surrounding community's quality of life. Potential adverse impacts are mitigated using measures outlined in the environmental commitments proposed for the project
3/24/2026	Anonymous User	Online Comment	Environmental impacts are often underestimated in projects like this. Despite people in my neighborhood repeatedly discussing flooding concerns, those have not been adequately addressed.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize, or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis, and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and at the public hearings. During the EA, impacts are evaluated, including potential noise, air quality, and flooding impacts to the surrounding community's quality of life. Potential adverse impacts are mitigated using measures outlined in the environmental commitments proposed for the project

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	This plan risks deepening existing inequalities. Transportation should be a unifying system, not a dividing one.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	The lack of widespread public support is telling. People are not convinced this is the right path forward.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives and extensive documentation of potential impacts from a proposed Project within the Environmental Assessment (EA). In addition to the requirements above, NEPA requires TDOT to make earnest efforts to inform and engage the public and collect feedback to inform the development, screening, and identification of alternatives. While TDOT recognizes the diversity of views expressed, including opposition to the proposed Project and preferences for alternative transportation strategies, NEPA does not require agencies to adopt those preferences where environmental impacts have been appropriately disclosed, and the Project meets its stated Purpose and Need. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities, and consideration of public input. NEPA does not require agencies to base decisions on polling outcomes or majority opinion. Agencies may proceed with a preferred alternative where it best meets the stated Purpose and Need, provided environmental impacts are adequately evaluated and disclosed.
3/24/2026	Anonymous User	Online Comment	We should be asking whether this is the best use of resources. There are alternatives that could provide greater benefits.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize, or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis, and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and at the public hearings. During the EA, impacts are evaluated, including potential noise, air quality, and flooding impacts to the surrounding community's quality of life. Potential adverse impacts are mitigated using measures outlined in the environmental commitments proposed for the project
3/24/2026	Anonymous User	Online Comment	This proposal seems out of step with broader efforts to address climate change. Expanding highways runs counter to those goals.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize, or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis, and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and at the public hearings. During the EA, impacts are evaluated, including potential noise, air quality, and flooding impacts on the surrounding community's quality of life. Potential adverse impacts are mitigated using measures outlined in the environmental commitments proposed for the project
3/24/2026	Anonymous User	Online Comment	The reliance on paid lanes introduces a financial barrier to mobility. That's not a fair or inclusive approach.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	It's concerning that the benefits are uncertain while the impacts are clear. That imbalance should give decision-makers pause.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize, or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis, and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and at the public hearings. During the EA, impacts are evaluated, including potential noise, air quality, and flooding impacts on the surrounding community's quality of life. Potential adverse impacts are mitigated using measures outlined in the environmental commitments proposed for the project
3/24/2026	Anonymous User	Online Comment	The scale of disruption required for this project is significant. Once communities are destroyed, they cannot easily be restored.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/24/2026	Anonymous User	Online Comment	If the goal is to reduce congestion, we need to focus on reducing the number of cars on the road. Public transit investments would move us in that direction.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/24/2026	Anonymous User	Online Comment	This project risks repeating the same planning mistakes that have fragmented communities in the past. We should be learning from history, not recreating it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	The long-term environmental consequences of expanding highway infrastructure are well documented. More lanes lead to more cars, plain and simple.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

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3/24/2026	Anonymous User	Online Comment	This feels less like a transportation solution and more like a financial arrangement. The structure benefits private interests in ways that are hard to justify.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost feasible transportation option along I 24 that offers travel time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/24/2026	Anonymous User	Online Comment	Expanding transit options would do far more to address congestion than this proposal. The fact that many impacted residents oppose this plan should carry significant weight. Their lived experience matters. Ignoring those voices undermines trust.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/24/2026	Anonymous User	Online Comment	Residents deserve solutions that improve quality of life, not ones that add stress and uncertainty.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	We've heard promises like this before (faster commutes, less congestion) but the results rarely match the claims. Paid lanes tend to shift traffic rather than reduce it. Meanwhile, the costs are very real.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	This project sends a troubling message about equity. Mobility becomes a privilege rather than a shared public resource. That's not consistent with the values many of us want to uphold.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	Communities along this corridor are being asked to sacrifice far too much. Homes, local businesses, and neighborhood cohesion are all at risk. These are not abstract impacts—they are deeply personal.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/24/2026	Anonymous User	Online Comment	It's difficult to justify the environmental tradeoffs of this project. Increased highway capacity encourages more driving, which leads to more emissions. If we're serious about sustainability, this is the wrong direction.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	The notion that adding paid lanes will fix congestion ignores decades of transportation research. Traffic tends to expand to fill available space. What we're left with is a more expensive, more divided system that favors those who can pay.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times, and reduce congestion in general purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. Additionally, the proposed project fully incorporates transit options and services that will be able to operate for free in the Choice Lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/24/2026	Anonymous User	Online Comment	This proposal raises serious concerns about who truly benefits. A privately operated toll system embedded in public infrastructure shifts priorities away from the common good. We're being asked to accept disruption and long-term consequences without clear evidence of meaningful traffic relief. Other regions have tried similar approaches with limited success. We should not repeat their mistakes.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT has engaged partner agencies in other states, including Georgia, to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts.
3/24/2026	Anonymous User	Online Comment	The people who live in the affected communities are overwhelmingly opposed to this project. That should matter. Instead, it feels like decisions are being made behind closed doors to benefit a select few.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act of 1969 (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	The environmental impact alone should give us pause. Expanding highways encourages more driving, more emissions, and more sprawl. If we are serious about sustainability, we should be investing in transit, not doubling down on outdated solutions.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/24/2026	Anonymous User	Online Comment	This plan feels fundamentally unjust. It creates a fast lane for the wealthy and leaves everyone else stuck in worsening traffic. That's not how public infrastructure should work. We should be uniting communities, not dividing them by income.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/24/2026	Anonymous User	Online Comment	The idea that choice lanes will fix traffic is simply not supported by evidence. What this really creates is a system where wealth determines mobility. That's not transportation planning. That's just economic segregation on asphalt.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	This project doesn't serve the public good, it serves a private company. We're being asked to give up land, community stability, and environmental health so someone else can profit. Meanwhile, traffic congestion, the actual problem, remains unsolved. Cities across the country have tried toll lanes, and they rarely deliver long-term relief. We deserve better solutions that benefit everyone, not just those who can pay.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	Have you driven into any major city that has these lanes recently? The paid lanes sit empty because that dynamic pricing means people cant afford to actually take them when they need them most. The normal, public lanes still sit at a gridlock. Please tell me how you think things will be different here! This is not the answer to the traffic problems we are having.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT has engaged partner agencies in other states, including Georgia, to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	I want to address the long-term implications of normalizing paid access to public infrastructure. If a paid highway lane is acceptable today, what is unacceptable tomorrow? Paid access to public parks for premium amenities? Tiered response times from emergency services based on insurance status? Priority school enrollment for families who subscribe to a supplemental education service? These are not hypothetical slippery slope arguments — they are the logical extension of the principle that access to public infrastructure can be tiered by willingness to pay a private fee. Where that principle is allowed to stand, it tends to spread. The line should be drawn here, clearly and publicly.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects.
3/24/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project will require a significant law enforcement presence for traffic management and incident response in the managed lane corridor. That presence has costs — personnel costs, equipment costs, overtime costs — that will fall to state and local government rather than to the private operator. It also raises questions about how incidents in the managed lanes will be handled differently from general lane incidents, whether subscription customers receive priority response, and how the division of the highway into access tiers affects the logistics of emergency response. These operational questions have not been addressed publicly, and they should be before the project proceeds.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities and thus remain part of the public interstate highway system. Emergency responders would manage incidents and enforcement of traffic laws in the Choice Lanes in the same manner as the general purpose lanes.
3/24/2026	Anonymous User	Online Comment	We are not against transportation infrastructure. We are not against investment in this corridor. We are not against progress. We are against this specific project because it fails to serve the public it claims to serve, because it benefits a private operator at the expense of our communities, because it is legally vulnerable on public use grounds, and because better alternatives exist and are being ignored. We are asking for honesty, transparency, and genuine alternatives analysis. If that is too much to ask, then the project's proponents have confirmed what we suspected: this process was never really about us.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/24/2026	Anonymous User	Online Comment	I want to address what I see as a false choice being presented to this community: accept the Choice Lanes or accept permanent congestion on I-24. That is not the actual choice. The actual choice is between this project and alternative investments that would do more to address congestion, serve more people, and produce better long-term outcomes. The false choice framing is designed to make opposition seem irresponsible — as if opposing the Choice Lanes means supporting congestion. It does not. It means demanding better solutions. The community deserves an honest presentation of the real alternatives, not a binary that forecloses the discussion before it begins.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. 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TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/24/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project has been presented as innovative. I want to examine that claim. Managed highway lanes have existed for decades. The subscription model for highway access is an incremental variation on toll roads that have existed for longer. The public-private partnership structure is standard in infrastructure finance. None of this is innovative. What would be innovative is a state government that chose transit investment over highway expansion when transit investment is demonstrably better at moving people, reducing emissions, and serving equity goals. That is the choice that requires political courage. This project requires only the political connections to secure a private contract.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	This project may create more problems than it solves. As evidenced in the comment made at a meeting that the local roads surrounding the exits aren't the problem of the development team because they aren't state roads. That possibility should be taken seriously.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the importance of improving access to I-24. The Recommended Preferred Alternative(RPA) that was presented at the recent public hearings and included in the Environmental Assessment (EA) includes modifications to existing interchanges and intersections and new interchanges along I-24 to provide a cost feasible transportation option that offers travel time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth and limited funding that slows project delivery. Additionally, TDOT has and will continue to engage regional partners to improve connections to I-24 and projects outside of the I-24 corridor.
3/24/2026	Anonymous User	Online Comment	The I-24 Choice Lanes project is not the result of a comprehensive transportation planning process that considered all available options and selected the best one. It is the result of a political process that identified a preferred outcome — a public-private highway project — and worked backward to construct the justification. That sequencing matters because it determines what alternatives were genuinely considered, what evidence was collected, and whose interests were weighted in the design. A genuine planning process starts with needs assessment and works forward to solutions. This project started with a solution and worked backward to needs assessment. The difference is visible in every aspect of how it has been presented to the public.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/24/2026	Anonymous User	Online Comment	Lets do simple moral arithmetic. On one side: the homes, communities, relationships, and stability of the people in the corridor. On the other side: the revenue of a private operator and the commute time savings of people who can afford a monthly fee. When you put those things on a scale, the outcome is not close. The people who are losing something irreplaceable are being asked to sacrifice it for the financial benefit of parties who do not need it and did not earn it through any sacrifice of their own. That moral arithmetic should be the first thing any official asks when evaluating this project, not an afterthought addressed in a community impact assessment.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/24/2026	Anonymous User	Online Comment	I want to address the project's relationship to Tennessee's stated economic development goals. Tennessee competes for business investment against other states. The quality of life and infrastructure in the state's major metro areas is a factor in that competition. A Nashville that destroys working-class neighborhoods to build paid highway lanes is not more competitive — it is less livable for the workforce that makes businesses function. The executives who decide where to locate facilities are not choosing based on whether there is a paid highway lane. They are choosing based on talent availability, quality of life, and community stability. This project undermines all of those factors.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/24/2026	Anonymous User	Online Comment	The benefits of this project are unclear, but the harms are obvious. That should guide your decisions.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

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3/24/2026	Anonymous User	Online Comment	Choice lanes introduce a pay-to-play dynamic that undermines equity.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	We have an opportunity to invest in real solutions like transit. This project misses that opportunity.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/24/2026	Anonymous User	Online Comment	The voices of affected residents are being overlooked. That's deeply concerning.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires TDOT to make earnest efforts to inform and engage the public. As detailed in Chapter 4 and Appendix X within the Environmental Assessment (EA). TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations, and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: Public information meetings and hearings are held at accessible locations and times. A project website with regularly updated materials; Multiple comment periods exceeding minimum NEPA requirements; Direct outreach to community organizations, neighborhood groups, and stakeholders along the project corridor; Availability of multiple methods for submitting comments, including online, written, and verbal options. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions, and engaging local elected officials to share updates with their constituents.
3/24/2026	Anonymous User	Online Comment	Toll lanes create division, not relief. That's the opposite of what we need.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	The impact on neighborhoods will be severe and lasting. That should not be taken lightly.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.

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3/24/2026	Anonymous User	Online Comment	Traffic congestion requires innovative solutions, not more lanes. This is a step backward.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	The idea that this will meaningfully reduce traffic is not supported by strong evidence. You have the fancy graphics and projections, but it's not backed by what has happened in other cities.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times, and reduce congestion in general purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. Additionally, the proposed project fully incorporates transit options and services that will be able to operate for free in the Choice Lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT has engaged partner agencies in other states to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts.
3/24/2026	Anonymous User	Online Comment	The project's structure raises concerns about accountability. Private involvement can complicate oversight.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate, and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads. TDOT would maintain accountability and oversight of the P3 and Choice Lanes operations. TDOT will develop contractual requirements the P3 must meet, including user fee thresholds, maintenance, enforcement and operations. Annual reports will be submitted to TDOT and the Transportation Modernization Board (TMB) to ensure transparency in how the system is performing and how revenues are managed. Additionally, TDOT will produce regular reports to provide oversight and accountability for the public.
3/24/2026	Anonymous User	Online Comment	The project appears to prioritize revenue generation over actual transportation outcomes. That's a fundamental issue.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	The lack of community support should be a red flag. This is not a project people are asking for.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/24/2026	Anonymous User	Online Comment	This project reflects misplaced priorities. We can and should do better.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/24/2026	Anonymous User	Online Comment	Environmental concerns are being downplayed, but they are significant. This project will increase emissions and harm ecosystems.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/24/2026	Anonymous User	Online Comment	The impact on local communities is profound and deeply concerning. It does not feel like anyone working on this project cares at all about this aspect.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community.
3/24/2026	Anonymous User	Online Comment	The disruption to neighborhoods will have lasting consequences. And not in a good way. Why is this not being addressed adequately?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has been working to identify solutions to growing congestion along I-24, beginning with a Multimodal Corridor Study in 2015 to identify long-term multimodal and congestion challenges along the entire I-24 corridor from Kentucky to Georgia. In 2022, TDOT completed the Congestion Action Plan, which recommended improvements on I-24 Southeast, including managed lanes, interchange improvements, and ramp metering. Based on these recommendations, TDOT began analyzing Choice Lanes in 2024 by conducting an Environmental Assessment (EA). TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings March 3, 4, and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses, and the surrounding community. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses , and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions, and explain the next steps. No action will be taken without direct communication with the property owner.
3/24/2026	Anonymous User	Online Comment	Highway infrastructure should prioritize solutions that serve the greatest number of people. Expanding transit options would do far more to address congestion than this proposal.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.

Date	Name	Source	Comment	Response
3/25/2026	Linda Wagner	Online Comment	I don't support Choice Lanes I-24 project. A Governing Magazine story noted that "The plan isn't likely to reduce congestion ..." And "...isn't likely to reduce congestion on urban highways overall, especially in areas like Nashville, one of the fastest-growing cities in the country. ... if the state uses new funding to add more general-purpose highway lanes elsewhere, it's only likely to induce demand and make congestion worse in the long run."(5-1-23 Jared Brey, Governing) Lanes depending on high speeds mean more accidents. On/off ramps have long been danger zones due to wrong way traffic & never re-designed by TDOT. Many Choice Lanes will be aerial (non-grid level) prone to winter weather freezing and icing. Quality housing & local businesses now owned and serving many long term residents & taxpayers will be bulldozed. Invest 4.5 billion dollars on commuter & light rail. Move TN to next level transportation. End over reliance on highway construction contracts	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. The EA includes a traffic analysis detailing the methodologies to assess the operational benefits of the proposed I-24 Southeast Choice Lanes and a No-Build scenario with no improvements. The traffic analysis shows growing levels of congestion for both the Opening Year of 2032 and the Design Year of 2052. While the Recommended Preferred Alternative (RPA) is not a guaranteed solution for traffic, the only guarantee is traffic conditions on I-24 will continue to worsen. TDOT has conducted an extensive review and determined the RPA would increase capacity and improve travel times along I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro.
3/25/2026	Anonymous User	Online Comment	We should aim for transportation solutions that are inclusive, sustainable, and responsive to community needs. This project does not do any of that.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. The EA includes a traffic analysis detailing the methodologies to assess the operational benefits of the proposed I-24 Southeast Choice Lanes and a No-Build scenario with no improvements. The traffic analysis shows growing levels of congestion for both the Opening Year of 2032 and the Design Year of 2052. While the Recommended Preferred Alternative (RPA) is not a guaranteed solution for traffic, the only guarantee is traffic conditions on I-24 will continue to worsen. TDOT has conducted an extensive review and determined the RPA would increase capacity and improve travel times along I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro.
3/25/2026	Anonymous User	Online Comment	The introduction of toll lanes may set a precedent for future projects. That broader impact should be considered.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/25/2026	Anonymous User	Online Comment	This proposal does not fully consider the benefits of reducing demand rather than increasing supply.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. The EA includes a traffic analysis detailing the methodologies to assess the operational benefits of the proposed I-24 Southeast Choice Lanes and a No-Build scenario with no improvements. The traffic analysis shows growing levels of congestion for both the Opening Year of 2032 and the Design Year of 2052. While the Recommended Preferred Alternative (RPA) is not a guaranteed solution for traffic, the only guarantee is traffic conditions on I-24 will continue to worsen. TDOT has conducted an extensive review and determined the RPA would increase capacity and improve travel times along I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro.
3/25/2026	Anonymous User	Online Comment	The reliance on car-based solutions limits our ability to explore more sustainable alternatives.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. The EA includes a traffic analysis detailing the methodologies to assess the operational benefits of the proposed I-24 Southeast Choice Lanes and a No-Build scenario with no improvements. The traffic analysis shows growing levels of congestion for both the Opening Year of 2032 and the Design Year of 2052. While the Recommended Preferred Alternative (RPA) is not a guaranteed solution for traffic, the only guarantee is traffic conditions on I-24 will continue to worsen. TDOT has conducted an extensive review and determined the RPA would increase capacity and improve travel times along I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro.

Date	Name	Source	Comment	Response
3/25/2026	Anonymous User	Online Comment	The potential for environmental harm should be a central consideration, not an afterthought.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those efforts. Chapter 3 of the EA includes detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/25/2026	Anonymous User	Online Comment	The introduction of paid lanes changes the nature of public roads. It raises questions about access and fairness.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/25/2026	Anonymous User	Online Comment	There is a growing body of evidence supporting transit-oriented solutions. This project does not align with that trend.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/25/2026	Anonymous User	Online Comment	The social fabric of communities will be disrupted by large infrastructure projects. That impact should not be underestimated.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/25/2026	Anonymous User	Online Comment	This approach does not fully address the needs of non-drivers. A comprehensive system should include options for everyone.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.

Date	Name	Source	Comment	Response
3/25/2026	Anonymous User	Online Comment	The environmental review process should be thorough and transparent. Despite all that is on the website, it's not at all transparent.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those efforts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/25/2026	Anonymous User	Online Comment	The proposed displacement for businesses and homes is a serious concern. Even a small number of affected businesses and households represent a significant impact. This is not being adequately addressed in the materials on the website or in the meetings.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/25/2026	Anonymous User	Online Comment	The emphasis on roadway expansion reflects an older model of transportation planning. Why are we staying stuck in the past? Evidence has shown this does not work in other cities. What makes you think it will work in this one?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/25/2026	Anonymous User	Online Comment	This proposal does not reduce overall vehicle miles traveled. Without that reduction, congestion and emissions will remain challenges. Why are we not looking at public transit options?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/25/2026	Anonymous User	Online Comment	This project may create expectations that are difficult to meet. If promised improvements do not materialize, what is your plan?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those efforts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. While the EA includes projections for future traffic levels and performance of the RPA, those are projections and not guaranteed. They are calculated using formulas and techniques to inform decisions based on the best information available. TDOT is confident the Choice Lanes will perform at a level that meets the proposed Project's Purpose & Need and delivers relief to the I-24 corridor.

Date	Name	Source	Comment	Response
3/25/2026	Anonymous User	Online Comment	Environmental sustainability should be a guiding principle in modern infrastructure planning. This project does not align well with that principle.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those efforts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. While the EA includes projections for future traffic levels and performance of the RPA, those are projections and not guaranteed. They are calculated using formulas and techniques to inform decisions based on the best information available. TDOT is confident the Choice Lanes will perform at a level that meets the proposed Project's Purpose & Need and delivers relief to the I-24 corridor.
3/25/2026	Anonymous User	Online Comment	I work at the Southeast Campus of Nashville State Community College. I am concerned about the traffic and ease of access to the entrances and exits of the campus (now off Hickory Hollow Parkway) for students and staff. KIPP High School also has a campus next to ours. Removing the Hickory Hollow entrance light to the campus would mean entering and exiting only off Bell Road. From the west this means turning left without a light across two lanes of traffic = dangerous.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) presented at the public hearings is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. The RPA does not call for removing a traffic signal at Hickory Hollow Parkway. Detailed maps of the RPA are available on the project website showing proposed improvements.
3/25/2026	Anonymous User	Online Comment	We should be thinking about transportation in a holistic way. That includes land use, environmental impact, and social equity. This project seems narrowly focused on roadway capacity, without addressing these broader factors.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/25/2026	Anonymous User	Online Comment	The lack of clear, consistent public support is another concern. Projects of this magnitude should have strong community backing. It is disconcerting that you are pushing forward without it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act of 1969 (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyers distributions and engaging local elected officials to share updates with their constituents. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/25/2026	Anonymous User	Online Comment	Equity should be a central consideration in any transportation project. This proposal, however, appears to move in the opposite direction. By creating faster options for those who can pay, it reinforces existing disparities.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.

Date	Name	Source	Comment	Response
3/25/2026	Barbara Wagner	Online Comment	The choice lanes project is a TERRIBLE idea. You are planning to destroy and disfigure established suburban residential areas. I live in Glen Cliff and we don't want the interstate to encroach any further. Get with the current century and put in trains from Nashville to Murfreesboro!!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Before beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize , or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance , and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/25/2026	Anonymous User	Online Comment	I work in Antioch off the Bell Rd exit driving all the way from Springfield TN. My drive is typically anywhere from 42 min to 1 hr 10 min. As much as I would love a shorter commute I have serious concerns about a project like this. Foremost being how much worse will traffic be during construction? While I understand traffic congestion and accidents have heavily affected this area in recent years a project of this scale seems very radical. I would also be curious as to the price of the choice lanes; I personally believe everyone should benefit from a project of this scale. So what about people who make less money or have a tight budget? It the price is low what will prevent the choice lanes from becoming congested? While I am not completely against the project I would be remiss to not voice my concerns	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia have embraced similar models to deliver Choice Lanes projects. However, the Choice Lanes would be completely optional, and all general-purpose and HOV lanes would remain free to use. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology.
3/25/2026	Constance Mathews	Online Comment	One of the access points for the Choice Lanes will start at Nashville State Community College's Southeast Campus. NSCC already has terrible traffic congestion with people cutting through our parking lot and access road to access the major roads near us. Putting a Choice Lanes entrance there will only exacerbate the problem. Also, the new Pan Asia Supermarket is a wonderful addition to the neighborhood and we should not destroy it just to make interstate lanes that can only be used by a select few people. Furthermore, unless the rail bridge over Bell Road is also replaced, it is completely useless to replace the I-24 bridge over Bell Road. That intersection is awful and needs to be completely reworked, but not by adding Choice Lane entrance and exit ramps to an already horribly congested intersection.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/25/2026	Anonymous User	Online Comment	This project raises important ethical questions about how we allocate resources. Should we be investing in infrastructure that benefits a limited group, or in solutions that serve the broader population? Public transit investments, for example, can provide widespread benefits without introducing financial barriers.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia have embraced similar models to deliver Choice Lanes projects. However, the Choice Lanes would be completely optional, and all general-purpose and HOV lanes would remain free to use. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/25/2026	Anonymous User	Online Comment	Community disruption is one of the most tangible consequences of highway expansion. Streets are rerouted, noise levels increase, and the sense of place can be diminished. These changes affect daily life in ways that are hard to quantify but deeply felt. Residents deserve to have these impacts fully considered.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.

Date	Name	Source	Comment	Response
3/25/2026	Anonymous User	Online Comment	The environmental implications of this project extend beyond emissions. Construction itself can disrupt ecosystems, increase runoff, and degrade local air and water quality. These impacts are often difficult to reverse. It's important to consider the full lifecycle of the project, not just its immediate effects.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/25/2026	Anonymous User	Online Comment	In looking at similar projects across the country, a pattern emerges: paid lanes often fail to deliver lasting congestion relief. They may offer temporary improvements, but over time traffic levels return. Meanwhile, the financial and social costs remain. We should take these lessons seriously before committing to a similar approach.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/25/2026	Anonymous User	Online Comment	The framing of this project as a "choice" is misleading when many people will not realistically have that choice. The lanes are only an option if you can afford them regularly. For many working families, that simply isn't feasible. What we're left with is a system where financial means dictate travel experience. That's not a fair or inclusive model for public infrastructure.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia have embraced similar models to deliver Choice Lanes projects.
3/25/2026	Anonymous User	Online Comment	Ultimately, this project seems to address the symptoms of congestion rather than its root causes. It does not reduce the number of cars on the road or provide viable alternatives. Instead, it rearranges traffic in a way that benefits some more than others. We should be aiming for solutions that are comprehensive, equitable, and sustainable.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Before beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/25/2026	Anonymous User	Online Comment	There is also a risk that this project will lock us into a particular model of transportation for decades. Infrastructure investments of this scale are not easily reversed. If the choice lanes fail to deliver the expected benefits, we may still be bound by long-term agreements. That lack of flexibility is concerning.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.

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3/25/2026	Anonymous User	Online Comment	It is worth questioning whether this project reflects the priorities of the community. Many of the people who live along the corridor have expressed opposition. Their concerns about displacement, environmental impact, and equity should be taken seriously. Moving forward without broad public support undermines trust and raises questions about whose voices are being heard.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. Additional steps will be taken once a private-sector partner is selected to determine appropriate mitigation steps as the design progresses forward. TDOT is committed to staying engaged with the community throughout this process. TDOT will also work to build trust before, during and after construction of the Choice Lanes and work with the community.
3/25/2026	Anonymous User	Online Comment	This plan creates a two-tiered transportation system that favors those who can afford to pay. That raises important questions about fairness and access. Public infrastructure is supposed to serve everyone equally, not create advantages based on income. By introducing paid lanes, we are effectively saying that some people's time is more valuable than others'. That's a troubling precedent to set.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/25/2026	Anonymous User	Online Comment	From an environmental perspective, this project is deeply problematic. Expanding highway capacity encourages more driving, which leads to increased emissions and poorer air quality. At a time when many cities are trying to reduce their carbon footprint, this proposal moves in the opposite direction. The long-term environmental costs will likely outweigh any short-term gains in travel time. We should be investing in solutions that align with sustainability goals.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Before beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/25/2026	Anonymous User	Online Comment	One of the most concerning aspects of this project is its impact on surrounding communities. Expanding a major interstate requires land, and that land often comes from established neighborhoods. Families will be displaced, local businesses disrupted, and community networks fractured. These are not temporary inconveniences—they are lasting harms. It is difficult to justify such impacts for a project that does not clearly solve the underlying issue of congestion.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina , and Georgia have embraced similar models to deliver Choice Lanes projects. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements will identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/25/2026	Anonymous User	Online Comment	The idea that adding more lanes will fix congestion has been repeatedly challenged by decades of research. Induced demand ensures that any new capacity will eventually fill up. What's especially troubling here is that we are embedding inequality into the system through tolling. Those with financial means can bypass congestion, while others cannot. Over time, this reinforces divisions rather than solving shared problems. We should be looking for solutions that reduce traffic overall, not ones that monetize it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.

Date	Name	Source	Comment	Response
3/25/2026	Anonymous User	Online Comment	This project raises fundamental concerns about who our transportation system is meant to serve. By prioritizing toll lanes operated in partnership with private interests, it shifts the focus away from the public good. We are being asked to accept major disruptions, both physical and environmental, without clear, lasting benefits. Experience from other cities shows that these lanes rarely solve congestion in a meaningful way. Instead, they create a premium option for those who can afford it, while everyone else continues to sit in traffic. That's not a comprehensive solution—it's a selective one.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT has engaged partner agencies in other states to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts.
3/25/2026	Anonymous User	Online Comment	This project falls short of what our community needs: equitable, sustainable, and people-centered transportation solutions.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general-purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/25/2026	Anonymous User	Online Comment	The impacts on neighborhoods are too great to overlook. Communities matter. People matter. This project is destroying those communities and not for a good reason.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/25/2026	Anonymous User	Online Comment	We should be prioritizing solutions that benefit the majority. This does not.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/25/2026	Anonymous User	Online Comment	Communities deserve better than this kind of disruption. And communities deserve to be respected enough to be told about the project from TDOT rather than word of mouth. The lack of communication is astounding!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires TDOT to make earnest efforts to inform and engage the public. As detailed in Chapter 4 and Appendix X within the Environmental Assessment (EA). TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: -Public information meetings and hearings held at accessible locations and times; -A project website with regularly updated materials; -Multiple comment periods exceeding minimum NEPA requirements; -Direct outreach to community organizations, neighborhood groups and stakeholders along the project corridor; -Availability of multiple methods for submitting comments, including online, written and verbal options. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions and engaging local elected officials to share updates with their constituents.

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3/25/2026	Anonymous User	Online Comment	The promise of reduced traffic is not supported by strong evidence. Have you been to Atlanta?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT has engaged partner agencies in other states, including Georgia, to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts.
3/25/2026	Anonymous User	Online Comment	This is not a sustainable approach to transportation planning.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/25/2026	Anonymous User	Online Comment	We should be investing in transit options that serve more people.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Before beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments; these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes, compared to operating in general-purpose lanes.
3/25/2026	Anonymous User	Online Comment	The idea that paid lanes will significantly improve travel times for the majority of drivers is questionable. Most people will still use the general lanes, where congestion is likely to persist.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/25/2026	Anonymous User	Online Comment	The concept of induced demand is critical here. When road capacity increases, more people choose to drive, which eventually restores congestion levels. This cycle has been observed repeatedly. It calls into question the effectiveness of adding lanes as a long-term strategy.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times, and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.

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3/25/2026	Anonymous User	Online Comment	There is also concern about the long-term financial implications. If toll revenue does not meet expectations, will taxpayers be responsible for covering the shortfall? These risks should be clearly addressed before moving forward.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. The P3 would bear the investment costs needed to deliver and maintain the Choice Lanes, thus reducing the risk to Tennessee taxpayers. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/25/2026	Anonymous User	Online Comment	If the goal is to reduce congestion, there are more effective and equitable ways to do so. Investments in public transit (such as light rail or expanded bus service) can move more people using less space. These options also provide access to those who may not be able to afford the "dynamic pricing" or even own a car. It's a more inclusive approach to mobility.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Before beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/25/2026	Anonymous User	Online Comment	No choice lanes. But if choice lanes it should not be funded by a private-sector. Non goverment entities should not make profit off of choice lanes. Goverment should fund it and collect only the amount of money to recouge costs plus maintain the lanes	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. TDOT will manage and be responsible for user fee collection, and all user information would remain with the state. Currently, TDOT's annual work program has a budget of $1.2 billion, and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia have embraced similar models to deliver Choice Lanes projects.
3/25/2026	Anonymous User	Online Comment	The balance between efficiency and equity is important. This project appears to prioritize one over the other.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/25/2026	Anonymous User	Online Comment	TDOT has not done due diligence in communicating about this project. The amount of people I have spoken to that drive the I-24 corridor every day that had no idea about the choice lanes is astounding! It feels like those planning this project know it's going to be opposed by the people so they are keeping it quiet until it is too late.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires TDOT to make earnest efforts to inform and engage the public. As detailed in Chapter 4 and Appendix X within the Environmental Assessment (EA). TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: -Public information meetings and hearings held at accessible locations and times; -A project website with regularly updated materials; -Multiple comment periods exceeding minimum NEPA requirements; -Direct outreach to community organizations, neighborhood groups and stakeholders along the project corridor; -Availability of multiple methods for submitting comments, including online, written and verbal options. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions and engaging local elected officials to share updates with their constituents.

Date	Name	Source	Comment	Response
3/25/2026	Anonymous User	Online Comment	The disruption caused by this project will be felt for years to come. This has not been addressed in the materials. Grand you have a "projection" for drive times years from now, but what about between now and then? How much longer will the commute be while construction is happening?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed.
3/25/2026	Anonymous User	Online Comment	The risk of overestimating benefits is real. Projections do not always match actual outcomes. Have you seen Atlanta?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. While the EA includes projections for future traffic levels and performance of the RPA, those are projections and not guaranteed. They are calculated using formulas and techniques to inform decisions based on the best information available. TDOT is confident the Choice Lanes will perform at a level that meets the proposed Project's Purpose & Need and delivers relief to the I-24 corridor. TDOT has engaged partner agencies in other states, including Georgia, to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts.
3/25/2026	Anonymous User	Online Comment	The environmental degradation associated with this project is significant.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those impacts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/25/2026	Anonymous User	Online Comment	This proposal does not reflect the priorities of the community.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use them, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, fewer cars will be in the existing general purpose lanes, which will remain free to use, and congestion will be lower.
3/26/2026	Jessalynn Whyte	Online Comment	Please, please reconsider this entire project. Not only do choice lanes increase inequity among our citizens and visitors, they also prioritize individual motorists instead of focusing on what TN needs most drastically - MASS transit. Nashvillians have been begging for decades for more efficient mass transit options- to spend all this time and money on dedicated pay-to-use lanes is NOT the solution. To disrupt homes, local businesses, and civic areas for more transportation avenues, I would much prefer to see a rail option that moves people, rather than continue to encourage automobile usage. From all the comments, what is TDOT's understanding of the percentage of people in the area who want this versus those opposed? The vast majority of people I've heard from are extremely unhappy about the current plan. It is not innovative and will disrupt and damage neighborhoods permanently, while still seeing increased congestion in the years to come, per TDOT's own data. PLEASE do not do this.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/26/2026	Anonymous User	Online Comment	I personally believe that the use of Federal and State funds to create a "pay as you go" highway (or section of highway) goes against everything that the United states interstate system was intended. If your process of payment is anything like the red light cameras, then I can expect that the private contractor will pocket most of the proceeds, and the State and local governments will see a pittance. This is just another way to privatize things that should be publicly paid for the common good. I am firmly against this proposal.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/26/2026	Andrew Guinn	Online Comment	I am against this project. Infrastructure should be built by the public, for the public and should not be owned, operated and profited on by any private entity. To even suggest such a project should be criminal as you are attempting to rob taxpayers to create profits for a corporation. Shame on you for even thinking of this. And then, once you actually look at this plan? No way. There's no way it's better to pay for double intersections and all the other additional nonsense associated with this project than it is to just build the road out and let us all use it. And there's no way you should get to take so many properties and already existent businesses to create this boondoggle that will only benefit a very few. And there's no way you should get to use our tax dollars to do this. As for a question you can specifically respond to: How is this not literally highway robbery?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/26/2026	Anonymous User	Online Comment	The long-term consequences of this project extend beyond traffic patterns. They influence land use, economic development, and environmental health. These interconnected factors should be part of the conversation. It's not just about getting from point A to point B.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA details findings of several technical reports and studies that evaluate many factors, including land use, traffic patterns, socio-economics, environmental resources and more. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community.
3/26/2026	Anonymous User	Online Comment	If this project is truly beneficial, why does it rely so heavily on payment to function? That alone suggests the benefits are not evenly distributed. A system that depends on user fees inherently excludes some people. That's not a strong foundation for public infrastructure.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/26/2026	Monique Moultrie	Online Comment	I live in North Nashville and commute to Atlanta weekly. I could see the Choice Lanes being successful here and I already pay for Georgia Peach Pass. I am concerned that the area running through Antioch did not interact with the new development of the Asian community center just built there. The route would greatly impact them. I am also concerned about the cost for TN residents. If it's not economically an option it will just become another Tesla loop for the wealthy of the city which will do very little to actually impact traffic congestion.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/26/2026	Anonymous User	Online Comment	we should be striving for transportation solutions that are equitable, sustainable, and responsive to real needs. This project raises questions on all three fronts. It's important to consider whether it truly meets those standards before moving forward.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA details findings of several technical reports and studies that evaluate many factors, including land use, traffic patterns, socio-economics, environmental resources and more. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community.
3/26/2026	Anonymous User	Online Comment	This approach does not fully consider the benefits of reducing demand. Encouraging alternative modes of transportation could be more effective. Why are we not focusing there? It's a missed opportunity.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.
3/26/2026	Anonymous User	Online Comment	This proposal raises questions about long-term maintenance costs. Expanded infrastructure requires ongoing investment. Are we prepared for those expenses? It's important to consider the full lifecycle.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/26/2026	Anonymous User	Online Comment	The voices of impacted communities should be central, not secondary. Their experiences provide valuable insight. Ignoring them risks making poor decisions. Engagement must be meaningful.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires TDOT to make earnest efforts to inform and engage the public. As detailed in Chapter 4 and Appendix X within the Environmental Assessment (EA). TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: -Public information meetings and hearings held at accessible locations and times; -A project website with regularly updated materials; -Multiple comment periods exceeding minimum NEPA requirements; -Direct outreach to community organizations, neighborhood groups and stakeholders along the project corridor; -Availability of multiple methods for submitting comments, including online, written and verbal options. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyer distributions and engaging local elected officials to share updates with their constituents.
3/26/2026	Rich Seiling	Online Comment	I am strongly opposed to the choice lanes and want this project canceled. It will not help with the issues that Murfreesboro computers have, and in fact will make it worse. The typical worker from Murfreesboro will not be able or willing to pay for the privilege of the choice lane, and this choice lane will create a two tiered system where wealthy Tennesseans can bypass traffic while TDOT sticks the average Tennessean in more traffic which takes more of our time away from us, our families, and our children, all while making the private investor in the choice lanes more wealthy. This project will create decades of ill will and animosity towards TDOT and it will not fix the issue. Cancel the choice lanes. Tennessee does not want it, and we don't need it. It will cost Tennesseans dearly in lost time from more congestion and only benefit the pocketbooks of the private investors. It is a horrible idea. And 1000 character limit? Seriously? Is this California?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/26/2026	Anonymous User	Online Comment	This project does not appear to significantly reduce overall vehicle miles traveled. Without that reduction, congestion and emissions will remain issues. We should be targeting the root causes. This does not do that.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. The proposed Project has a defined Purpose & Need (P&N) that guides the development, screening and refinement of alternatives. The purpose of the proposed Project is to provide a cost-feasible transportation option that offers travel time advantages with user participation for both passenger and commercial vehicles13 along I-24, between I-40 south of downtown Nashville and I-840 near Murfreesboro by addressing the following transportation issues: · Capacity · Travel times · Limited funding and accelerated project delivery Based on the issues above, the proposed Project is needed to address increasing urban congestion caused by insufficient capacity, which can be defined and measured by slow travel speeds accompanied by high travel demand, weaving issues due to traffic density and geometric constraints at system-to-system interchanges and bottlenecks in critical areas along the corridor. I The P&N did not include reducing travel demand or vehicle miles traveled. The EA for the proposed I-24 Southeast Choice Lanes Project includes detailed technical analyses of impacts to social, cultural, natural and physical resources that have been identified through field verification. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. The public hearings held in March 2026 presented the findings of the EA and the Recommended Preferred Alternative (RPA). The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community.
3/26/2026	Anonymous User	Online Comment	The potential for displacement is a serious concern. Even a small number of affected households represents a significant impact. These are real people with deep ties to their communities. Their needs should be prioritized.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/26/2026	Anonymous User	Online Comment	The focus on roadway expansion reflects an older model of planning. Many regions are shifting toward multimodal systems. Why are we not embracing that approach here? It seems like a missed opportunity.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.
3/26/2026	Anonymous User	Online Comment	The environmental costs of this project extend beyond emissions. Construction can disrupt ecosystems and increase pollution in surrounding areas. These effects can last for years, if not decades. How are we fully accounting for those impacts?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). TDOT listed environmental commitments detailing mitigation plans in Chapter 5 of the EA, specifically Table 5-1 Environmental Commitments. TDOT is also committed to working with agency partners and the community to further avoid, minimize or mitigate impacts to the environment.
3/26/2026	Anonymous User	Online Comment	What message are we sending when we create lanes that only some people can afford to use? Transportation should be a shared public resource, not a tiered system. By introducing toll lanes, we are effectively prioritizing wealth over equal access. That raises important concerns about fairness.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/26/2026	Anonymous User	Online Comment	Adding lanes for a choice few who can afford to pay is shameful. Any solution for this issue should be available for every tax payer, for the taxes they pay, not spending their money on something they may not be able to use. Secondly, this is stupid. As plans developed, we have learned how disruptive to tax payers this will be, dividing developing neighborhoods and ruining citizens homes and life. You should be ashamed. Look back at what 40/65/265 did to the north Nashville neighborhoods. I have driven through areas in Pennsylvania and Rhode Island, New Jersey during peak times and witnessed the low use of paid lanes as well. Didn't solve one bit of congestion. This plan is full of negligence and greed and only the developer will profit. Wonder who they will be related to? STOP THIS NOW. Take these funds and add staff to review these road conditions and hold contractors accountable to correct the poor quality roadwork that they get away with!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/26/2026	Anonymous User	Online Comment	We want to know about the 12 bridges that will be built on the Briley Parkway/Thompson Lane interstate ramps will be removed. You don't want to listen to what anyone has to say because there are more people against this than for it. We as people in nashville will vote out anyone of our politicians that approves this and anyone we can get out of office that aligns with this. No one wants this and still you act like you are listening. People as a whole have power in their districts and will watch every person that does not listen to the voices of their district. . You will displace families, companies and restaurants for a few extra minutes.This is about making money and throwing people out of their homes .How about. A Rail? Don't say we didn't vote for it, we didn't like the plan that was offered. Come up with a new plan for rail and one that families do not have to be displaced. People will not forget what TDOT is doing here around the city of Nashville. You will not be supported.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) that was presented at the recent public hearings and included in the Environmental Assessment (EA) includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. During the project development, every existing interchange and overpass was evaluated as a potential choice lanes access point. Following the public information meetings in August 2024, the Project Team made refinements to Alternative 1 to address public and stakeholder comments and further minimize impacts to resources. Part of those refinements included relocating the Choice Lanes access point from East Thompson Lane to Briley Parkway. This was to accommodate feedback over conflicts with proposed bike and pedestrian improvements in the area. Additionally, TDOT proposed replacing bridges along I-24 to address substandard bridge conditions and flooding. Chapter 2 of the EA details the alternatives screening process, details refinements and describes the RPA features.
3/26/2026	David G. Webb	Online Comment	Traffic get worse every day and it usually bottles up more so between Harding & Haywood & Bell Rd; Truth be told something should've already been done years ago;	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed.
3/26/2026	Anonymous User	Online Comment	The toll lanes will only worsen commute times	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/26/2026	Erin Bell	Online Comment	This is a horrible idea and public theft of funds. Anyone who approves of this should never hold office or work on public infrastructure again. Horrible idea. This is absolute trash and I hope it never passes and gets built. Who in our state or city government is advocating for this horrible plan?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/26/2026	Anonymous User	Online Comment	I appreciate the opportunity to comment on the I-24 Choice Lanes project. As Tennessee's first managed lanes project to be delivered through a public-private partnership, this represents an important step toward exploring innovative solutions to improve mobility and reliability on one of our region's most critical corridors. A more dependable I-24 supports our workforce, businesses, and long-term economic growth. Thank you for considering my feedback.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.

Date	Name	Source	Comment	Response
3/26/2026	Anonymous User	Online Comment	The emphasis on capacity over efficiency is worth examining. More lanes do not always mean better flow. Efficiency can be achieved through other means. This project seems to overlook that.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I 24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.
3/26/2026	Anonymous User	Online Comment	This project could divert attention from more innovative solutions. When resources are committed to large-scale highway projects, it can limit experimentation. That's a missed opportunity for progress.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/26/2026	Anonymous User	Online Comment	The idea of "relief" is central to this proposal, but it's not clear that it will be widely felt. If only a subset of drivers benefit, the overall impact may be limited. That raises questions about effectiveness.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/26/2026	Anonymous User	Online Comment	The complexity of this project makes it difficult for the average resident to fully understand its implications. Efforts should be made to improve clarity and accessibility.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). NEPA also includes requirements to make project materials and information accessible to the public. TDOT understands that a project of this size and complexity can be difficult for the general public to understand, and we agree that clarity and accessibility are essential for meaningful public participation. TDOT has made its efforts to provide ample opportunities for the public to access project materials and information and engage the Project Team to ask questions and better understand the complexities of the proposed Project. The EA was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. TDOT is committed to consistently engaging the public and refining messaging and materials to increase accessibility and understanding of the proposed Project.
3/26/2026	Anonymous User	Online Comment	The potential for community fragmentation is significant. Highways can act as physical and social barriers. Expanding them can deepen those divisions. That impact does not seem to be acknowledged.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/26/2026	Anonymous User	Online Comment	There's a philosophical question at the heart of this proposal: what is the purpose of public infrastructure? If the answer includes equity and accessibility (which it should), this project falls short.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/26/2026	Anonymous User	Online Comment	The environmental tradeoffs of this project are not just local—they contribute to broader challenges. Climate change is a global issue, and transportation plays a significant role. We should be mindful of that connection. This project does not seem aligned with that awareness.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). TDOT evaluated air quality and related environmental effects for the proposed I-24 Southeast Choice Lanes Project in accordance with NEPA, the Clean Air Act, and applicable FHWA regulations and guidance.The EA includes an air quality analysis prepared in accordance with the Clean Air Act and FHWA guidance, including evaluation of Mobile Source Air Toxics (MSATs). Consistent with FHWA's long-standing approach to MSAT analysis, the EA provides a qualitative discussion of MSAT impacts and relies on the best available information regarding national emissions trends and regulatory programs. The EA explains that MSAT emissions under both the No Build and Build alternatives are projected to decrease over time due to federally mandated vehicle emissions standards, fuel control programs, and fleet turnover, even as overall vehicle miles traveled increase. This approach reflects FHWA guidance, which recognizes that project-level MSAT modeling is subject to substantial uncertainty and that national emissions standards play a dominant role in long-term MSAT trends. The EA acknowledges increased vehicle activity associated with regional growth while explaining why projected future MSAT emissions are expected to be lower than existing conditions. NEPA does not require agencies to speculate about potential future changes to federal regulatory programs, nor does it require agencies to assume the rollback of emissions standards when evaluating reasonably foreseeable conditions. Agencies are entitled to rely on regulations and standards in effect at the time of analysis. Furthermore, the EA appropriately applies NEPA's "rule of reason." While MSAT science and guidance continue to evolve, FHWA guidance expressly allows qualitative analyses where quantitative modeling would not provide meaningful or reliable results. The EA therefore provides a reasoned explanation, supported by existing federal programs and guidance, for its conclusions regarding future MSAT emissions. TDOT conducted the air quality analysis required by NEPA and the Clean Air Act and applied FHWA guidance appropriately in determining the scope and methodology of the analysis.
3/26/2026	Anonymous User	Online Comment	The reliance on choice lane revenue introduces uncertainty. Economic conditions, travel patterns, and policy changes can all affect revenue streams. That unpredictability should be factored into the decision. It adds another layer of risk.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/26/2026	Anonymous User	Online Comment	This project raises questions about intergenerational impact. The decisions we make now will affect future residents. Will they inherit a system that is flexible and sustainable, or one that is rigid and costly? That's an important consideration.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes, no existing general-purpose or HOV lanes would be removed.
3/26/2026	Anonymous User	Online Comment	This project feels like a solution in search of a problem. The core issue is congestion, but the proposed fix does not directly reduce it. Instead, it redistributes it in a way that benefits certain users. That's not a true solution.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The proposed Project has a defined Purpose & Need (P&N) that guides the development, screening and refinement of alternatives. The purpose of the proposed Project is to provide a cost-feasible transportation option that offers travel time advantages with user participation for both passenger and commercial vehicles13 along I-24, between I-40 south of downtown Nashville and I-840 near Murfreesboro by addressing the following transportation issues: · Capacity · Travel times · Limited funding and accelerated project delivery Based on the issues above, the proposed Project is needed to address increasing urban congestion caused by insufficient capacity, which can be defined and measured by slow travel speeds accompanied by high travel demand, weaving issues due to traffic density and geometric constraints at system-to-system interchanges and bottlenecks in critical areas along the corridor. Chapter 2 of the EA details the alternatives screening process, details refinements and describes the RPA features.

Date	Name	Source	Comment	Response
3/26/2026	Anonymous User	Online Comment	The emphasis on speed as the primary benefit is worth questioning. Faster travel for some does not necessarily translate to better outcomes overall. In some cases, it can even create new problems. We should be cautious about prioritizing speed above all else.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/26/2026	Anonymous User	Online Comment	This proposal does not seem to reflect the diversity of transportation needs in the region. Not everyone drives, and not everyone can afford tolls. A comprehensive system should account for those differences. This one appears limited.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.
3/26/2026	Anonymous User	Online Comment	There is a risk that this project normalizes the idea of paying for basic mobility. Once that precedent is set, it can be difficult to reverse. We should think carefully about the broader implications. This is more than a single project.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.
3/26/2026	Anonymous User	Online Comment	This project may inadvertently discourage investment in alternative transportation. When so much funding is directed toward highways, other options can be sidelined. That limits innovation and reduces flexibility. A balanced approach would be more effective.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.
3/26/2026	Anonymous User	Online Comment	This proposal seems to assume that more infrastructure automatically leads to better outcomes. That's not always the case. Without addressing how people use the system, added capacity can simply create more demand. It's a cycle we've seen before.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.

Date	Name	Source	Comment	Response
3/26/2026	Anonymous User	Online Comment	The language used to describe this project is optimistic, but the underlying mechanics are less so. Terms like “choice” and “efficiency” can obscure the reality of who benefits. It’s important to look beyond the framing and examine the actual impacts.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/26/2026	Anonymous User	Online Comment	There is a growing recognition that transportation systems should reduce inequality, not reinforce it. This project appears to move in the opposite direction. By creating a pay-for-speed model, it embeds disparities into everyday travel. That’s a troubling outcome.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/26/2026	Anonymous User	Online Comment	It’s worth asking who bears the greatest risk if this project does not deliver as promised. Often, it’s the public—through disrupted communities and long-term obligations. Meanwhile, private partners may still come out ahead. That imbalance should not be ignored.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/26/2026	Anonymous User	Online Comment	This project raises the question of whether we are planning for people or for traffic. The two are not the same. A people-centered approach would prioritize accessibility, affordability, and sustainability. This proposal seems focused elsewhere.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project’s defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.
3/26/2026	Anonymous User	Online Comment	One of the most overlooked aspects of highway expansion is how it shapes future development. More lanes often encourage sprawl, which creates longer commutes and more dependency on cars. That cycle is difficult to break once it begins. We should be careful about reinforcing it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee’s growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/26/2026	Anonymous User	Online Comment	The scale of this proposal makes it feel disconnected from everyday realities. For many residents, the priority is reliable, affordable transportation—not premium lanes. This project doesn't seem to meet those basic needs. It risks missing the mark entirely.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/26/2026	Anonymous User	Online Comment	There's a real concern that this project solves a perception problem rather than an actual one. It creates the appearance of action without addressing the deeper issues behind congestion. In the long run, that kind of approach can waste both time and resources. We should be aiming for meaningful change.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/26/2026	Anonymous User	Online Comment	This project feels like a step backward at a time when transportation planning should be evolving. Around the country, cities are rethinking highway expansion and focusing on smarter, more efficient systems. Yet here, we are doubling down on a model that has consistently underperformed.It's hard to understand why we would choose this path.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/26/2026	Beth West	Online Comment	This project does not adequately address congestion or transit needs for Nashville. In addition, it will destroy local businesses. People should not have to pay a fee to drive on public roads. Beth West Nashville	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/26/2026	Anonymous User	Online Comment	This proposal reflects a particular set of priorities. It's worth asking whether those priorities align with the broader community. They don't, adjustments should be made. Public input is key.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.

Date	Name	Source	Comment	Response
3/26/2026	Anonymous User	Online Comment	The environmental and social costs of this project are significant. They should be weighed carefully against the benefits. At present, that balance seems uneven.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those efforts. Chapter 5 of the EA includes detailed mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/26/2026	Anonymous User	Online Comment	The long-term vision for transportation in the region should guide decisions like this. Does this project align with that vision? It's not clear that it does. That uncertainty is concerning.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO) which is housed in GNRC prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders affording bus service the same reliable travel times as those
3/26/2026	Anonymous User	Online Comment	The disruption to neighborhoods is not just physical, it's social. Community connections can be weakened. These impacts are difficult to measure but deeply felt. They should not be ignored.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with the Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those efforts. Chapter 5 of the EA includes detailed mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/26/2026	Anonymous User	Online Comment	The balance between efficiency and equity is important. This proposal seems to favor one over the other. That imbalance can have lasting consequences. We should aim for both.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those efforts. Chapter 5 of the EA includes detailed mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/26/2026	Anonymous User	Online Comment	The potential for overestimating benefits is real. Projections do not always match reality. These claims should be approached with caution. Evidence should guide our decisions and the evidence does not align with what this project projects.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA based on detailed traffic analysis.

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3/26/2026	Anonymous User	Online Comment	This proposal does not fully address the needs of non-drivers. A comprehensive system should include multiple options. By focusing on highways, we limit those possibilities. That's a narrow approach.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/26/2026	Anonymous User	Online Comment	The scale of this project makes it difficult to reverse if needed. That lack of flexibility is concerning. We should be cautious about committing to such large undertakings. Especially when outcomes are uncertain.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.
3/26/2026	Anonymous User	Online Comment	The environmental consequences of this project may accumulate over time. Even small increases in emissions can add up. We should be thinking about long-term impact. This project may fall short in that regard.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those efforts. Chapter 5 of the EA includes detailed mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/26/2026	Anonymous User	Online Comment	The emphasis on dynamic pricing introduces a financial barrier to mobility. That's not consistent with the idea of equal access. Transportation should be inclusive. This approach challenges that principle.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Dynamic pricing is a tool to manage demand within the Choice Lanes to maintain reliable travel times. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology.
3/26/2026	Anonymous User	Online Comment	The impact on air quality is a serious concern. Increased traffic can worsen health outcomes for nearby residents. These effects are not abstract—they are measurable. They should be part of the decision-making process.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those efforts. Chapter 3 of the EA and Appendix L - Air Quality Technical Memorandum include detailed study of air quality and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.

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3/26/2026	Anonymous User	Online Comment	The concept of induced demand is well established. More lanes often lead to more traffic. Why do we expect a different outcome here?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/26/2026	Anonymous User	Online Comment	The benefits of this project may be unevenly distributed. Some will gain, while others bear the costs. That imbalance is problematic. Public investments should strive for fairness.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those efforts. Chapter 5 of the EA includes detailed mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/26/2026	Anonymous User	Online Comment	What alternatives have been fully explored? Public transit investments could provide more equitable benefits. Have those options been given equal consideration? That's a critical question.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/26/2026	Anonymous User	Online Comment	This proposal seems to prioritize convenience over sustainability. That's a concerning tradeoff. We should be aiming for solutions that achieve both. This does not appear to do so.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those efforts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/26/2026	Anonymous User	Online Comment	The disruption caused by construction alone could be substantial. Traffic patterns will change, and local businesses will be affected. These short-term impacts can have lasting effects. It feels like these are being overlooked.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed. Additionally, Chapter 5 of the Environmental Assessment, "Environmental Commitments," outlines TDOT's mitigation commitments to address impacts or disruptions from the proposed Project during and after construction.

Date	Name	Source	Comment	Response
3/26/2026	Rich Seiling	Online Comment	The area near the 440 and 40 interchanges create much of the issues as you can see every day on the traffic congestion maps. The layout of these interchanges as well as the capacity is inadequate for rush hour traffic. On weather days as accidents happen, this traffic backs up far down 24. Accidents are another cause of traffic congestion on 24. Even with four lanes, it is hard to get around the bottlenecks that accidents create. Three lanes will only make the issue worse, much worse I suspect. Reckless drivers are also an issue on 24, causing many of these accidents and making it unsafe. People that pass recklessly across multiple lanes of traffic above the speed limit will not change their behavior with the choice lanes, but I will now be crowded in closer with these bad drivers that risk my life regularly. On weather days, there are always accidents, and that will choke up the three lanes to a standstill.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) that was presented at the recent public hearings and included in the Environmental Assessment (EA) includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. During the project development, every existing interchange and overpass was evaluated as a potential choice lanes access point. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community.
3/26/2026	Anonymous User	Online Comment	The introduction of paid lanes changes the nature of public roads. It raises questions about access and fairness. Are we comfortable with that shift? It's a significant policy decision.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/26/2026	Anonymous User	Online Comment	The environmental review process should be thorough and transparent. Any gaps could have long-term consequences. This is not an area where we can afford shortcuts. The stakes are too high.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those efforts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/26/2026	Anonymous User	Online Comment	The financial structure of this project is complex and warrants careful review. Public-private partnerships can introduce risks that are not immediately apparent. Are we fully prepared to manage those risks? That's an important consideration.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT has engaged partner agencies in other states, including Georgia, to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts.
3/26/2026	Anonymous User	Online Comment	This proposal raises questions about how we define success. Is it faster travel for a few, or better mobility for everyone? Those are very different goals.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The proposed Project has a defined Purpose & Need (P&N) that guides the development, screening and refinement of alternatives. The purpose of the proposed Project is to provide a cost-feasible transportation option that offers travel time advantages with user participation for both passenger and commercial vehicles13 along I-24, between I-40 south of downtown Nashville and I-840 near Murfreesboro, by addressing the following transportation issues: -Capacity -Travel times -Limited funding and accelerated project delivery Based on the issues above, the proposed Project is needed to address increasing urban congestion caused by insufficient capacity, which can be defined and measured by slow travel speeds accompanied by high travel demand, weaving issues due to traffic density and geometric constraints at system-to-system interchanges and bottlenecks in critical areas along the corridor. Chapter 2 of the EA details the alternatives screening process, details refinements and describes the RPA features.

Date	Name	Source	Comment	Response
3/26/2026		Online Comment	Please do not commit to this project, the lanes will further continue the urban sprawl of Nashville, decentralizing the already spread out city. Many of the people most affected by its downsides will be low income residents like me that live in South East Nashville and rely on the local business that would be removed. As highway lanes build, the people that want to live in suburbs and commute into the city will grow too, simply kicking this can further down the road. To ease traffic, you have to get cars off the road not build a bigger road. Better, cheaper, and more efficient bus routes and other public transportation options would serve the people much better as it would remove traffic while giving better access for low income residents. I know public transportation isnt looked at well around here, epically with the Nashville train being scarcely used. But I belive that is do to poor implementation not a lack of desire for efficient public transportation. Thank You.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/26/2026	Anonymous User	Online Comment	This project may create expectations that are difficult to meet. If promised improvements do not materialize, public trust could be damaged. That risk should not be underestimated. It's important to set realistic goals and the current goals are wildly unrealistic.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed.
3/26/2026	Anonymous User	Online Comment	What safeguards are in place to ensure that pricing remain fair and reasonable? If prices rise over time, access could become even more limited. That would further exacerbate inequality. Transparency is essential here.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. However, the Choice Lanes would be completely optional and all general-purpose and HOV lanes would remain free to use. Dynamic pricing is a tool to manage demand within the Choice Lanes to maintain reliable travel times. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology.
3/26/2026	Anonymous User	Online Comment	The lack of widespread public support is concerning. Projects of this magnitude should have strong community backing. Without it, implementation becomes more contentious. That's not a sustainable path forward.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed.
3/26/2026	Anonymous User	Online Comment	This proposal does not seem to align with broader environmental goals. Many cities are working to reduce car dependency. Expanding highways moves us in the opposite direction. That contradiction is worth examining.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.

Date	Name	Source	Comment	Response
3/26/2026	Anonymous User	Online Comment	Communities deserve solutions that enhance quality of life, not diminish it. Increased noise, pollution, and disruption are real concerns. These impacts should not be minimized. They affect daily living in meaningful ways.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those efforts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/26/2026	Anonymous User	Online Comment	The idea of paying for faster travel raises important ethical considerations. Should access to efficient transportation depend on income? That's a fundamental question about the kind of system we want.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/26/2026	Anonymous User	Online Comment	What evidence supports the claim that this will significantly reduce congestion? Many similar projects have not delivered on that promise. Without strong evidence, this feels like a risky investment. We should demand more certainty.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA includes a traffic analysis detailing the methodologies to assess the operational benefits of the proposed I-24 Southeast Choice Lanes and a No-Build scenario with no improvements. The traffic analysis shows growing levels of congestion for both the Opening Year of 2032 and the Design Year of 2052. While the Recommended Preferred Alternative (RPA) is not a guaranteed solution for traffic, the only guarantee is that traffic conditions on I-24 will continue to worsen. TDOT has conducted an extensive review and determined the RPA would increase capacity and improve travel times along I-24 between I-40 south of downtown Nashville and I-840 near Murfreesboro.
3/26/2026	Anonymous User	Online Comment	This project seems to benefit a narrow group while imposing costs on many others. That imbalance is difficult to justify. Public investments should aim for broad, shared benefits. This does not meet that standard.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those efforts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project, and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/26/2026	Anonymous User	Online Comment	Why are we prioritizing a solution that does not reduce the number of cars on the road? Without addressing demand, congestion will persist. This project seems to focus on capacity rather than behavior. That's a limited approach.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The proposed Project has a defined Purpose & Need (P&N) that guides the development, screening and refinement of alternatives. The purpose of the proposed Project is to provide a cost-feasible transportation option that offers travel time advantages with user participation for both passenger and commercial vehicles13 along I-24, between I-40 south of downtown Nashville and I-840 near Murfreesboro, by addressing the following transportation issues: Capacity Travel times Limited funding and accelerated project delivery Based on the issues above, the proposed Project is needed to address increasing urban congestion caused by insufficient capacity, which can be defined and measured by slow travel speeds accompanied by high travel demand, weaving issues due to traffic density and geometric constraints at system-to-system interchanges and bottlenecks in critical areas along the corridor. Chapter 2 of the EA details the alternatives screening process, details refinements and describes the RPA features.

Date	Name	Source	Comment	Response
3/26/2026	Anonymous User	Online Comment	The concept of "choice lanes" suggests flexibility, but in reality, many people will not have that choice. If the dynamic pricing is too high, the lanes are effectively inaccessible. That creates a system that is inherently unequal. Public infrastructure should not function this way.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. However, the Choice Lanes would be completely optional and all general-purpose and HOV lanes would remain free to use. Dynamic pricing is a tool to manage demand within the Choice Lanes to maintain reliable travel times. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology.
3/26/2026	Anonymous User	Online Comment	This proposal raises questions about long-term accountability. When private entities are involved, oversight can become more complex. How will we ensure that public interests remain the priority over time? That question deserves a clear answer.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. TDOT would also maintain ongoing oversight of the P3 to ensure that contractual requirements related to maintenance, operations, safety, and performance are fully enforced.
3/26/2026	Anonymous User	Online Comment	The disruption to communities along the corridor is a major concern. Homes, businesses, and local networks could be permanently affected. These impacts go beyond inconvenience—they alter the fabric of neighborhoods. Is that cost really justified?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/26/2026	Anonymous User	Online Comment	What would happen if we invested the same resources into public transit? Light rail, bus rapid transit, and expanded service could move more people more efficiently. These options would also be accessible to a wider range of residents. Why aren't those alternatives being prioritized?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/26/2026	Anonymous User	Online Comment	This project appears to treat congestion as something to be monetized rather than solved. By charging for faster travel, it creates a system where relief is available only to those who can pay. That doesn't address the root problem, it simply reshapes it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

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3/26/2026	Anonymous User	Online Comment	Many of the people who live along the proposed route have voiced strong opposition. Shouldn't their perspectives carry more weight in this decision? After all, they are the ones who will live with the consequences. Ignoring those voices undermines the integrity of the process.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT has followed a federally mandated environmental review process as required by the National Environmental Policy Act (NEPA). This process requires TDOT to conduct extensive environmental studies to understand potential impacts to the natural and built environment. Part of the NEPA process requires TDOT to inform and collect feedback from the public on proposed projects and incorporate that feedback when possible to identify the best solution for the public. TDOT is committed to engaging the public and gathering feedback to inform the decision-making process. Feedback will be reviewed and considered for incorporation into the proposed Project when possible.
3/26/2026	Anonymous User	Online Comment	The environmental implications of this project cannot be overlooked. Expanding highways increases emissions and contributes to long-term environmental degradation. At a time when sustainability should be a priority, this approach feels misaligned. We should be moving toward cleaner, more efficient systems.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The EA analyzes many factors to identify potential impacts from a proposed Project and details efforts to avoid, minimize or mitigate those efforts. Chapter 3 of the EA includes a detailed analysis of potential impacts from the proposed Project and Chapter 5 details mitigation efforts and TDOT's environmental commitments to avoid, minimize or mitigate impacts from the proposed Project.
3/26/2026	Anonymous User	Online Comment	This proposal seems to rely on outdated assumptions about traffic relief. We've seen time and again that adding lanes does not eliminate congestion in the long run. Why are we investing in a model that has consistently fallen short in other regions? We should be learning from those outcomes, not repeating them.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/26/2026	Anonymous User	Online Comment	How does this project truly serve the public when a private company stands to benefit so significantly? It's difficult to see how this aligns with the idea of public infrastructure being designed for the common good. Instead, it appears to shift risk and disruption onto communities while channeling profits elsewhere. That imbalance deserves serious scrutiny.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/26/2026	Jon Byrd	Online Comment	It's simply a tax on the poor. These roads are PUBLIC. Use funding to enforce traffic laws, especially cruising in passing lanes, 18wheelers in passing lanes, speeding. COME ON! This is easy to fix WITHOUT taxing the working poor!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

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3/26/2026	Carrie Fanning	Online Comment	Existing structures and businesses should not be impacted. Find another way to solve the issue without destroying existing structures. Eminent domain is a hideous tool and should be avoided at all costs	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/26/2026	Anonymous User	Online Comment	This project may create a perception of progress without delivering substantive results. That can be misleading and ultimately counterproductive. We should focus on outcomes, not appearances. Real improvement requires more than expansion.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/27/2026	Randy Joheson	Online Comment	Hi commented some before , here some other things. With supporting this I suggest please continue to offer comment and meeting opportunities as project progresses. Large part of funding should come from developers who come here and build. Suggest islands for ER stops, EMS, and police prescence that is practically absent while people go into races, road rages, and other life threatening driving behavior. So though I support incentives to support growth there needs to be more proactive planning for the impacts created like just physical environment of storm water runoff to the financial impact that developers should be held responsible for. Let's finish north loop of I-840 also. I'll reiterate there has to be investment in mass transportation also such as trains and or subways like other urban areas. With these renovations there will be increased population and Nashville needs be ahead of curve not reactionary as it has always done all my life. Our growth should be beneficial for all.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT is committed to engaging the community as the project progresses towards final design. These opportunities will engage the community for feedback on noise barriers, mitigation for visual impacts and other elements. Additionally, TDOT will have a robust public outreach effort leading up to and throughout construction.
3/27/2026	Terrel Morris	Online Comment	After living with these lanes in Northern VA for at least 15 years, I've found that they create a class segregation in the population. It creates a method for wealthy individuals to move more freely than poorer individuals. I've also found it gives the 3rd party management companies far more revenue than anticipated to the detriment of the state. These are just the realities I've witnessed. I would not like to see or encourage this type of class segregation in Tennessee. Please consider mass transit and full city bypasses.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/27/2026	Anonymous User	Online Comment	Add more lanes for everyone's use or don't add them at all!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.

Date	Name	Source	Comment	Response
3/27/2026	Keisa Burrell	Online Comment	Widening I-24 for this project is not the appropriate way to approach the congestion being caused by population growth. The neighborhoods and business that would be destroyed, misplaced, or disappear altogether is akin to what happed in the 1950s when the interstates were expanded and we've learned from the past. Light rail would be a better option that destroying neighborhoods for a project no one asked for.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue, with additional refinements to identify opportunities to avoid, minimize, or mitigate impacts on properties, businesses, and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/27/2026	Kyle Olson	Online Comment	Please don't do thi	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.
3/27/2026	Anonymous User	Online Comment	The concept of Choice Lanes or any equivalent should never be found anywhere in our state. It is very simply a way for the upper class and politicians to provide themselves services that much of the population will not reasonably be able to access due to cost. Tennessee is one of the most fiscally responsible states in the nation but has also historically excellent roads. The state can (and should) find other options for expanding access to less congested roads for all Tennesseeans, not just the ones who have extra money in the budget. Installation of choice lanes is tone-deaf, at best, and will have significant unintended consequences.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/27/2026	Randy Joheson	Online Comment	Forgot if I included in last comment, but also suggest finishing Noth Loop of I-840 and investing in Mass transit such as trains, subways working with bus routes in the city from these stations to get people to and from and around Nashville	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.
3/27/2026	Anonymous User	Online Comment	This is a terrible idea. This will not fix anything.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/28/2026	Josh Hagar	Online Comment	I'm not in favor of this project. Too many urgent issues in metro area traffic that this is not going to address or affect in any way. Waste of taxpayer dollars.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/28/2026	bob brandenburg	Online Comment	I don't believe this will help traffic congestion due to the fact that once everyone who wants to use it clogs up this new lane that they have to pay for they will just come back to the main I24. A widening of the whole interstate would be more efficient or even double decking the interstate with one level going outbound from Nashville and the other inbound to Nashville. Also what happens when there is an accident on these lanes!!!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Emergency responders would manage incidents and enforcement of traffic laws in the Choice Lanes in the same manner as the general purpose lanes. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT will require a minimum travel speed of 45 mph in the Choice Lanes. If travel speeds fall below 45 mph, the P3 can use dynamic pricing to adjust demand and offset the number of vehicles opting to use the Choice Lanes. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/28/2026	Stephen Boudreau	Online Comment	Choice Lanes cannot move forward. The number of businesses that would be affected is far too great. It is unacceptable for a multimillion-dollar project—one that only recently opened—to be demolished and potentially relocated. I have no confidence in this proposal, especially after living in Dallas, TX, where a similar approach was implemented on 635. Congestion remains a major issue there, and the toll lanes primarily benefit those who can afford them. We need a solution that supports the entire community, not just a select few.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/28/2026	Cathrine Gordon	Online Comment	If extra lanes can be created, add them without the "choice" designation. This area is quickly becoming economically depressed and the majority of residents cannot afford this, thus extending the excess traffic issues.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/29/2026	Miwon Yi	Online Comment	I am astounded that you all would allow the development and opening of an entire large Asian grocery store (Pan Asia Supermarket), plus allow the community to develop and build out a Chinatown for Tennessee, only to now come in and seek to destroy this entire area via imminent domain. How do you plan to compensate the developers and store owners? What about the Chinatown project? Are Asians simply unimportant? This is such poor planning I am forced to think that Tennessee is no better than the chaotic fraudulent blue state (CA) which we left to seek refuge here thinking that Tennessee takes better care of its peoples and businesses. Please consider working around the store and the Chinatown that has already been developed and established. Don't let crony politics destroy this area that so many citizens, especially the Asian community, value so highly. Thank you	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/29/2026	Natalie Hester	Online Comment	I am confused about the user fee. Who has to pay to use the choice lane? When will you pay (per use or 1 year pass)? What will the price be?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization Board. However, the Choice Lanes would be completely optional and all general-purpose and HOV lanes would remain free to use.
3/29/2026	Larry Wacholtz	Online Comment	/Users/larrywacholtz/Desktop/Choice Lanes/Joe.TDOT.pdf	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.

Date	Name	Source	Comment	Response
3/29/2026	LG Morgan	Online Comment	Surely the improvements can be achieved without putting any company out of business	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/30/2026	Beth Henderson	Online Comment	These lanes will do nothing but cause issues. People will use them, speed, cause wreaks and back ups on these lanes, and basically it will become the slow lanes, rather than what they were meant for. Same thing with adding a third lane to each side. What should happen is that the money should be used to hire more patrol for the highways and catch more people driving recklessly. I don't know how many times I see people weaving through traffic speeding at high speeds (more than 20mph over at least) and yet all I can do is pray that they don't take a life because I already know there is no law enforcement to stop them. This is the real issue. And I already know the response is that there is not enough money in the budget. Yet somehow fe manage to find money for things we don't actually need. More roads are not a necessity, safety and punishment for those not following the laws is. Put your priorities in the right order for a change.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Additional considerations like enforcement and incident management, will be determined in contract negotiations.
3/30/2026	Anonymous User	Online Comment	I agree that 24 is Hellish. However, I already pay substantial taxes, and live on a fixed income. I resent the concept of those that are well off can pay to expedite their travel time on our highways. This is another step in the income inequality race going on in the U.S. The poor guy making $50K a year has to drive in heavy traffic, while those that can afford it get a pass. I say this as someone that can afford to purchase a ticket to the fast lane, however, I'll never do it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/30/2026	Marc Baer	Online Comment	It won't fix anything. Traffic in Nashville must be mitigated with better design, public transportation options such as a better bus system / rail and smart lights. This isn't a problem that the state can add another lane and fix, toll or not.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.
3/30/2026	Anonymous User	Online Comment	I am writing as a longtime homeowner to oppose the proposed I-24 Southeast Choice Lanes project and urge TDOT to consider more equitable alternatives. This project threatens to upend the community I have called home for years. Through eminent domain, neighbors could lose their homes, and the character of our neighborhood would be permanently changed. Even for those of us who remain, the increased noise, pollution, and constant disruption would seriously diminish our quality of life. It is difficult to accept that this harm would come from a project adding toll lanes many of us could not afford to use, while a private company profits. Expanding highways often worsens congestion over time, not improves it. Residents deserve a real voice in decisions with lasting impacts. I urge TDOT to pause and pursue solutions that protect communities, not dismantle them.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/30/2026	Brenda Cochran	Online Comment	I do not support the I 24 choice lanes that is currently presented. I will would much prefer some mass transit like a train or subway. If the county can do an underground tunnel to the airport out of the blue with no hearing or feedback, etc. then we can surely take the money that would've gone to choice lanes and use it for a train lane or underground subway. I personally would not pay to use the choice lanes. However, I would definitely pay for some mass transit to take a train or subway to go downtown to work. I would also use those mass transit options to go downtown for social gathering's, football games, soccer games, baseball games, etc.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/30/2026	Caroline Lawson	Online Comment	I do not want to see toll roads built and operated by private entities who will not reinvest those funds back into the state of Tennessee. Transit along this corridor would be greatly improved with a rail system connecting major transit hubs. Starting this project with a light rail system between Nashville and surrounding bedroom communities would go a long way to alleviate the congestion in these areas while being safer and more environmentally friendly because more people could take advantage of this system in less space. If a private company is going to invest in improving congestion and transit in this area, I would prefer to see it done via a rail transit system and not one more lane of highway.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/30/2026	Sean Ployd	Online Comment	I-24 is a long low income households. Choice Lanes could end up charging low income citizens more than they can afford. It's an expense they may feel obligated to pay to get to work faster when it doesn't fix the traffic solution that are still present. I think I-65 would be a better place to initiate Choice Lanes. Families along I-65 have in general higher incomes and have the necessary income to afford the extra charge. In other words, it's within their means. Use the money from I-65 Choice Lanes to pay for better Mass Transit that could have dedicated Lanes on I-24. If people see buses getting to downtown faster than sitting in traffic more people will utilize taking the bus (or light rail). We need to city plan not around moving cars in and out of the city but people. People are the common denominator in the equation. Less cars on the road. Less cars having to find parking. Less congestion overall.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. TDOT will require a minimum travel speed of 45 mph in the Choice Lanes. If travel speeds fall below 45 mph, the P3 can use dynamic pricing to adjust demand and offset the number of vehicles opting to use the Choice Lanes. User fee thresholds and collection methods will be determined in contract criteria established by TDOT and the Transportation Modernization board. However, the Choice Lanes would be completely optional and all general-purpose and HOV lanes would remain free to use. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology.
3/30/2026	Lauren Christian	Online Comment	I do not believe that this is a solid solution...the people of tennessee should not have to pay to go to work...this is not going to improve the traffic issues on I-24 it will make it worse...especially the construction... TDOT when they were doing the repairs there were nights they had 3 lanes closed...this is not a good solution for our city...also the businesses and home that could be possibly impacted...when people didnt ask for it...go back to the drawing board and figure out a more stable and efficient method	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. As part of our Work Zone Safety and Mobility Program, contractors will be required to maintain the same number of travel lanes throughout construction, with any necessary lane closures occurring only during off-peak hours. Additional strategies such as phased construction and clear signage will be implemented to reduce confusion and maintain safety. Additionally, Chapter 5 of the Environmental Assessment "Environmental Commitments" outlines TDOT's mitigation commitments to address impacts or disruptions from the proposed project during and after construction.
3/30/2026	Janet Stewart	Online Comment	No toll roads in Tennessee! California introduced a toll road where I lived and said that once it was paid off, it would be free. That never happened.Traffic is getting bad, but a toll road is not a solution. Most people do not want to pay to drive. The toll road did very little to mitigate traffic in my area; it is still a nightmare in that area. I moved out of California to get away from the politics and do not want to see my new home go that way.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/30/2026	Anonymous User	Online Comment	It is needed plain and simple	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.

Date	Name	Source	Comment	Response
3/30/2026	Rebecca Jacobs	Online Comment	I am not in agreement with this. It will displace property owners. It will cause people who can pay and have privilege to have more privilege. It is too expensive with little return on the investment. This is not the way to address traffic.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders affording bus service the same reliable travel times as those in the managed lanes compared to operating in general purpose lanes.
3/30/2026	Mark Swicord	Online Comment	This is a costly and disruptive project that will not resolve the problem. People will not pay to use this toll road for a lack of better terms. The solutions are 1) control growth along the coffee, Bedford, Rutherford corridor 2) add additional lanes to the road of at least 2 lanes of not 3. 3) install flow controls on entrance ramps 4) remove the non effective overhead speed signs.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/30/2026	Earl Amos	Online Comment	THESE DO NOT WORK! DO NOT INSTALL THEM!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/30/2026	Anonymous User	Online Comment	The Choice Lanes would be great if tractor trailers were excluded from using them.Also, people hauling things. Other than that a great idea	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT will allow heavy commercial vehicles (HCV) up to Class 10 access to the Choice Lanes. Vehicles classified as Class 11 or above will be restricted from accessing the Choice Lanes to maintain consistent travel times and operational safety. HCVs restricted from accessing the Choice Lanes will still be permitted access to the existing general-purpose lanes.
3/30/2026	Aaron Grooms	Online Comment	I am utterly opposed to this foolish idea. Toll lanes are a gift to private parties, not the people of Nashville. Taking private property to enrich friends in the transportation industry is immoral and unjust. This project would be a blight on the landscape of south Nashville.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/30/2026	Claudia Belden	Online Comment	We don't want it. Just give us more lanes for everyone. We were in Atlanta and the express lanes didn't have much traffic while the rest of us sat in traffic. And it was expensive!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT has engaged partner agencies in other states, including Georgia, to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/30/2026	Anonymous User	Online Comment	I am writing to oppose the proposed I-24 Southeast Choice Lanes project and urge TDOT to consider more equitable alternatives. Despite its name, this proposal creates toll lanes funded in part by public resources. For many working families, paying to avoid congestion is not a real choice, but a privilege. The project also prioritizes private profit, as a private company would collect toll revenue while Tennesseans bear the impacts of displacement, construction, and environmental harm. Research shows that expanding highways often worsens congestion over time due to induced demand. A project of this scale warrants serious evaluation of alternatives like public transit, commuter rail, and demand-management strategies. Public input has been limited for a project with long-term regional impacts. I urge TDOT to pause and conduct a full alternatives analysis before moving forward.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. 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NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. 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3/30/2026	Elizabeth Smith	Online Comment	I am 100% against the Choice Lanes Project. As a Rutherford County resident commuting to Midtown Nashville, I know how bad traffic can be at peak times. However, this solution would result in a class system where wealthier workers would be given preferential treatment while low-income and middle-class workers would suffer. TDOT must consider alternatives like adding general purpose lanes, more HOV/EV lanes. The agency should also look at extending merge zones to streamline traffic patterns. I urge you to decline this proposal as it would not benefit all drivers and would result in greater inequality. Thank you for considering my opinion.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. 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Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints.
3/30/2026	shane speck	Online Comment	I support the choice lanes project.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.
3/30/2026	Stan Vaught	Online Comment	NO, NO, NO! I-24 has been under construction for 60 years and now you want to continue it. Just go ahead and widen 840, increase de acceleration lanes, spend money at the exits to get people away from the interstate and put more troopers out there to STOP the incessant lane changing by DODGE CHARGERS!! Get them off, they can ride the bus!! 3 lane 840 to Franklin and I-24 to Chattanooga. We have all paid for this road and now you want me to fund the "haves" to get there faster. Everyone deserves, and has paid for, the same opportunity to drive I-24. And btw I'm a registered Republican, you may call this choice like the school vouchers but it's tax money funding that " choice". Even if it's totally funded by investors, you are allowing the roads that we have paid for be subsidize by taxpayers. My opinion, should be yours also!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.

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3/30/2026	Taylor collett	Online Comment	This is terrible choice for Nashville. This will not solve traffic congestion issue and is really only a benefit to private investors. Forcing the public to pay for traffic relief is the wrong decision.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/30/2026	Tammery Tammery Ray	Online Comment	I am opposed to choice lanes. Have trains been considered. I frequently travel in area with train access which i find more convenient	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes. This option shows very favorable benefits for transit riders, affording bus service the same reliable travel times as those in the managed lanes compared to operating in general-purpose lanes.
3/31/2026	Anonymous User	Online Comment	Please consider alternatives such as a lane for tractor trailers only. Would ease congestion and improve overall road conditions as well. Would like to know the impact that construction of the choice lanes will cause to already terrible traffic conditions. This leads to safety concerns for workers and commuters. If lanes have to be closed for construction this will cause more problems. This project carries a negative impact for all while only creating better conditions for a few. We can't continue to just build, build , build as sooner than later there will be . nowhere left to build. This also takes away from what draws many people to the area to begin with. I know we need a solution but hope alternatives will be looked at and considered before proceeding with this project. Thank you for your time.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT will allow heavy commercial vehicles (HCV) up to Class 10 access to the Choice Lanes. Vehicles classified as Class 11 or above will be restricted from accessing the Choice Lanes to maintain consistent travel times and operational safety. HCVs restricted from accessing the Choice Lanes will still be permitted access to the existing general-purpose lanes. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed. Additionally, Chapter 5 of the EA "Environmental Commitments" outlines TDOT's mitigation commitments to address impacts or disruptions from the proposed project during and after construction.
3/31/2026	John Ray Clemmons	Online Comment	There should be no condemnation of real property. Chinatown development and Noble Place residences, as well as Glencliff neighborhoods, should not be disturbed. If any taking, lowering of home values or exacerbation of nuisances, the residents must be fully and appropriately compensated. New developments are being directly and negatively impacted. The state has failed to demonstrate any public interest here. The only interest being served is that of a private toll lane company. This is insufficient to justify a taking. Environmental impact on Browns Creek and Mill Creek must be fully assessed, and all potential risks to animals / waterways must be resolved. Because many residents impacted by this project are not proficient in English, TDOT's has failed to provide adequate notice and opportunity for public hearing and comment. Large transport vehicles, other than public transportation vehicles, should not be allowed.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/31/2026	Roy Plummer	Online Comment	I believe choice lanes are ridiculous and will probably not help mitigate traffic for the local population. It will help those who are well off financially, or possibly out of town travelers passing through. The one potential benefit that I don't think is being considered is to require long haul truckers to use choice lanes.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT will allow heavy commercial vehicles (HCV) up to Class 10 access to the Choice Lanes. Vehicles classified as Class 11 or above will be restricted from accessing the Choice Lanes to maintain consistent travel times and operational safety. HCVs restricted from accessing the Choice Lanes will still be permitted access to the existing general-purpose lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/31/2026	Anonymous User	Online Comment	I oppose choice lanes for several reasons. While I understand that private-sector money will be used for the project, my understanding is that the land will be granted to them. Private entities will profit from the handover of public and formerly private land with little benefit to those who choose not to use the lanes. This whole idea portends a future where the government seizes private land, hands it over to private companies to build, essentially, private roads, only to be used by those with means to pay. I believe this will eventually lead to the neglect of public roads, as the government will see an opportunity to cut cost by spending less on maintaining publicly accessible roads.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. TDOT would also maintain ongoing oversight of the P3 to ensure that contractual requirements related to maintenance, operations, safety, and performance are fully enforced. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/31/2026	Lisa Gordon	Online Comment	I hate this idea as a "solution" to our traffic problem. Another example of "pay to play." The richer folks get to zoom on by; meanwhile, the rest of society is stuck with the existing problems. The real solution would be to use the median to create a light rail where people could take a mass transit train like other cities in other states and countries offer. Tennessee never wants to think ahead and plan; slow reaction to self-induced problems is the standard operating procedure, along with privatizing everything and making corporations rake in the money. Do the right thing for long-term answers.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.
3/31/2026	Anonymous User	Online Comment	I travel frequently between Murfreesboro and Nashville for doctor's appointments. The traffic is absolutely awful. I have to to leave earlier than needed to avoid any possible wrecks or congestion. I have lived here all my life and it has become so stressful I considered changing to less proficient doctors just to avoid I-24. PLEASE build the choice lanes quickly. Progress always impacts a few negatively- but this is necessary to resolve an awful problem for the maority.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.
3/31/2026	Jason Huntley	Online Comment	Hi, my name is Jason Huntley and I'm a resident in Murfreesboro. While I don't often drive the 24 corridor all the way to Downtown Nashville, I do typically take it up to Antioch. My wife, who works in Midtown, often takes 840 to 40 West. It looks like her commute could be reduced considerably by this project. My main concern is the private investment partnership. I'm concerned with the fees and how quickly they could increase over time. There are Choice Lanes in other states, such as Texas, where the fee has raised $160% in just a few years. What kind of mitigation and policies will the state implement to prevent the private partner in this development from gouging those who choose to use the lanes? Especially considering that for the project to be successful for all drivers, there needs to be an adequate amount of drivers using the Choice Lanes to benefit those who use the general purpose.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. TDOT would also maintain ongoing oversight of the P3 to ensure that contractual requirements related to maintenance, operations, safety, and performance are fully enforced. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology.
3/31/2026	Chris Caldwell	Online Comment	Thank you for the opportunity to comment on the I 24 Choice Lanes project. As Tennessee's first P3 managed lanes initiative, this is an important step toward exploring innovative solutions that improve mobility and reliability along a critical corridor. A more dependable I-24 will support our workforce, businesses, and long-term economic growth across Tennessee. Thank you for considering my feedback.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.
3/31/2026	Aron Boehle	Online Comment	I oppose the choice lanes. Expanding highways will be detrimental for residents' health and wellbeing. Living within 100 yards of a highway increases risk of cardiovascular disease, thereby endangering local residents around I-24. Expanding highways has shown to not address congestion, but to make it worse. This phenomenon is known as induced demands. Comparable mid-level cities like Houston and Austin saw greater demand and traffic after highway expansion. Choice lanes are destined to fail and taxpayers should not have to pay for highway expansion. 1% increase in capacity of highways leads to 1% increase in use. "Trying to cure traffic congestion by adding more capacity is like trying to cure obesity by loosening your belt." https://www.bloomberg.com/news/articles/2018-09-06/traffic-jam-blame-induced-demand https://reason.org/transportation-news/how-much-does-new-highway-capacity-induce-demand/ https://pmc.ncbi.nlm.nih.gov/articles/PMC3907023	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/31/2026	Alison Benner	Online Comment	My concern about choice lanes is who will police them and or be responsible for accidents on these lanes. The police and fire department are funded by public funds not private. Will these private own lanes have thier own police, ambulance and emergency crews? Also TDOT from my understanding is only for our public Interstates, highways and roadways, or am I wrong? I am very concerned about this issue and believe no one is even addressing it. My comment is simple... Who will give out speeding tickets or other traffic violations and respond to all traffic emergencies. A. Benner	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities and thus remain part of the public interstate highway system. Emergency responders would manage incidents and enforcement of traffic laws in the Choice Lanes in the same manner as the general purpose lanes.

Date	Name	Source	Comment	Response
3/31/2026	Anonymous User	Online Comment	TDOT needs to just simply widened interstates! Especially bottle neck areas like I65 and I24 near Fern Ave! Tax payers don't want additional lanes where you have to be a member to use! It's not correct to pay taxes and register your vehicle in Tennessee and not be allowed to use choice lanes!	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/31/2026	Anonymous User	Online Comment	Please don't give state land to private companies. Do not do that in America. It looks very bad on the state if you destroy the new Chinatown. Pan Asian market just opened. We need light rail. Let's be a modern IT city.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/31/2026	Osbert Duran	Online Comment	Please do not tear down China Town it's such a beautiful location	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/31/2026	Anonymous User	Online Comment	I do not support this project, this will actively make traffic worse, not better. We cannot continue to induce demand by building more roads, that only encourages more sprawl, we need to shift the cities dependency on cars to a more walkable, transit-oriented, connected style of living or we will just be continuing to build more roads every few years. That is unsustainable. Adding more highway lanes is the absolute worst possible way to handle the traffic in nashville.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.
3/31/2026	Anonymous User	Online Comment	Not a fan because there already udnt enough lanes. Taking away lanes ti make smart lanes reduces flow of the traffic as a whole.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/31/2026	LeAnn Claussen	Online Comment	I am against this project. Especially, the off ramp on bell road. There's a better location to build an off ramp just past the china Town.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community.
3/31/2026	Anonymous User	Online Comment	I-24 Choice Lanes are being proposed to stop the development of Tennessee's Chinatown in Antioch. Building of these lanes isn't needed, simply proposing the project is enough to stop investment in the new Chinatown. Racism is the primary motive of the Republican Party in this state. If these lanes are actually built, Chinatown development will be stopped and most Tennessean motorists will not benefit. Nobody can afford to pay toll lanes given the economic hardship already forced upon them by Republican governments. Alternative transportation options are the only way to address the traffic congestion problem in Tennessee.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/31/2026	Anonymous User	Online Comment	As a morning commuter of I-24, choice lanes would not help with the traffic congestion or daily commute because the main issue of many Tennessee roads are lack of maintenance and structural update due to an increase of population. Plus the private agency who going to fund choice lanes raises ethical questions.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/31/2026	Brian von Allmen	Online Comment	I oppose choice lanes for several reasons. While I understand that private-sector money will be used for the project, my understanding is that the land will be granted to them. Private entities will profit from the handover of public and formerly private land with little benefit to those who choose not to use the lanes. This whole idea portends a future where the government seizes private land, hands it over to private companies to build, essentially, private roads, only to be used by those with means to pay. I believe this will eventually lead to the neglect of public roads, as the government will see an opportunity to cut cost by spending less on maintaining publicly accessible roads.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. TDOT would also maintain ongoing oversight of the P3 to ensure that contractual requirements related to maintenance, operations, safety, and performance are fully enforced. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/31/2026	Nate Judge	Online Comment	We have seen how widening roads affects traffic patterns. The Trinity Lane expansion has done nothing to make commute times faster, safer, or easier to navigate. This will essentially play out the the same. In larger, more established cities, from Houston to Chicago, public transit projects have had large benefits. Fewer vehicles on the roads benefits everyone from Point A to Point B. I am firmly against this. It's time for Nashville to think like a developing city, and pull itself out of the past.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.

Date	Name	Source	Comment	Response
3/31/2026	Anonymous User	Online Comment	First, the Choice Lanes need a catchy branding like the Peach Pass in Atlanta. I'd recommend the Music City Pass. I appreciate that buses will be allowed for free in the Choice Lanes. My biggest concern is induced demand. You can keep building lanes and while initially traffic will improve, endless studies have proven that lanes will eventually fill up and the situation will worsen. Additionally, areas with existing Choice Lanes, like Northern VA, can at ties see prices approach $35-$50 for one way during peak travel times. Public Transit is desperately needed - commuter rail, BRT, or light Rail. Traffic, especially along the I-24 Nashville to Murfreesboro Route, is getting worse and there are many people who avoid that stretch due to uneven pavement/potholes and constant backups. Lastly, where the Choice Lanes end, near Fesslers LN, is already a major traffic choke point and more thought needs to be put on where the Choice Lanes terminate so that they don't make gridlock even worse.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. User fee thresholds will be determined in contract criteria established by TDOT and the Transportation Modernization Board once the project's private-sector partner is identified. The private-sector partner will ultimately set user fees within those contractual limits with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. The Recommended Preferred Alternative (RPA) that was presented at the recent public hearings and included in the Environmental Assessment includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general purpose and HOV lanes. During the project development, every existing interchange and overpass was evaluated as a potential Choice Lane access point. The RPA proposes modifications at Fesslers Lane, including expanding the westbound general-purpose entrance ramp to two lanes and replacing the existing Fesslers Lane bridge over I-24. These improvements would provide better access for westbound travelers by upgrading the intersection of Fesslers Lane and the I-24 eastbound exit ramp.
3/31/2026	David Williams	Online Comment	I am against these choice lanes and do not want my tax dollars funding it. I have seen these in other states and they are oftentimes closed and/or little used. Please do not approve this costly construction project that will do little to help with traffic. Thank yo	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. User fee thresholds will be determined in contract criteria established by TDOT and the Transportation Modernization Board once the project's private-sector partner is identified. The private-sector partner will ultimately set user fees within those contractual limits with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. TDOT will set an upper threshold for user fees. If user fees must be increased to an amount that exceeds such upper threshold in order for the Average Operating Speed Requirement to be satisfied, TDOT will receive a portion of the marginal revenues generated by increasing user fees in excess of such upper threshold. TDOT shall report to the Board annually on implemented elements of the User Fee Methodology. However, the Choice Lanes would be completely optional and all general-purpose and HOV lanes would remain free to use. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/31/2026	Ayana Cooper	Online Comment	Use the money to invest in a railway system. At this rate Nashville will look like Texas with its convoluted highway system that was also originally designed to lessen traffic. The idea to build over already established homes and businesses is too similar to the idea of I-40 to be built over Jefferson Street a historic black neighborhood and now a new road is trying to be built in a developing china town. The fact that the choice lanes were advertised as helping Nashville and bus commuters (the poor) and you use their needs to destroy their homes is shameful but not surprising. A train system preferably staring in Clarksville and ending in Murfreesboro would double the Nashville tourism and lessen drunk driving. You would still have the rich stay in Nashville but also lower income families wanting to see the city. From hotels and restaurants Clarksville and Murfreesboro would benefit greatly. A rail system would help everyone not just Nashville or Tesla owners (elons music loop).	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/31/2026	Anonymous User	Online Comment	This is an important first step to finding innovative solutions that improve mobility and reliability along a very important corridor. It will support our businesses and future growth along a very important corridor. Thanks for considering my comments. Bob Pitts. Associated Builders and Contractors.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.
3/31/2026	Anonymous User	Online Comment	I very strongly disagree with proceeding with the choice lane project and request that it not be done. This is for several reasons. The first being that at it's inception, it was stated by TDOT that we could not add lanes to improve congestion. Well, what would this be called but doing the same thing. The second, building on the first, is that you are giving control of this to a private, profiting, entity allowing only those able to afford it to travel on it. The reduced number of lanes for those that cannot afford it will only cause more congestion. Also, from what I have seen with other toll roads (which is what this is despite it trying to be called another name) it will be poorly maintained to increase profit and will ultimately only make overall traffic worse. There has to be another way to make things better without the damage that will be caused by this.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/31/2026	Anonymous User	Online Comment	I would like to see a system like what is on 394 in Minneapolis, where there are two lanes in the middle that are free to use but change direction based on the time of day. So, the three lanes going into the city becomes five lanes during the morning commute. It helps traffic and also is free for anyone to use, making it beneficial for everyone.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT evaluated a range of alternatives to address congestion along the I-24 corridor. Chapter 2 of the Environmental Assessment (EA) outlines the range of alternatives considered. Reversible lanes were evaluated but not carried forward for detailed analysis due to several reasons including. For the reversible Choice Lanes alternative to function, there needs to be a large directional split in traffic during peak periods of the day. Based on the Project Team's assessment, the I-24 Southeast corridor does not have the large directional split to provide the needed improvements to travel time to meet the transportation demands related to growth in the greater Nashville region. Additional details on the alternatives screening process can be found in Appendix E – Geometric Screening. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.

Date	Name	Source	Comment	Response
3/31/2026	Anonymous User	Online Comment	Public transportation can be viable. Atlanta and LA among other cities have constantly expanded their interstates and are still in gridlock. Please explore a light rail line.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. TDOT has engaged partner agencies in other states, including Georgia, to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts.
3/31/2026	Anonymous User	Online Comment	This is a ridiculous idea to not just add traffic lanes and then pass on that cost to drivers who are already taxed for our road, freeways and public services This is another tax for many people who traverse this interstate regularly or any other road. Instead we should do like the rest of the world does and try and take more people off the road by adding public transportation to the region. Yes something should be done to ease congestion but adding 2 new lanes in each direction and charging people to use those and adding a cute marketing gimmick by saying Choice lanes is not the thing that this Tennessean and many other residents want and need.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/31/2026	Kathy Quinn	Online Comment	I am 100% opposed to TDOT CHOICE Lanes as they are planned at this time. 1. I am opposed due to cost. While I despise Nashville traffic which is completely out of control, I will never utilize (pay) to use a lane of traffic. It is important for you to know that the HOV lane laws are not enforced due to lack of traffic patrol officers. These CHOICES lanes will never be enforced either. 2. I am opposed due to the SIGNIFICANT impact on my own personal home. Not only will the noise from construction impact my home and the ability to enjoy my home, but my property value will decrease due to the close proximity to the interstate. Construction near my home will impact my neighborhood for years. Furthermore, I believe that CHOICES lanes will be minimally utilized. The impact on me, personally, and our neighborhoods is not appropriate. I am 100% opposed to the building of CHOICES lanes on I24 as planned..	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT understands concerns about construction impacts and is committed to minimizing disruption during the project. The selected private-sector partner will be required to develop a Traffic Management Plan (TMP) that TDOT will review, accept and ensure is executed.
3/31/2026	James Halbach	Online Comment	I fully support need for the I-24 support lanes. I've seen the benefits from my several visits to Texas and seeing the benefits of smoother travel with their tollways. I understand the disruption to several local businesses and homes and I truly feel the choice lanes are a greater good when balanced with those being affected. Middle Tennessee will continue to grow and mitigating some of our dangerous freeways should be a TDOT priority.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project.
3/31/2026	Anonymous User	Online Comment	We need a train	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.
3/31/2026	Anonymous User	Online Comment	These lanes do not solve traffic	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price managed lanes, no existing general-purpose or HOV lanes would be removed. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
4/1/2026	Destiny Johnson	Online Comment	I could have missed this information but I wonder how many vehicles traveling this area of I-24 are TN residents. Would trying to bring about a railroad transportation option to the surrounding area not be a better alternative and utilize less land as we already have many rail ways we could utilize in certain areas in between? TN residents and others would be able to drive and park their vehicles at train stations, take the trains into Nashville, and utilize public transit from there. This would create economic growth and funding for the state rather than residents and travelers to opt into paying random 3rd party companies running the "Choice Lanes" booths. Side note: I love that there is an option to submit feedback about this online, but getting to the online form itself was not an easy task. And I believe that's saying a lot coming from someone who's fairly tech savvy and helped college students fix issues with their PCs, phones, tablets, etc.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO) which is housed in GNRC prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.
4/1/2026	Anonymous User	Online Comment	If you take the property of citizens, please please pay them a decent amount for it and not some pathetic amount. It's shameful if you do not. It'll be expensive for them to relocate and still be near the conveniences they are accustomed to and perhaps even dependent on.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
	Anonymous User	Online Comment	Why is the railroad bridge over Bell Road, east of I24 not being replaced? This intersection/area has one of the highest accident rates in the State experiences major traffic congestion due to the restricted lane widths and multiple bridge piers landing in the middle of Bell Road. With the new Chinatown development, proposed transit center and the push to lift Antioch, leaving this single bridge that works to clog traffic on and cause safety issues to the traveling public makes no sense. This bridge should be replaced with a two span structure that opens up travel, improves sight distance, improves safety and relieves congestion thru this area.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. The RPA includes modifications to existing interchanges and intersections, new interchanges along I-24, and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. The interchange improvements proposed at the I-24 and Bell Road Interchange were developed with the goal of providing choice lane direct access ramps to and from the proposed Transit Center on Hickory Hollow Parkway. The proposed Project does not include replacing the railroad underpass over Bell Road near Collins Park Drive and I-24 at this time; instead, modifications to the interchange would provide direct access to the Choice Lanes.
3/5/2026	Councilwoman Joy Styles	Other	At the March 5 public hearing Councilwoman Joy Styles requested TDOT participate in a town hall meeting on March 26, 2026 during a conversation with TDOT staff.	Hey Councilwoman Styles, Thanks for attending our hearings this week. I wanted to follow up on your request from our meeting last week. In order to protect the public-involvement component of the NEPA process that we're actively in, the TDOT team won't be able to present at your March 26 meeting. I hope the stakeholder toolkit has proven to be helpful. It includes flyers with links to the online public hearing materials to share, but you can also find everything here: https://i24sechoicelanesea.tdotoutreach.com/welcome Have a great weekend!
3/4/2026	John Bull	Public Hearing Comment via Court Reporter	MR. BULL: John Bull, (REDACTED), just off -- hospital. As I understand it, one Tennessee driver in five does not even have car insurance. Where I'm going with this is safety is a real priority. I occasionally visit a friend at Murfreesboro riding a 20-ton bus driven by WeGo, which is the safest way to handle that in my opinion. I -- as I understand it, the WeGo buses will be allowed to use the Choice Lanes at no additional surcharge. That's a very good thing. That's about it. The sooner this gets on the road, the better. Thank you for your time	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. While rail options are not part of the I-24 Southeast Choice Lanes Project, the project does fully incorporate transit options and services, which will be able to operate for free in the choice lanes.
3/4/2026	Judy Klass	Public Hearing Comment via Court Reporter	MS. KLASS: Hi. My name is Judy Klass. I live at (REDACTED) in Nashville. And I'm someone who has been looking forward to the Chinatown fully opening. Lucky Bamboo closed a couple years ago. There's no place to get dim sum, literally, in Nashville. You can go three hours by car to Memphis; two hours forty minutes to Louisville, Kentucky; close to four hours south by car to Atlanta. That's the only way to have a dim sum lunch. That may sound like nothing, but to some of us who think it's the greatest cuisine in the world, it's a sad thing. There's no place to get good szechuan food.So obviously that Chinatown is a boon to the Asian communities. It's a boon to Antioch. But there are a lot of people who maybe don't move to Middle Tennessee because -- you know, just the fact that you can't get a good Chinese meal, it affects the way the city is seen, Nashville. And it does matter.It can have other kinds of impacts. So I -- you know, I see that you have some of the road elevated sometimes. I hope you could have it elevated for five more acres in Antioch or just find some other way to do it, because that would be -- in terms of both cultural impact and economic impact, that would be a huge loss if we lost that Chinatown.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.

Date	Name	Source	Comment	Response
3/4/2026	Councilwoman Joy Styles	Public Hearing Comment via Court Reporter	MS. STYLES: Good evening. Thank you so very much. I am Councilwoman Joy Styles. I represent District 32. I have Antioch. The Chinatown is located in my district. I don't think I could have scripted anything better than the woman who just spoke before me to speak to the importance of Chinatown on our area. Over the last few years we have been revitalizing the area, and this Chinatown project is the only one in the entire state. So if you demolish it, we are losing a cultural amenity that is already being appreciated, and it is already adding to our economy. I would greatly appreciate it if we could consider an alternate location that goes down the road. It's still on Hickory Hollow Parkway, but it is on land that has absolutely nothing on it. So it wouldn't interfere at all with the community being able to engage, or our revitalization. And I want to thank everyone that has come out this evening in support of an alternate location for an entrance and an exit. Thank you so very much.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/4/2026	Twana Chick	Public Hearing Comment via Court Reporter	MS. CHICK: Hey, there. Twana Chick, Cambridge Road. The saying for us is, "When will you be there? I'll be there when I-24 lets me." What I don't understand about this is the 840 Northern Loop would've actually been the thing to keep traffic from coming through Nashville. And it sounds like that's never going to be built. What you're showing over here is using old maps. They appear to be four to five years old, and there's a lot more building that has occurred. And so how do we have an accurate discussion based on old maps? Y'allare going to be elevating sound, and I live a mile from the interstate, and I hear every rumbling truck and speeding motorcycle and zipped up little -- whatever they call those cars. So I'm concerned about that. I'm concerned about the blasting and the sound that travels through the limestone. I don't see anything about this that's actually going to alleviate I-24 traffic for us, the locals. I don't see any pedestrian bridges or future bridge stub-outs planned for the future. And that's where we keep failing in Nashville is we don't plan for the future, and then we have to buy back right of ways and such. Except in this case, you'd eventually be buying it back from a private entity.The Hickory Hollow/Antioch area has taken years to get going again, and it doesn't seem to be considered at all. I don't see any improvements to the local roads, like the CSX choke point on Bell Road is still going to be a choke point, and it makes no sense to me to do this ass backwards and not fix the short ingress and egress places on the interstate and not fix the choke points before we start doing a seven year project on the interstate. I don't see any answer for the impermeable surface that's going to increase the flooding that we already experienced.This is job and income security for a few, and not helping the rest of us. Thank you.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) presented at the public hearings does include replacing the Dortch Avenue pedestrian overpass bridge over I-440. The RPA has also been refined based on stakeholder feedback to accommodate proposed pedestrian improvements at East Thompson Lane. The RPA also includes upgrades and improvements to intersections along the I-24 corridor to improve safety and accessibility. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. The EA includes the findings of several environmental analyses, including noise, air quality, right-of-way, alternatives analysis and other environmental factors. Detailed maps of the RPA were also available beginning March 3, 2026, on the project website and the public hearings. The EA includes appendices with additional information on noise. As noted in the EA, TDOT is committed to ongoing coordination during final design, when details such as noise barriers and other features will be determined in collaboration with the community. Chapter 5 of the EA outlines the environmental commitments that have been recommended to minimize the social, cultural, natural and physical environmental impacts of the proposed Project. These commitments must be adhered to for Project implementation. The EA evaluates air quality and noise exposure and requires compliance with established health-based standards. As previously mentioned, the RPA is a conceptual design and is not finalized. Construction needs for blasting will be determined after a design is finalized and a construction plan is established. Appendix M – Noise Impacts Tech Memo of the EA includes information on the noise evaluation process and evaluation of preliminary noise barriers. The proposed Project required a noise study to identify noise impacts and evaluate noise abatement for those impacts. The noise study was conducted in accordance with TDOT's traffic noise guidance and FHWA noise regulation The Noise Impacts Technical Memo details the efforts to evaluate existing noise levels along the I-24 corridor and future noise levels with the RPA in the design year 2052. The study determined that the proposed project will create future traffic noise impacts. A total of 3,218 residences and 61.54 equivalent residences are predicted to be impacted. Noise abatement was also evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. Based on this evaluation, thirty (30) preliminary barriers meeting the noise reduction design goal were deemed both potentially feasible and reasonable. Noise barriers are likely to be included in the project plans; however, changes made during the final design process for the project could affect conclusions regarding noise impacts and abatement. Therefore, final noise abatement decisions will be made during the final design process. Benefited property owners will receive notifications and have opportunities to submit feedback during this process before the design is finalized. During the EA, direct right-of-way impacts are evaluated in addition to potential noise, air quality and flooding impacts to the surrounding community's quality of life. Potential adverse impacts are mitigated using measures outlined in the environmental commitments proposed for the project.
3/4/2026	Melissa Hanson	Public Hearing Comment via Court Reporter	MS. HANSON: Hi. Melissa Hanson, (REDACTED) here in Nashville. My question is about the RFP process, where it's selecting the vendor -- or the vendor -- P3 who will be collecting user fees for this road once it's done. We've seen in, you know,the Boring Company some deviousness about conflicts of interest and the selection of who's going to ultimately be collecting the user fee, as well as the length of that contract. Is that in perpetuity, or would that be reviewed on a regular basis? And where's the i put on quality customer satisfaction with those Choice Lanes being constructed, and their commitment to maintain them throughout the life of this road?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT) is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. TDOT will follow all applicable laws, regulations and requirements during procurement when selecting a vendor to operate the P3. TDOT is committed to an open and honest selection process. TDOT is currently engaging other states to learn best practices and identify procedures to address potential conflicts of interest.
3/4/2026	Eric Weiser	Public Hearing Comment via Court Reporter	MS. WEISER: My name's Eric Weiser. I'm (REDACTED). Thank you for having this. I appreciate it. The comments I didn't realize would be speaking, but the comments that I made there is about noise abatement.I've been in Nashville since 1977. The house I'm at now, and we live just behind there now, we've been there about 48 years. So I've seen I-24 expand. We've seen 440 come in. When I-24 expanded the last time, two lanes, which I don't remember exactly, but I think it's about 20 years ago, maybe more. They didn't put up a wall. No wall. It's on the same level as we have, that the houses are. We're about 150 feet. Our neighbors, which is three on your map if they're going to be -- replaced, and then restrictions on my neighbor right across the street. The noise is terrible now. You have all this noise in the mornings and in the afternoon. All the emergency vehicles, the honking horns. You have the screaming motorcycles that backfires. All of us. And when I looked at the map over here that he had, there's no green in that for this.My question is, related to this, of course, I hope somebody will do something about it. We had a councilperson that tried, but they said we didn't have enough people. And this is probably 15,20 years ago. So what I'm curious about is, you're going to fund this thing separately by private. Do they include anything for this, or is this considered a previous condition, and it has to be funded by the State? That's one thing. Another thing is, if you're putting an elevation, which it looks like you're going to do --oMS. WEISER: Is it up? Okay. What are you going to do? Thank you.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. Information on noise can be found in Appendix M of the EA. The proposed Project required a noise study to identify noise impacts and evaluate noise abatement for those impacts. The noise study was conducted in accordance with TDOT's traffic noise guidance and FHWA noise regulation. Based on the Noise Impacts Technical Memo, a total of 53 preliminary barrier scenarios were evaluated to determine feasibility and reasonableness, including a barrier near Glenmont Drive. The Noise Impacts Technical Memo details the efforts to evaluate existing noise levels along the I-24 corridor and future noise levels with the RPA in the design year 2052. The study determined that the proposed project will create future traffic noise impacts. A total of 3,218 residences and 61.54 equivalent residences are predicted to be impacted. Noise abatement was also evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. The noise abatement evaluation determined a noise barrier near Glenmont Drive was neither feasible nor reasonable because the projected noise levels in 2052 would not increase substantially, and a noise wall would not meet the noise reduction goal.
3/4/2026	Dustin O'Bryant	Public Hearing Comment via Court Reporter	MR. O'BRYANT: Hey. My name's Dustin O'Bryant. (REDACTED). Okay. So first of all, as some others have said, the new Chinatown development off of Bell Road just had the first business open, the pan-Asian market, and there's many more coming over the next few years. But this proposed expansion would demolish that. So I just think that if we're going to move forward with this, that it should be modified, or something should be changed to avoid that, because that's a very important development in our community and, you know, it can't go away. Next, I understand that it costs a lot to build roads and that TDOT funds can't cover that, but Choice Lanes seem like a band-aid that require duplicated infrastructure such as the separate ramps and there'll be administrative overhead that otherwise we wouldn't even need to have. So if we can't afford to develop and maintain our roads properly without that, I think that really points more to a problem with the way we fund our roads rather than, you know,oa problem that we need to solve by bringing in a, you know, private, you know, firm to work with it. So, you know, have there been alternatives considered to even expanding I-24 or, you know, maybe additional public transportation, expanding other roads, or putting roads in other places? Let's see. And then also the -- for the Choice Lane operators, will they be limited in what they can charge for the Choice Lanes? Because as we've seen when the parking garage is downtown, when profit companies can extract money from the drivers in Nashville and we don't have a reasonable alternative to get where we're going or parking or whatever, then they tend to gouge us. So yeah -- thank you	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes; no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5.Chapter 2 of the EA details the alternatives considered during the environmental review and provides information on previous studies that investigated a range of multimodal solutions, capacity projects and exploring opportunities for managed lanes. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/4/2026	Haiden A.	Public Hearing Comment via Court Reporter	UNIDENTIFIED SPEAKER: How are you doing -- UNIDENTIFIED SPEAKER: You make -- UNIDENTIFIED SPEAKER: I've been -- I've been -- I grew up here. My middle school, high school here in Nashville. And I know about the traffic, but I've been in Chicago, but Chicago, he say the Arabic people or Kurdish people, he can move in after eight o'clock. And I know the traffic is so bad here. And especially some woman, she brought makeup too when she's driving. I see -- I work security officer here in Nashville, and some women, she brought makeup up, and when she's driving, and this is not cool too. But I try everybody to be safe, but – but the GPS -- you have a GPS. The GPS, he take you somewhere. But if we working about the GPS, we can finish this problem from the GPS. Like when you put the address from the GPS, he can take you some kind way. And I've been 25 -- 27 years here. I grow up here. I'm 30 years year old here. I'm done. And I going back to my country, marry, and sit down over there. And I'm not going back to Nashville, but I love Nashville. My middle school, high school here. But you need -- you need his -- the English, my econd language. I speak in Arabic, but his -- is like what I see it right now. People can't go in job and people, you know, have a job, and people is still in the street.sUNIDENTIFIED SPEAKER: And -- UNIDENTIFIED SPEAKER: Thank you.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed.

Date	Name	Source	Comment	Response
3/4/2026	Anthony Coon.	Public Hearing Comment via Court Reporter	MR. COON: All right. Hi. I'm Anthony had submitted an email address as a willing participant for visual impact study, and then my wife and I are expecting, so we're a little concerned about construction noise mitigation, and if there is a sound wall, and that's on the – whoever wins the RFP. Is there any accountability to make sure that that actually happens? And is there a green space element to that? Thank you.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. Chapter 3 of the EA and Appendix I and Appendix J discuss how visual effects are evaluated at a planning level, which is consistent with the purpose of an EA at this stage of project development. The analysis focuses on identifying whether the project would result in notable changes to visual character, particularly where highways interact with nearby communities, parks, and historic resources. In the EA, there is discussion of visual effects from both the transportation facility itself, including how the additional lanes and structures function within the existing interstate corridor, and areas adjacent to the highway, including locations where changes to views, lighting or structures could be noticeable from nearby properties. Because the project is still in a conceptual design phase, the EA does not include final details such as specific wall heights, textures, landscaping treatments, or aesthetic enhancements. Those elements are typically refined during later design phases, after environmental approval, when more site-specific engineering and architectural decisions can be made. The EA's role is to disclose the potential for visual change and flag areas where visual effects may be more noticeable, not to present final design solutions. Appendix J of the EA provides more information on the technical approach of the visual impacts and data collected. The Project Team conducted a Visual Impacts Assessment Workshop on April 22, 2026, to collect feedback and inform future project design. An email invitation was sent to the I-24 Choice Lanes mailing list announcing the workshop on April 6, 2026. TDOT is also committed to engaging the public in other design considerations, including the location of noise walls, landscaping, signage and more. Chapter 5 of the EA outlines the environmental commitments that have been recommended to minimize the social, cultural, natural and physical environmental impacts of the proposed Project. These commitments, which include efforts to reduce construction noise and minimize or avoid impacts to the surrounding area, must be adhered to for Project implementation.
3/4/2026	Patrick Garner	Public Hearing Comment via Court Reporter	MR. GARNER: Hi. I'm Patrick Garner. I'm here as the president of the Woodbine Neighborhood Association. I'm also an environmental planner with nearly a decade of experience writing NEPA documents and conducting analysis for infrastructure projects. I've got a number of concerns about this project. My primary concern is that I don't think there's been adequate outreach done to minority communities and communities with limited English proficiency. As far as I could gather from the EA, the only such outreach was handing out pamphlets at Plaza Mariachi that were in both English and Spanish. I think that it would be more clear to you all the diversity of this part of town if you've done more than a county level demographic analysis. All that's in the EA is a county level view of income and race,w which is a really broad impact area and pretty atypical for the type of analysis you do to assess impacts to a community. As the Woodbine Neighborhood Association, we engaged our neighbors last year and looked at census data. Over half of the residents of the block groups in this neighborhood are minority, low income, or have limited English proficiency, and it goes far beyond Spanish. There's a significant Southeast Asian community in our neighborhood, and as we just saw, there's an Arabic speaking commu Another concern that I have is the statement that there's no impacts to -- no 4-F impacts to Mill Creek at Whitsett Park. If you want to talk more about that, come chat with me, but anybody should know that, just because you get cut off at two minutes here doesn't mean --unity in this part of town as well. I think it's unfortunate that nobody was able to grab him and let him know that he could make his comment in Arabic and have it translated. I hope that y'all will reach out to him directly. Another concern that I have is the statement that there's no impacts to -- no 4-F impacts to Mill Creek at Whitsett Park. If you want to talk more about that, come chat with me, but anybody should know that, just because you get cut off at two minutes here doesn't mean --iMR. GARNER: -- that you can't maketyour comment in full to the court reporter. If you do get cut off like I've just been -- please submit that comment, and please respond to my comment in this next environmental	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT conducted public involvement in accordance with NEPA, FHWA public involvement regulations and TDOT's established public engagement practices. The EA documents extensive outreach efforts designed to inform the public, solicit feedback and provide meaningful opportunities for participation throughout project development. As detailed in Chapter 4 and Appendix X of the EA, TDOT implemented a multi-year public involvement program that included: -Public information meetings and hearings held at accessible locations and times; -A project website with regularly updated materials; -Multiple comment periods exceeding minimum NEPA requirements; -Direct outreach to community organizations, neighborhood groups and stakeholders along the project corridor; -Availability of multiple methods for submitting comments, including online, written and verbal options. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow NEPA and all relevant federal requirements for public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyers distributions and engaging local elected officials to share updates with their constituents. Public feedback received during the 2024 and 2025 comment periods, including concerns related to congestion, tolling, accessibility and public-private partnerships, was reviewed and considered as part of project development. The EA documents how public input informed refinements to the Purpose and Need, traffic assumptions and design considerations. TDOT acknowledges that public involvement in complex transportation projects presents challenges, particularly in diverse communities. Appendix V and Appendix X documents observed engagement barriers and lessons learned. TDOT's public involvement efforts for the proposed Project satisfies NEPA and FHWA requirements by providing extensive opportunities for public participation, outreach to potentially affected communities and consideration of public input.
3/4/2026	Dylan Ringel	Public Hearing Comment via Court Reporter	MR. RINGEL: Hi. I'm Dylan Ringel. So I live at (REDACTED) and -- in Nashville. And I think that the numbers that were given here showing the reduced travel lanes for -- the reduced travel times for the general purpose lanes are misleading, and I don't feel like induced demand was properly acknowledged. So when you expand highway capacity,driving becomes easier, which encourages more trips,encourages longer commutes, encourages sprawl, and attracts drivers from other routes to use the new route. And ver time, congestion has been shown to return to previous levels. This effect is well21 documented across other US metro areas. And I feel like comparing no build 2052 to build 2052 ignores how new capacity changes behavior and generates more traffic. over time, congestion has been shown to return to previous levels. This effect is well21 documented across other US metro areas. And I feel like comparing no build 2052 to build 2052 ignores how new capacity changes behavior and generates more traffic. olf you don't believe me, just look at the Katy Freeway in Houston, Texas. It was expanded to 26 lanes at some point at a cost of $3 billion with toll lanes. And within just a few years, travel times increased dramatically. Morning commutes rose about 30 percent, and afternoon commutes raised about 50 percent, because easier driving encouraged longer commutes, development spread further outward from the city, more drivers used the corridor, and congestion returned. You can see similar stories in Los Angeles,Atlanta, and San Francisco, but New -- other cities like New York, Seattle, and DC and invested in transit, and actually reduced traffic by giving people the freedom not to drive.Choice Lanes don't fix congestion, they just price it. So the core issue is that highways move vehicles and transit moves people. And my question is how TDOT's model accounts for induced demand over the long term, and what evidence supports the claim that general purpose travel times will improve in 2052m given outcomes from past freeway expansions in other US cities. Thank you	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. Chapter 2 of the EA and Appendix D detail the methodology and findings of a traffic analysis to assess the operational benefits of the proposed I-24 Southeast Choice Lanes. The traffic analysis also includes a comprehensive review of project conditions for both the Opening Year of 2032 and the Design Year of 2052. This analysis incorporates traffic forecasting volumes for future years to evaluate and compare the No-Build to the Recommended Preferred Alternative. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/4/2026	Barbara Clinton	Public Hearing Comment via Court Reporter	MS. CLINTON: Good evening. My name is Barbara Clinton. I live on Peachtree Street in Woodbine. I'm a member of the Woodbine Neighborhood Association, and I'm the vice president of 16th United. I have one or two simple questions, and then a comment about the public-private partnership. First of all, in the data that you presented comparing travel times, what were the speed limits for those, and were they the same for current travel time and after construction? Second question is, what will the cost be to a driver who wants to use this? That has not been revealed to us? My concern is really about having a public-private partnership operate a major highway.What incentive will there be for the private company to work in good faith with community people, communityorganizations, and neighborhood organizations who experience difficulty with the operation of the Choice Lanes? Thank you.hMS. CLINTON: Yeah, of course. The first question was about miles per hour. Were you comparing in the charts that you put up there and that are in the handout driving the same miles per hour when you compared the pre and post, and what miles per hour do you expect will be the speed limit in the Choice Lane?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The Environmental Assessment (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. Chapter 2 of the EA and Appendix D detail the methodology and findings of a traffic analysis to assess the operational benefits of the proposed I-24 Southeast Choice Lanes. The travel time comparisons were calculated using the same posted speed limits for both current and post-construction conditions. No speed limit increases were assumed or modeled. The improved travel times shown in the analysis result from better traffic operations and reduced congestion, not from higher allowed speeds. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. In addition to maintaining ownership of the roads and facilities, TDOT would also be responsible for regulatory approvals, environmental commitments and ongoing monitoring to ensure the project is delivered and operated in the public interest. User fee thresholds will be determined in contract criteria established by TDOT and the Transportation Modernization Board once the project's private-sector partner is identified. The private-sector partner will ultimately set user fees within those contractual limits, with rates that reflect free market conditions, meaning variable user fees with potentially higher rates during peak travel times and adjusted frequently. However, the Choice Lanes would be completely optional and all general-purpose and HOV lanes would remain free to use.
3/4/2026	Jayla Thomas	Public Hearing Comment via Court Reporter	MS. THOMAS: Hello, everybody. My name is Jayla Thomas, and I'm actually running for state legislator in this district. I am personally affected by this project because my home is getting knocked over.But I'm not here to advocate for me. I'm here to advocate for those who are in the older generations; right? We see that 33 people are going to be displaced. And I'm a commissioner with the Affordable Housing Trust Fund Commission, and I always advocate to keep people in their neighborhoods so they can pass on generational wealth. And my neighbor Daryl, he's almost 80 years old. He built a tennis ncourt, he put a basketball court in there, and he too is going to be displaced. So I want to know, do you guys have, you know, a compensation plan, a rigorous one? Because if we're raising property taxes on people, we need to make sure that they're compensated. And then I'm also here to advocate for the people in South Antioch. I was with the Cambridge group the other day, and like Councilwoman Styles said, she said, "Can we make sure that the on-ramps do not go through Chinatown?" Okay? So those are the two people I'm here to advocate for. I'm your neighbor, I'm your friend, and I am at (REDACTED). So thank you.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.

Date	Name	Source	Comment	Response
3/4/2026	Amber Christianus	Public Hearing Comment via Court Reporter	MS. CHRISTIANUS: Hi. I'm Amber Christianus -- MS. CHRISTIANUS: I'm at -- it's okay. I'm at (REDACTED). And I am originally from the Dallas-Fort Worth area, so I'm very familiar with the Choice Lanes. I dealt with them for 20 years in DFW. I saw them being built. I saw the fact that they -- how the toll tags work, the EZ Tags, the TX Tags, and the vendors that they used. So I'm very familiar with all this, but the thing that's concerning me is the fact -- was there a study that was done with this particular part of 24 being -- being turned into Choice Lane/toll lanes? Are we going to be going underground? Are we going to be just on ramps, and -- is it just one particular road with the lane ramp going -- you know, Eastbound-Westbound, or are we going to be digging underground like, for example, 635, which is LBJ Freeway in Dallas-Fort Worth. They did a massive thing like that too -- and they did multiple, multiple Choice Lanes. It took them five years to build that, folks. Five years. And it was this very streamlined process, but they went underground. Was there ever any studies done for this was done -- instead of doing this above ground, underground? That's my -- that's my main question	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. The Recommended Preferred Alternative (RPA) shared at the recent public hearings does not include any underground segments. This is based on the results of the Environmental Assessment (EA), which identifies and evaluates a range of reasonable alternatives that are consistent with the project's Purpose and Need, which focuses on improving travel time reliability and managing congestion along the existing I-24 corridor. The alternatives evaluated are all at-grade or elevated improvements within or immediately adjacent to the existing interstate footprint, including variations of widening with managed lanes and interchange improvements.
3/4/2026	Patrick Garner	Public Hearing Comment via Court Reporter	MR. GARNER: Thank you. Patrick Garner, again, WNA president. Section 4-F of the Department of Transportation Act protects parks, among other things, from impacts of transportation projects.The environmental assessment determined that there were no impacts to Whitsett Park, which is one of the few green spaces in our area. Again, a majority minority area. And I'd like to see a little bit more information about why it wasn't considered a constructive use. I am regularly at Mill Creek, at Whitsett Park, and the idea of having a large flyover structure would certainly be a visual intrusion on what I consider the use of that park to be. And there was nothing in the environmental assessment that suggested to me that there was coordination with the official jurisdiction over that. Also, having worked on large projects like this, I understand that a lot of these issues are systemic. This is kind of a -- like an all you can do sort of thing. I understand funding limitations and constraints of authorizations, but should be clear that this is a systemic and land use issue that we're having to connect to these distant satellite communities and creating these commuter issues. And really, you know, it's – I understand it's outside of the purview of TDOT, but we really ought to be looking at large land use changes that can bring people in, reduce travel times, and create comprehensive solutions to these problems. Not just band-aids that'll have to have money spent and take land, harm the environment, and really create some lasting change and some good projects.Thanks.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Environmental Assessment (EA) evaluated potential direct, indirect, and constructive uses of publicly owned parks and recreational resources, including Whitsett Park. The EA concluded that the project would not result in a Section 4(f) "use" of Whitsett Park because no permanent incorporation of park land, temporary occupancy that would substantially impair park activities, or constructive use would occur as defined under federal regulations. Visual presence alone does not automatically constitute a constructive use under Section 4(f); that determination requires a finding of substantial impairment to the resource's protected activities or attributes. Based on the technical analyses and applicable federal criteria, that threshold was not met for Whitsett Park. Regarding coordination, TDOT followed NEPA and Section 4(f) coordination requirements, which included agency and public outreach as part of the environmental review process. Because no Section 4(f) use was identified, formal Section 4(f) approval and associated concurrence from the official with jurisdiction over the park were not required. However, public input, such as the concerns you raised, is an important part of the decision-making record and will continue to inform project refinement as it advances. This project is intended to address documented congestion and reliability issues on an existing interstate corridor. It is not presented as a standalone or comprehensive solution to all regional mobility or land-use challenges, but rather as one element within a broader transportation and planning framework. TDOT is committed to working with regional partners to address issues to improve the overall transportation issues mentioned.
3/4/2026	David Lane	Public Hearing Comment via Court Reporter	MR. LANE: David Lane. David, D-A-V-I-D. Lane, L-A-N-E. (REDACTED), Nashville, Tennessee 37210. I live right next to the 440/I-24 ramp East. When they built 440, they did all kind of dynamite. I know they're going to again. Now who's going to repair my house when the dynamite's over? That's the reason I'm against this thing, 'cause I know what's going to happen. I had damage in the past. It wasn't bad, but nothing was ever fixed.I guess that's it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. Any future construction associated with this project would be required to follow strict federal and state construction standards, including requirements related to vibration, blasting and protection of nearby structures. It is important to note that construction needs for blasting will be determined after a design is finalized and a construction plan is established.
3/4/2026	John Kramer	Public Hearing Comment via Court Reporter	Hello. I'm John Kramer, (REDACTED), and that's in Noble Place Townhome, which is a pretty new town home community. So right now from the prelim design, it doesn't look like our particular unit would be impacted, but we have several neighbors that would, potentially up to 20. So I was wondering what engagement looks like on a timeline for those people that would be impacted. And if people who aren't necessarily impacted but are adjacent, is there any engagement for those folks? I had submitted an email address as a willing participant for visual impact study, and then my wife and I are expecting, so we're a little concerned about construction noise mitigation, and if there is a sound wall, and that's on the -- whoever wins the RFP. Is there any accountability to make sure that that actually happens? And is there a green space element to that? Thank you.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The Project Team conducted a Visual Impacts Assessment Workshop on April 22, 2026, to collect feedback and inform future project design. An email invitation was sent to the I-24 Choice Lanes mailing list announcing the workshop on April 6, 2026. TDOT is also committed to engaging the public in other design considerations, including the location of noise walls, landscaping, signage and more. Information on noise can be found in Appendix M of the Environmental Assessment. The proposed Project required a noise study to identify noise impacts and evaluate noise abatement for those impacts. The noise study was conducted in accordance with TDOT's traffic noise guidance and FHWA noise regulation. The Noise Impacts Technical Memo details the efforts to evaluate existing noise levels along the I-24 corridor and future noise levels with the RPA in the design year 2052. The study determined that the proposed project will create future traffic noise impacts. A total of 3,218 residences and 61.54 equivalent residences are predicted to be impacted. Noise abatement was also evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. Based on this evaluation, thirty (30) preliminary barriers meeting the noise reduction design goal were deemed both potentially feasible and reasonable. Noise barriers are likely to be included in the project plans; however, changes made during the final design process for the project could affect conclusions regarding noise impacts and abatement. Therefore, final noise abatement decisions will be made during the final design process. The benefited property owners will receive notifications and have opportunities to submit feedback during this process before the design is finalized. Chapter 5 of the EA "Environmental Commitments" also outlines TDOT's mitigation commitments to address impacts or disruptions from the proposed project. Additional steps will be taken once a private-sector partner is selected to determine appropriate mitigation steps as the design progresses forward. TDOT is committed to staying engaged with the community throughout this process. Because of the inclusion of these mitigation efforts in the EA, these measures must be adhered to and included in any contract for Project implementation. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. TDOT would also maintain ongoing oversight of the P3 to ensure that contractual requirements related to maintenance, operations, safety, and performance are fully enforced.
3/5/2026	DR. WACHOSEIZ	Public Hearing Comment via Court Reporter	Hello.· Dr. Wachoseiz. Thank you very much for presenting this, giving us the opportunity to talk.· On your video and on the website for most of this time, our home has been a dirt -- piece of dirt.· There's been about a $60 million investment that's not on your table, and we have been trying to find out what you're going to do.· Accordingly, you're going to wipe out about 20 houses and we're not getting any answers.· And the houses that sit back 100 feet, 150 feet, we are being told we will not be compensated even though they're going to lose at least 25 to 40 percent of their values.· So, what are you going to do about that?· That's one thing. Second thing is why did the city issue building license for the $60 million complex which is just being done and TDOT never told anybody?· So, the money's been spent, the complex is completed.· We can't sell our houses.· I can't sell the house because I have to report that this is going to affect me.· So, how are you going to compensate?· Are you going to compensate the entire complex which is about 60 million?· Are you going to -- SPEAKER 2:· 30 seconds. DR. WACHOSEIZ:· -- currently taking out a bunch of things and you've got to put up a wall.· But according to the scientists, the wall will not stop the truck rumbling and vibrations in our houses.· So, what are you going to do? The last thing is that you have this flywheel that is for the trucks that come across 24. So, you're serving the trucks -- DR. WACHOSEIZ:· -- and you're wiping out our community.· Last comment.· Will -- DR. WACHOSEIZ:· Okay.· Would you please put the price of payments for the time?· I don't see anything around here about how much it's going to cost. DR. WACHOSEIZ:· Fair questions.· Just no answers.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/5/2026	Rebecca Pfeiffer	Public Hearing Comment via Court Reporter	Thank you so much.· First of all, I want to thank you for having such a wellthought-out and really easy to understand presentation. I've never been to a forum like this before and I was kind of expecting an episode of Parks and Rec.· So, thank you so much for not being that. So, my question is, I feel like you have a, you know, a good plan for what this is.· But why, with the incredible rapid population growth of Middle Tennessee, do we not have a proposal for increasing public transportatiotransportation?· Why is there not light rails, buses, anything that can actually move people, not vehicles? oMS. PHEIFFER:· Are those studies available for the public to see? oMS. PHEIFFER:· And where will we find those? · · · MS. PHEIFFER:· Okay, thank you very much.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.

Date	Name	Source	Comment	Response
3/5/2026	Natalie McMillan	Public Hearing Comment via Court Reporter	MS. MCMILLAN:· So, she kind of raised one of my concerns, why isn't public transportation being used more?· I'm from here, going to 40 years, and this has been an issue that's grown, it's just getting worse. I do have questions about the time points that you were mentioning.· They seem a little bit short even for, you know, traffic for some of the places (indiscernible) on the website. But one of my questions is kind of, you know, A, people that commute are having to pay more out of pocket for something when they're already paying more maintenance costs, more gas.· But at the same time, it also limits access to people who need their vehicle to get to work but don't have the ability to afford paying extra on top of everything else, given how unaffordable Middle Tennessee is getting for most of us that live here. You kind of mentioned it briefly in your response to the one previous.· But like, it, it kind of does feel like there's a disjoint in miscommunication between the, the l r something when they're already paying more maintenance costs, more gas.· But at the same time, it also limits access to people who need their vehicle to get to work but don't have the ability to afford paying extra on top of everything else, given how unaffordable Middle Tennessee is getting for most of us that live here. You kind of mentioned it briefly in your response to the one previous.· But like, it, it kind of does feel like there's a disjoint in miscommunication between the, the local counties and cities and towns in the state and that that's part of the issue of not having a good transit and people that live here having difficult commutes and difficult times getting places because there isn't enough of local and state working together to create more comprehensive plans as opposed to just band aids that just don't really need, you probably just sort of – MS. MCMILLAN:· -- fix it in very shortterm way of the game, put some money on taxpayers and things like that.· That's it.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.
3/5/2026	COUNCILWOMAN STYLES	Public Hearing Comment via Court Reporter	Hello.· I'm back. I just wanted to come back again and reiterate how important it is that we retain our Chinatown site.· As that has just opened, it's doing very well.· We have a lot of patronage happening since it opened and it has gotten a lot of press and I think it would be a bad idea for us to use this particular site versus perhaps moving our exit and our entrance down the street.· There's an opportunity down Hickory Hollow Parkway, same road.· It just doesn't go through a brand-new site which now alalo has a second building that's given way to open (indiscernible). And also, another concern that I did mention last night is directly next door to the supermarket is a school.· So, we would be building an on and off ramp.· All that disruption for our kids and ultimately that school would have to close.· It's not going to stay open and be located next to an (indiscernible). · · · · · · · lso has a second building that's given way to open (indiscernible). And also, another concern that I did mention last night is directly next door to the supermarket is a school.· So, we would be building an on and off ramp.· All that disruption for our kids and ultimately that school would have to close.· It's not going to stay open and be located next to an (indiscernible). · · · · · · · sCOUNCILWOMAN STYLES:· So, I'm really hoping that you're hearing enough feedback tonight that -- selfishly I am concerned with slide 11 and what is going through the Chinatown site and making sure that we -- we're not negative impacted and we're, we're working well together.· So, thank you all very much for being on here for, for these two nights and I want to thank all of you for coming out tonight after work and school and everything to give your comments because this is that moment where we have an opportunity -- ICOUNCILWOMAN STYLES:· -- to say we'd like to see a little something different.· We can't stop the project, but we can influence perhaps what this looks like at the end of the day.· And that's this moment. Thank you.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/5/2026	Dylan Ringel	Public Hearing Comment via Court Reporter	So, this is a public-private partnership.· Could you talk more about who the private partners are?· And obviously you, you might not know, yeah, motivations, but what their stated purpose is and why they want to contribute to this project.· And what are the specific price points going to be for the choice lanes?· And then are there -- since there are cases where choice lanes don't reduce congestion in the general lanes, is that factored into the time clock -- the, the time saved assessments, since, you know, just because there's, you know, the whole one more lane sort of issue where when you make some more available, more people will use it. So, is that factored into those time assessments.· Those are my questions. · · · · · · e	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT) is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. TDOT has not selected a P3 partner at this time; however, a shortlist of proposers is available on TDOT's website. User fee thresholds will be determined in contract criteria established by TDOT and the Transportation Modernization Board once the project's private-sector partner is identified. The Environmental Assessment (EA) and Appendix D detail the methodologies used to calculate travel time savings and future traffic operations using regional travel demand modeling and detailed traffic simulations. Additionally, the analysis relies on managed lanes to deliver a controlled and reliable flow of traffic in the future.
3/5/2026	Shani Glapion	Public Hearing Comment via Court Reporter	MS. GLAPION:· Shani Glapion, and from Antioch, I won't give him -- I gave him my address.· I'm not going say it out loud to everybody.· So, I got a couple questions.· What is that average income of the individuals who typically take this lane?· I know you all done studies in other cities, so I would like to know where that falls. What access to data will the private partners have?· Why didn't this go all the way to the airport or at least to like Donelson -- is it Donelson Pike?· And will yoyou all enforce the high occupancy lanes?· Because they're currently not being enforced. oMS. GLAPION:· Would the (indiscernible). o	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The purpose of the Environmental Assessment (EA) is to assess whether the proposed project would result in significant environmental impacts and whether it meets federal requirements for approval, not to profile or predict the income characteristics of future users. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing. can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. TDOT will manage and be responsible for user fee collection, and all user information and associated data would remain with the state.
3/5/2026	Dylan Ringel	Public Hearing Comment via Court Reporter	MR. DYLAN:· Thank you.· Good evening.· My name is Dylan at (REDACTED) in Nashville and thank you for opportunity to speak. I frequently travel via the I-24 corridor on WeGo Transit. I'm a high school student in Nashville and I've relied on public transportation in the greater Tennessee area for a very long time.· And I still do every day. And I -- Tennessee is growing quickly. And with that growth comes demand for transportation options.· Many Tennessee residents, including myself, already rely on transit every day, whether it's commuters, students, workers, or people who simply prefer not to drive.· And I'd like to highlight an opportunity to make this investment work for all travelers, including Tennessee transit riders. When you evaluate, based on existing land use, growth, and development patterns, which is mostly single-family homes and spread out cul-de-sacs, of course you're not going to see enough ridership for high-density transit and high-capacity transit.· The New York City subway used to service small ssuburbs.· If you build it, they will come.· The subway now sees billions of riders. Transit-oriented development follows the construction of transit projects.· Express lanes can be extremely valuable for transit.· Buses using managed lanes often provide faster, more reliable trips because they can bypass congestion.· That means one bus can move dozens of people effectively through the corridor, reducing pressure on the general lanes and making the system work better.· The project as proposed today allows transit buses to use the corridor for free, which is a wonderful thing -- · · · · · · · MR. DYLAN:· -- however, it does not provide access or meaningful connectivity to anywhere along the corridor.· Transit agencies need to build their own station off the route later, adding travel time, making transfers less convenient.· And TDOT has the opportunity to design this corridor from the start with bus stations and stops, at new interchanges, with safe pedestrian bridges, park and ride lots, and connections to local transit systems that exist today and may exist in the future.· My question for TDOT is this, as this corridor is designed, what steps can TDOT take to facilitate	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.

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3/5/2026	Solomon Smith	Public Hearing Comment via Court Reporter	MR. SMITH:· Hey.· Okay.· I don't want to say my exact address, but Napier (indiscernible) right near that Fairfield exit, it's going to be effective. Simple question.· And I want to give you plenty of time to respond.· I know it's like not within your precise purview, but why is it that if we want to expand sidewalks or expand transit options, we have to vote on it and watch it fail, but if a company wants to come in to create car-centric infrastructure, we don't get to vote?	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities.
3/5/2026	Aurora Pfeiffer	Public Hearing Comment via Court Reporter	MS. AURORA PHEIFFER:· Hello.· Thank you for all the thought you've put into this.· I think the presentation is very beautiful.· However -- MS. AURORA PHEIFFER:· Oh, I'm sorry. I'm, I'm Aurora Piper and I live in Westmead. MS. AURORA PHEIFFER:· Okay.· So, thank you for all the thought you've put into this.· I think the presentation is very beautiful.· But the only way to avoid a permanent gridlock is to give people a viable alternative to driving.· Highways move vehicles and transit moves people.· When you expand highway capacity, driving becomes temporarily easier, which encourages more trips, longer commutes, sprawl and attracts drivers from other routes.· Over time, congestion often returns to previous or higher levels. This phenomenon is well documented across US metro areas.· For example, the Katy Freeway in Houston, Texas, it was expanded to 26 lanes at a cost of $3 billion and within a few years travel times increase dramatically.· Morning commute times reportedly rose 30 percent and afternoon commute times reportedly rose 50 percent because easier driving encouraged longer commutes.· Development spread further outward.· More drivers used the corridor and congestion returned. Cities like New York, Seattle, and D.C. invested in public transit and actually reduced traffic by giving people the freedom not to drive.· Choice lanes don't fix congestion, they're pricey.· General-purpose lanes stay congested and benefit higher income drivers disproportionately.· The model assumes toll lanes stay fast because the toll price rises when demand increases. That means congestion is being managed by pricing people out, not by reducing total time. wMS. AURORA PHEIFFER:· Given the lack of options for us today, I urge TDOT to pursue the no-build alternative or change the plans to include specific tram stops and stations for transit, for buses or for perhaps a parallel passenger railroad rather than leaving it up to the agencies.· Having stations on the corridor improves the speed and usability for transit dramatically, as done in, for example, Denver.· Highway extension just treats the symptom like too many cars in one place and not the root of the problem.· Thank you.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.
3/5/2026	Nicole Thomas	Public Hearing Comment via Court Reporter	MS. THOMAS:· Okay.· Nicole Thomas on behalf of Almaville Road.· I'm under no illusion that I can affect the outcome of this by my words.· But you deserve to hear them and be shamed by them nonetheless. This project has been presented to the people of Tennessee as a solution, a remedy, even a gift.· But let us speak plainly, it is no gift. It is instead a venture that will line the pockets of the already ultra wealthy while everyday Tennesseans shoulder the burden.· Furthermore, this project demands that families be displaced through eminent domain, not an unavoidable public necessity, but for privatized, profit-driven roadway that serves the few at the expense of the many.· Tennesseans deserves better. Our Declaration of Independence boldly declares that all people are endowed with certain unalienable rights, among them life, liberty, and the pursuit of happiness.· How can one pursue those rights when their home, the anchor of their stability is taken from them?· The US Constitution in the Fifth Amendment affirms that no person shall be deprived of life, liberty, or property without due process of law, and the property shall not be taken for public use without just compensation.· Is compensation just when families lose irreplaceable history, community, and security? Isaiah 10 verses 1 and 2, "Woe to those who make unjust laws to deprive the poor of their rights and withhold justice from the oppressed."· Is it not an injustice to force families out of their homes so that others make profits?· Is it not exploitation to claim that this is for the good of all when only a minority will benefit?· The human cost cannot be overlooked. Behind every dot on a planning map lies a family, a home, a story.· Eminent domain is not an abstract government tool -- MS. THOMAS:· -- it is a force that tears apart communities.· This project will displace hard working people who did nothing wrong except to live in the path of someone else's profit plan. My friends, my neighbors, the best community I have had the privilege of being a part of, this is not progress, but injustice.· True public infrastructure should serve everyone, not only those who pay extra.· True progress should lift communities up, not push them aside.· True leadership listens to people. That's all I'm going to say.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed.
3/5/2026	Mark Watson	Public Hearing Comment via Court Reporter	MR. WATSON:· My name is Mark Watson and I represent -- and very few notes.· Simply because I'm an engineer (indiscernible). MR. WATSON:· Sorry about that. MR. WATSON:· All right.· We'll start over anyway.· The downsides to this project are substantial. Several ways.· It resembles a kind of infrastructure gamble that Nashville has already seen with the airport tunnel concept.· Expensive, complex, and aimed at moving cars faster than fixing the underlying traffic problems. Toll swings do in fact create a two-tier power.· You're actually telling people you can pay money to go fast. Probably not a good idea.· Private control of a public highway corridor.· That's not Tennessee.· We don't have toll roads.· We shouldn't be doing this.· We're splitting people up for no good reason. Land impacts, don't even want to touch that.· Everybody in here knows what that means.· Perhaps the biggest criticism I've got is that this project doubles down on a car-owned strategy of one of the fastest growing corridors in the southeast. Alternatives that receive less -- far less investments include the regional terminal rail. TDOT did the study that told us to move Radnor Yards. They're the ones that told us how much land would free up, how we could improve our traffic.· Why don't we point that particular project that was done.· We're not talking about -- we're talking about traffic and cars. That's not what this is about.· We're talking about new moving people.· Radnor Yards, that project -- TDOT should have done it.· Other question.· Where is NDOT in this? nMR. WATSON:· Three? nMR. WATSON:· 30.· All right.· Let's get there.· Anyway.· This study is studied internationally. Everybody in the world knows about it.· There's Vanderbilt University, University of California, Berkeley studied this corridor.· It is considered an unstable corridor.· You all know that.· Your engineers know it, your planners know it.· You don't get to overlook it because somebody wants to have a faster way to get to work. MR. WATSON:· Thanks.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.
3/5/2026	Lindsey Hartfield	Public Hearing Comment via Court Reporter	MS. HARTFIELD:· Hi, I'm Lindsay.· I live at the Elm Hill Pike area.· So, I have a few things. First, like somebody else pointed out, this is not a vote.· Anything that this big should be a vote if it impacts us this greatly. My second thing is the tree canopy. I asked a few people, are you planning on replacing tree for tree in our tree canopy that's already being decimated by all these apartment buildings and whatnot going up? Second -- or third, how long do the -- do these people have -- do they get fined if they go over the due dates?· And then it feels like a literal highway robbery when a private-sector can charge us whatever the heck they want.· I work in the hospital.· I can save your life.· But I have to work two jobs just to be able to afford my daily life.· It's not right that somebody with money can just drive little bit faster. And also, has anybody driven in Atlanta? Because it didn't work there.· Even on the generalpurpose lanes there is always traffic.· And that guy over there built it -- sorry sir -- but I don't want him involved because Atlanta is a crap show.· And then who holds this private-sector accountable for fixing it?· If debris falls off somebody's truck?· Salting the roads, potholes, who hold them accountable? Oh, and also for this, there was no information posted anywhere.· I had to like -- · · · · · · MS. HARTFIELD:· -- deep dive on the computer to find this.· There needs to be yard signs posted everywhere, not just on a lip on a TV thing. People in -- the state, they can pay for marketing.· You got 4.5 billion people -- million dollars invested in this.· Why can't you all invest in some advertising for some people to know about this meeting? I	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The Project Team conducted a Visual Impacts Assessment Workshop on April 22, 2026, to collect feedback and inform future project design. An email invitation was sent to the I-24 Choice Lanes mailing list announcing the workshop on April 6, 2026. TDOT is also committed to engaging the public in other design considerations, including the location of noise walls, landscaping, signage and more. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. TDOT would also maintain oversight of the P3 to enforce contractual requirements like operations and maintenance. TDOT has made reasonable efforts to keep the public informed and engaged on the project. TDOT has and will continue to follow all relevant federal requirements, including public involvement. The public information meetings, virtual public meetings, recent public hearings and associated public comment periods were to engage the community, collect feedback and meet all public involvement requirements. TDOT utilized several methods to encourage public involvement and solicit feedback from the public, including digital advertising, mailing over 150 thousand postcards, legal advertisements in local newspapers, press releases distributed to media outlets, flyers distributions and engaging local elected officials to share updates with their constituents.

Date	Name	Source	Comment	Response
3/5/2026	Michael Mastin	Public Hearing Comment via Court Reporter	MR. MASTIN:· Hello.· My name is Michael Mastin, (indiscernible).· One of third generation business owner here in Nashville hoping to be fourth and fifth and so on and so on.· We -- our family started our company in 1942.· We were here before the interstate. We've been taken from before and now we're going to be taken from again. My concerns is when does this stop? You're at 15 percent assessment so that means you're going to end up taking more.· Two, how much more is it going to cost?· You can still assess and then there's going to still be more cost.· Three, everybody in Denver, New Jersey, in Atlanta knows they don't work. Four, we already have such a bad problem with potholes in this city.· You're doing this suspended.· What's the first thing that freezes, bridges and overpasses?· So, the whole thing's going to freeze.· So, we're going to shut it down during winter months.· Thing won't be accessible. The overhead part, I can't tell you how many cars have come through my buildbuildng, two here in the last couple years.· So, prepare yourself for that.· And this just goes on and on. This is not choice lanes, this is forced lanes.· Nobody has say so in it.· It's being forced upon us now we're having to deal with it.· Our livelihood is being taken, uprooted from us, our history, our tradition, our hard work and sweat and tears.· 84 years, my family has given to this city nonstop.· We are an emergency service.· We don't get to stop -- ding, two here in the last couple years.· So, prepare yourself for that.· And this just goes on and on. This is not choice lanes, this is forced lanes.· Nobody has say so in it.· It's being forced upon us now we're having to deal with it.· Our livelihood is being taken, uprooted from us, our history, our tradition, our hard work and sweat and tears.· 84 years, my family has given to this city nonstop.· We are an emergency service.· We don't get to stop -- iMR. MASTIN:· -- we don't get a day off. 84 years, no birthdays, no Christmas.· We're serving this city.· We can't do that without this location.· Has anybody looked at any other things like that? There's, there's so much more than money can't replace.· I know everybody say, "Oh, you're going to get a lot of credit for this.· You're going, you know, we're going to feed -- we're going to pay you for this."· The money doesn't fix the problem.· The money that you all are trying to bill is not going to fix the problem.· Some other things here is going to fix the problem.· Transportation is one --- i	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. 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Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. 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The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration.
3/5/2026	Sara Croft	Public Hearing Comment via Court Reporter	MS. CROFT:· Hi, I'm Sara.· I'm from the drive down the road.· A couple questions on this. Honestly, I'm very confused on whether or not we actually have the option. I know it's been reiterated over and over again that you have a timeline, you have years set up. It sounds like the choice has been made, but I should have asked one of your guys over here, one not here, is there an option for the no-build?· As in we have a voice.· We have the choice to actually not do this. I was told that is an option.· I was specifically told that if a million people raise a concern and raise it in a negative way that this cannot go through.· So, we'd love some clarification on whether or not we do have the choice to not do this. The second part is this seems like a very expensive one-way door that will not benefit the local community.· You're going to invest time and funding and resources from TDOT and pulling it away from current roads and having to work on these other roads that are going to be owned by 3P.· If they're owned by 3P, that means that we don't have the voice in how to maintain them.· We don't have the accuracy of being able to maintain them in a fast pace.· It's like renting an apartment.· You have to wait on somebody else to come to you and fix your problem.· Which means that the local citizens, even the commuters, will not be able to use roads at times because you're waiting on someone else to fix these. And the last part is because it feels like a one-way door, do wwe have any plans on whenever we don't see an ROI on this and we don't see any use -- wMS. CROFT:· -- of these roads to actually repurpose them in any other way, hopefully in a train system. w	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The No-Build alternative is a required and formal option under the National Environmental Policy Act (NEPA), and it is evaluated alongside build alternatives in the Environmental Assessment (EA). The No-Build scenario represents what conditions would look like if the project does not move forward and no major improvements are made beyond routine maintenance. While no final decision has been made at this time, TDOT is advancing the I-24 Southeast Choice Lanes project through the required environmental review process. Although the project has an established schedule and funding set aside to complete environmental studies and preliminary development, final approval has not yet been granted. Under NEPA, the project must receive approval from FHWA before it can proceed to final design or construction. FHWA will review the EA, including all technical analyses and public comments received, to determine whether the project would result in significant environmental impacts. Based on that review, FHWA will decide whether to issue a Finding of No Significant Impact (FONSI) or require additional environmental evaluation. Until FHWA completes this review and issues its determination, the project cannot move forward. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. TDOT would also maintain ongoing oversight of the P3 to ensure that contractual requirements related to maintenance, operations, safety, and performance are fully enforced. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects. By tapping into private investment, TDOT reduces the need for state funding for the project to continue providing transportation improvements to other parts of the state, such as widening rural interstates to six lanes.
3/5/2026	Lana White	Public Hearing Comment via Court Reporter	MS. WHITE:· My name is Lana and I live close to Joplin and I have a few questions.· A few have been answered tonight.· I did not hear the answer to one of her questions though.· If enough people tell you they are against these choices, will you stop all the plans? And I would like a yes or no answer to that right now because that will determine my next question to you.· If there are enough people that are against the choice lanes, will you stop this entire -- · · · · · · · MS. WHITE:· -- the entire plan? · · · · · · · MS. WHITE:· Well, I can but this one determines my next question. MS. WHITE:· But if enough people do not want it, what will you do? · · · · · · · MS. WHITE:· Because that does not answer my question.· What are you going to do -- MS. WHITE:· But that doesn't answer the question. · · · · · · · MS. WHITE:· But can you legally continue with this, with enough people against it?· It's obvious everyone that's here does not want this program.· You have not -- you've talked about everything on the roads. You have not talked about the homes, the foundations, the water department or the water problems that are going to happen from this. You're not going to talk about the environmental fumes that you're going to smell.· You're going to inhale sulfur, lead, formaldehyde.· There's many things you're going to do.· And on the Briley Parkway, the Chapter 217 project alternative.· There's supposed to be 12 new bridges and MS. WHITE:· -- and you're going to be removing the loop ramps.· But back to the first question is the most important.· Will you continue with this?· No one wants this.· No one wants (indiscernible).· What are you going to do -- what are you going to do to the elderly that have no place to go when you t·ke their home?· What are you going to do to the couple that just put all their savings at a home to buy their first home? What are you going to do for people like us that -- aMS. WHITE:· (Indiscernible), the values, always talking about -- MS. WHITE:· I didn't get that question. The fair market value is always (indiscernible).	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The No-Build alternative is a required and formal option under the National Environmental Policy Act (NEPA), and it is evaluated alongside build alternatives in the Environmental Assessment (EA). The No-Build scenario represents what conditions would look like if the project does not move forward and no major improvements are made beyond routine maintenance. While no final decision has been made at this time, TDOT is advancing the I-24 Southeast Choice Lanes project through the required environmental review process. Although the project has an established schedule and funding set aside to complete environmental studies and preliminary development, final approval has not yet been granted. Under NEPA, the project must receive approval from FHWA before it can proceed to final design or construction. FHWA will review the EA, including all technical analyses and public comments received, to determine whether the project would result in significant environmental impacts. Based on that review, FHWA will decide whether to issue a Finding of No Significant Impact (FONSI) or require additional environmental evaluation. Until FHWA completes this review and issues its determination, the project cannot move forward. Chapter 3 of the EA addresses many of the concerns you raised and are summarized in Table 3-1: Summary of Potential Direct Impacts. Additionally, the following sections address: · Section 3.2 Would the proposed Project affect Visual Resources? - Discusses changes to the visual environment that could affect nearby homes due to elevated roadway elements. · Section 3.3 Would the proposed Project cause Relocations? - Evaluates residential areas adjacent to the project, potential displacements and proximity effects. · Section 3.5 Would the proposed Project affect roadway Noise Levels? - Assesses how traffic-related noise may affect nearby residential structures and identifies where future noise mitigation may be considered. · Sections 3.6 Would the proposed Project affect Water Resources? And 3.7 Would the proposed Project Affect Floodplains? - Evaluates surface water, stormwater runoff, floodplain impacts and compliance with applicable water quality regulations. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner.
3/5/2026	Markeith Braden	Public Hearing Comment via Court Reporter	MR. BRADEN:· Most of my comments have already been said but I will come up to reiterate for the record.· As a native of Nashville, particularly Antioch area, homeowner for over 20 years, we have seen the regression of Antioch and now the comeback of our area and we have seen buildings sit empty for multiple years. And so I will reiterate what council lady stated about the Chinatown.· That even if this project does go forward, we do not want to lose that new establishment.· They have put a lot of money into that establishment and it will be terrible to see it go.· But as the lady was sharing just a few minutes ago, it seems as though the community is not of support of this project.· And so we hope that you take this into high consideration so that we will meet the community needs. And then the last thing I will say is that what best practices have you all observed from other cities similar to an Atlanta -- and I frequent Atlanta often and nobody uses those choice lanes nor has it decreased the traffic in that city.· And so just take these things into consideration and we appreciate the opportunity to share what our thoughts are concerning this effort.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The RPA is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance and property owner rights to ensure a fair and lawful process following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. TDOT has engaged partner agencies in other states, including Georgia, to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts.
3/5/2026	Adam Nicholson	Public Hearing Comment via Court Reporter	·MR. NICHOLSON:· Okay. MR. NICHOLSON:· All good? MR. NICHOLSON:· So, thank you for being here through a tough job to get all of our negative feedback.· No positive feedback.· So, is TDOT required · ·let's start from the top. MR. NICHOLSON:· Oh, sure.· Yes.· Adam Nicholson with Transit Now Nashville.· And I want to just say some stats here.· Nashville has the worst commute in the whole country according to some figures. We're number one for getting miles driven per person of any city in the US, about 40 miles a day.· We are number one for roadways per person.· So, if more layers fixed traffic, then how did we get here?· Okay. So, will TDOT commit to completing a current alternatives analysis, the one that was mentioned in the, the study, I've submitted feedback. I got a response.· I appreciate that.· I referenced a study from 19 years ago that the GNRC completed.· That is the Southeast Corridor High Performance Transit Study from Jim McAteer, 2007 was, was what I found there. So, in the event that TDOT does do an alternatives analysis study -- which maybe that's legally required -- that's another question -- would they possibly pursue public private partnerships to build transit systems?· Let's see.· Can TDOT assure us that there are no conflicts of interest between private companies that benefit from highways -- · · · · · · aMR. NICHOLSON:· -- including officials that worked at TDOT such as Butch Eley who used to work on highway management systems before he became the commissioner of TDOT?· And let's see. Can you assure us that exhaust fumes, including brake dust and tire dust will not be poisoning more people that live within 100-foot radius of the highways, which increase risks of stroke and heart attack on top of all the opportunity costs of not doing the things that we know we probably should be doing better in terms of transit and smarter growth and all those things.· Thank you, guys. aMR. NICHOLSON:· Yes.· The exact name of that study is called the Southeast Corridor High Performance Transit study from Jim McAteer, the GNRC. He's now not at GNRC anymore.· But if you google that phrase exactly, that's what was sent to me as a response for the justification for why we're doing this, you know, a non-TDOT study that was mentioned before as well when someone asked this question. So, it sounds like the justification is from 19 years ago.· It's not like the city has changed at all in 19 years, right?· So, maybe we can use that sorry.· Pardon the sarcasm.· Try to keep it light.· No, but it's awful that we're using a 19-year-old study in the GNRC.· TDOT should have an in-house alternatives analysis. So, follow-up question, just to reiterate, is TDOT legally required to do alternatives analysis?· That's a big point.· Thank you. · · · · ·	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is following a federal environmental review process required under the National Environmental Policy Act (NEPA). NEPA requires a detailed alternatives analysis to evaluate reasonable alternatives within the Environmental Assessment (EA). The (EA) was made available for public review on February 13, 2026, on the project website and physical copies were placed in accessible locations in or near the I-24 corridor and presented at the public hearings on March 3, 4 and 5. Chapter 2 of the EA documents the alternatives evaluation process conducted in accordance with NEPA. As described in this chapter, a range of alternatives was considered to address the project's defined purpose and need. Public transit alternatives were examined at a screening level and were not carried forward for detailed analysis because prior, more focused studies—including the I-24 Multimodal Corridor Study, the Managed Lanes Preliminary Feasibility Assessment, and the Congestion Action Plan for Middle Tennessee—determined that transit-only solutions would not sufficiently address the specific congestion and travel time reliability issues on the I-24 Southeast corridor. Based on those findings, the EA focuses on roadway-based alternatives within the existing interstate corridor that are consistent with the project purpose and reasonably feasible under current funding, statutory authority, and operational constraints. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments hence these alternatives were eliminated from further consideration. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees, while Tennessee would retain ownership of the roads and facilities. TDOT will follow all applicable laws, regulations and requirements during procurement when selecting a vendor to operate the P3. TDOT is committed to an open and honest selection process. TDOT is currently engaging other states to learn best practices and identify procedures to address potential conflicts of interest. TDOT evaluated air quality and related environmental effects for the proposed I-24 Southeast Choice Lanes project in accordance with the National Environmental Policy Act (NEPA), the Clean Air Act and applicable FHWA regulations and guidance. The EA documents this evaluation and describes the methodologies and assumptions used in Chapter 3, Section 3.4 (Air Quality). That section addresses regional air quality conditions, conformity with National Ambient Air Quality Standards and project-level considerations. Additional technical detail supporting the air quality analysis is provided in Appendix L – Air Quality Tech Memorandum, which explains the data sources, modeling approach, and regulatory thresholds used to evaluate potential effects from vehicle emissions associated with the project.

Date	Name	Source	Comment	Response
3/5/2026	Ember Holland	Public Hearing Comment via Court Reporter	MS. HOLLAND:· Hi, I'm Ember Holland and I've only been living here for a few years.· I live in East Nashville.· And increasing lanes will not help at all.· It will just increase traffic.· I watched my hometown of Clearwater, Florida be completely destroyed. Both properties and also businesses have gone to shit just because of a US Highway 19 which is called the highway of hell be worked on continuously for years.· It does not end. Roads have had to be built and then he fixed in many, many years and it's -- construction has yet to end.· And so this is an absolutely terrible idea. Public transportation is the only way that's going to get fixed (indiscernible).	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. Choice Lanes, managed by pricing, can proactively combat traffic congestion and deliver improved trip times and reduce congestion in general-purpose lanes. Implementing Choice Lanes is a forward-thinking approach to managing Middle Tennessee's growing traffic demands and delivering a more efficient and reliable transportation system for the future. For the I-24 Southeast Choice Lanes Project, TDOT continues to be engaged with local and regional transit providers (WeGo, RTA, and Murfreesboro Transit), regional and local planning organizations such as the Greater Nashville Regional Council (GNRC), Metro Nashville, La Vergne, Smyrna, Murfreesboro, and Rutherford County as well as Choose How You Move (CHYM) and the voter-approved plans for the region. Prior to beginning the Choice Lanes Project, multiple transit options – including bus rapid transit, light rail, heavy rail/subway, monorail, commuter rail, and high-speed rail – were considered for the 30-mile corridor between Nashville and Murfreesboro. The Nashville Area Metropolitan Planning Organization (MPO), which is housed in GNRC, prepared the Southeast Corridor High-Performance Transit Alternative Study and concluded that these options (including rail) were found to have prohibitively high capital costs, and the projected ridership was insufficient to justify such investments, hence these alternatives were eliminated from further consideration. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion.
3/5/2026	Tatum Clinton-Selin	Public Hearing Comment via Court Reporter	MS. CLINTON-SELIN:· Hello.· My name is Clinton-Selin.· I live in Woodbine and was born there actually.· There's obviously general mood discontent here.· I do share that but I also have some more granular questions that I'm hoping you can speak to. I'm confused about the travel times that seem to be furthering towards the city where there is not shown to be a benefit for the general use lanes.· And I don't understand why that wouldn't mean you wouldn't put general use lanes so far into the city.· You mentioned a newer analysis and I don't understand why that wasn't presented to us tonight, if that is the newer analysis. I also wanted to touch on visual effects. I didn't have a lot of time to look over the document before our meeting tonight.· But I did notice that the visual effects section is very short and it is mentioned that there will be more discussion of visual effects. I'm confused about why that isn't analyzed in the document draft that was given to us and why what was analyzed in the document draft is regarding visual effects for people driving on the highway and not for people who live right next to a highway. I also have concerns about noise, which has been mentioned in some squishy language in there -- what sounds like squishy language to the general citizen about there may be these things, but there may not be these things.· They may not be -- just -- you may not decide to build them later on.· And it's unclear to me and I think us in what circumstances they would orwocument draft is regarding visual effects for people driving on the highway and not for people who live right next to a highway. I also have concerns about noise, which has been mentioned in some squishy language in there -- what sounds like squishy language to the general citizen about there may be these things, but there may not be these things.· They may not be -- just -- you may not decide to build them later on.· And it's unclear to me and I think us in what circumstances they would or wuld not be constructed.· And I don't believe we'll have input into that later on. wwould not be constructed.· And I don't believe we'll have input into that later on. w wMS. POTENCIA:· The, the last is a more general comment which rides on the lack of information and the general public impression of myself and I believe others that this is the I-24 project, but it's also I-40, it's also I-440 and that has not been in the general discourse. I did notice this small pixelated line on I-440 before the fall meetings and thought, "This is not just I-24, this is 440 which is like two blocks from my house."· I attended the fall meetings.· There was no information on what things would look like. · ·	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The traffic data presented at the public hearings provided an average travel time during the morning and afternoon peak hours for Westbound and Eastbound traffic along I-24 and I-40. The traffic data compared travel times for the Recommended Preferred Alternative (RPA) and the No-Build Alternative in 2032 and 2052. The travel times showed improved travel times with the RPA in both 2032 and 2052 for the general purpose and Choice Lanes compared to the No-Build along I-24 East and West. The traffic data showed worsening travel times along I-40 West with the RPA because of conflicts outside of the proposed Project's scope and limits. However, these can be addressed with anticipated improvements from other projects and plans currently in development. You can view the traffic data in Appendix D of the Environmental Assessment (EA) for more information on the estimated travel times and travel data used to identify the RPA. In the EA, visual effects are evaluated at a planning level, which is consistent with the purpose of an EA at this stage of project development. The analysis focuses on identifying whether the project would result in notable changes to visual character, particularly where highways interact with nearby communities, parks, and historic resources. In the EA, there is discussion of visual effects from both the transportation facility itself, including how the additional lanes and structures function within the existing interstate corridor, and areas adjacent to the highway, including locations where changes to views, lighting or structures could be noticeable from nearby properties. Because the project is still in a conceptual design phase, the EA does not include final details such as specific wall heights, textures, landscaping treatments, or aesthetic enhancements. Those elements are typically refined during later design phases, after environmental approval, when more site-specific engineering and architectural decisions can be made. The EA's role is to disclose the potential for visual change and flag areas where visual effects may be more noticeable, not to present final design solutions. Appendix J of the EA provides more information on the technical approach of the visual impacts and data collected. The Project Team will conduct a Visual Impacts Assessment Workshop on April 21, 2026, to collect feedback and inform future project design. TDOT is also committed to engaging the public in other design considerations, including the location of noise walls, landscaping, signage and more.
3/5/2026	Tony Zavitson	Public Hearing Comment via Court Reporter	MR. ZAVOTSON:· You'll have to excuse my handwriting.· I'm a lefty and my teachers didn't know how to teach me how to write in school.· Yeah, my name is Tory Zavotson.· I live in the Glencoe neighborhood. I've lived here for eight years now.· So, I, I echo a lot of the concerns that people have here tonight. I, I put in a comment back in October about the on-ramp, the I-44 west on-ramp off of Briley Parkway.· What are the plans for, for that?· Because that's something that it's already really dangerous to get on the interstate as it is very short.· You have to either speed up, you have to -- it's a mess.· So, I want to know about that.· That's my biggest concern there. Everything else I wanted to say has already been mentioned.· So. MR. ZAVOTSON:· Okay.· I've got to find somebody that -- · · · MR. ZAVOTSON:· All right. MR. ZAVOTSON:· And thank you guys all for being here tonight.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. The Recommended Preferred Alternative (RPA) is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses. The RPA includes modifications to existing interchanges and intersections, new interchanges along I-24 and the realignment and reconstruction of 17 miles of existing general-purpose and HOV lanes. The I-24 Westbound general-purpose lane entrance ramp from Briley Parkway will be reconstructed as part of the proposed project and will be lengthened to allow more space for merging. This improved ramp will be the new Westbound I-24 on-ramp for vehicles traveling from the North and South on Briley Parkway through the signalized intersection. The existing I-24 Westbound general-purpose loop ramp entrance from Briley Parkway South of the interchange will be removed.
3/5/2026	Allen Dyer	Public Hearing Comment via Court Reporter	MR. DYER:· My name is Allen Dyer.· I live in the Nashville community, very close.· I live right across the street from my local place.· So, yeah, in that area.· We have a lot of principles.· We see a lot of devastation coming to our community.· A lot of destruction. One of the questions I want to ask and I'm not really -- I'm, I'm just going to ask it easily. Rather than destroy so much of our community on the other side of the interstate, there are big parking lots (indiscernible) parking lots trucking companies and it would have been possible to at least move a portion of this over the other side and not destroy so much of our community. Additionally, I do have to take exception of the concept of eminent domain.· What I would suggest is that perhaps de jure, the state owns those highways but de facto, the private enterprise company owns those structures -- those -- that facility, the streets, and the income.· And so they are making, over time a tremendous income of that total..· And it's all tolls due.· And in a sense I, I think there's an unfair settlement of people that live in that community who are losing their homes.· And I'm saying -- .MR. DYER:· 30 .MR. DYER:· 30 seconds.· I understand these are people's homes, lives more than just the cost of a building that you're, you're moving after.· And they probably deserve more compensation than you are projecting at this point, which goes way beyond -- which goes the business of you and look for a solution in that sector.· One more thing. · · · · · MR. DYER:· (Indiscernible). · · · · · · ·	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT recognizes the public's concerns about right-of-way and potential property impacts. The Recommended Preferred Alternative is a concept-level design that establishes the base project, while acknowledging that refinements will occur as the project progresses in final design. Once a private-sector partner is identified, design work will continue where additional refinements would identify opportunities to avoid, minimize or mitigate impacts to properties, businesses and the surrounding community. TDOT will follow all applicable state and federal laws and regulations governing right-of-way acquisition, relocation assistance, and property owners' rights to ensure a fair and lawful process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TDOT will begin working directly with impacted property owners in the next few months as part of the right-of-way acquisition process. TDOT will contact property owners individually. Once the right-of-way process begins, TDOT will reach out to impacted property owners one-on-one to discuss potential impacts, answer questions and explain the next steps. No action will be taken without direct communication with the property owner. The proposed Choice Lanes project is not a toll road. Toll roads require ALL motorists to pay to use the road. The Choice Lanes are new, additional lanes that are optional for motorists to use in exchange for a fee. Choice Lanes, managed by pricing, can proactively combat congestion. Motorists who opt to use these lanes will experience reliable and expedited trip times, reducing congestion in existing lanes. While not all motorists can or will use the new Choice Lanes, the benefits of more efficient and reliable transportation extend beyond those who directly use the Choice Lanes, reaching the broader community. Because some motorists will choose to use the new Choice Lanes, that means fewer cars in the existing general purpose lanes, which will remain free to use, and lower levels of congestion. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads and facilities. Currently, TDOT's annual work program has a budget of $1.2 billion and the estimated cost for the proposed project is $4.5 billion. TDOT could not deliver the proposed Project without a P3 due to the high capital costs. P3 projects delivered through this model have proven effective and are in operation in countries around the world. Several states, including Texas, Virginia, North Carolina and Georgia, have embraced similar models to deliver Choice Lanes projects.
3/5/2026	Monroe Abram	Public Hearing Comment via Court Reporter	MR. ABRAM:· Hello.· My name is Monroe Abram.· I've live in Antioch.· Been there 20 -- been here 25 years.· My one, one question that I have, since this is a private-public project, how long do they plan to keep the toll -- you know, how long is the plan to keep the toll on and how long -- and who gets the role after the toll is up?· Do they plan to keep the toll even after -- even after that window is up, and the state funds running? And the other thing I'll just say is that, you know, I'm not -- I'm not a proponent of this project.· You know, I've seen these things.· I lived in Atlanta prior to coming here.· I actually saw from start to finish where they built those, those choice lanes on both sides -- on both sides of Atlanta, going south and going north.· Those things didn't really have to work. Nobody used them.· You know, we're going down the road, everybody, everybody still -- everybody else still using the regular lane. So, no one else is -- no one's not -- going to use this thing and going with the toll, you know is the toll going to benefit, you know, the people of the state or the toll going benefit of TDOT?· And how, how is all that going to look? And plus the only other thing I'll just add, being in Antioch since we, I know other folks have said this too, you know, we got a lot of construction going on down in the area right now.· And add something else, I mean to take out this new business that we just got, that just -- that just got into the area is a -- is a tragic mistake that I don't think is going to make it this way.	Thank you for your comment on the proposed I-24 Southeast Choice Lanes project. The Tennessee Department of Transportation (TDOT), in coordination with Federal Highway Administration (FHWA), is proposing to make improvements to I-24 between I-40 and I-840 by adding two Choice Lanes in each direction to provide a cost-feasible transportation option along I-24 that offers travel-time advantages for passenger and commercial vehicles and is needed to address increasing urban congestion caused by insufficient capacity, slow travel speeds accompanied by high travel demand, geometric constraints, rapid population growth, and limited funding that slows project delivery. The proposed Choice Lanes would be new price-managed lanes, no existing general-purpose or HOV lanes would be removed. TDOT is pursuing a public-private partnership (P3) where private-sector partners would design, build, finance, operate and maintain Choice Lanes in exchange for the user fees while Tennessee would retain ownership of the roads. This would allow Tennessee to better allocate the limited resources for transportation projects by leveraging private-sector innovation and capital. The agreement would allow the P3 to collect user fees for a period of 50 years. Following that period, TDOT would determine if the Choice Lanes would continue to operate as managed lanes. TDOT has engaged partner agencies in other states, including Georgia, to understand best practices and lessons learned from similar projects. TDOT has developed Choice Lanes to include these lessons and improve on past efforts.